



*City of Arts & Innovation*

# Transportation Committee

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**TO: TRANSPORTATION COMMITTEE MEMBERS      DATE: MARCH 8, 2018**

**FROM: PUBLIC WORKS DEPARTMENT      WARDS: 1, 2, & 3**

**SUBJECT: ESTABLISHMENT OF AXLE RESTRICTIONS – SEGMENTS OF ARLINGTON, CENTRAL, CHICAGO, IOWA, AND JURUPA AVENUES - DIRECT SUBMITTAL**

## **ISSUES:**

Consideration of the establishment of axle restrictions prohibiting use by commercial vehicles exceeding three axles on designated segments of Arlington, Central, Chicago, Iowa, and Jurupa Avenues.

## **RECOMMENDATIONS:**

That the Transportation Committee recommend that the City Council approve establishment of axle restrictions prohibiting use by commercial vehicles exceeding three axles on the following street segments:

1. Arlington Avenue from Horace Street to Chicago Avenue;
2. Central Avenue from Fremont Street to Brockton Avenue;
3. Chicago Avenue from Arlington Avenue to Central Avenue;
4. Iowa Avenue from Spruce Street to Blaine Street; and
5. Jurupa Avenue from Fremont Street to Brockton Avenue.

## **TRANSPORTATION BOARD RECOMMENDATION:**

On October 4, 2017, the Transportation Board (Board) reviewed the proposal to establish axle restrictions on designated segments of Alessandro and Van Buren Boulevards, Arlington, Central, Chicago, Iowa, and Jurupa Avenues; six of seven members were present. The Board recommended establishment of the proposed axle restrictions, however, at the request of the County of Riverside the proposed restrictions for the segments involving Alessandro and Van Buren Boulevards were not considered in the motion as further discussion regarding the viability of axle restrictions on the shared jurisdiction street segments was determined to be necessary. As a result, the Board ultimately recommended establishment of axle restrictions on Arlington Avenue from Horace Street to Chicago Avenue, Central Avenue from Fremont Street to Brockton Avenue, Chicago Avenue from Arlington Avenue to Central Avenue, Iowa Avenue from Spruce

Street to Blaine Street, and Jurupa Avenue from Fremont Street to Brockton Avenue. Additionally, the Board asked that stickers, a City exemption letter for businesses, or other means of identification for those businesses generating truck activity be allowed. Businesses requested these exemptions to enable continued use of existing roads to avoid trucks from making left-turns onto major arterials, provide the shortest routes to/from additional businesses they serve in the City, and/or improve safety.

Two business representatives spoke at the meeting expressing opposition to the proposed establishment of axle restrictions on Jurupa Avenue and Van Buren Boulevard respectively. The representative who expressed concerns regarding the potential Van Buren Boulevard axle restriction was from a Box Springs Boulevard business and stated that area Riverside businesses needed unrestricted access to these streets to continue to efficiently conduct business. The representative who opposed establishment of an axle restriction on Jurupa Avenue was from a Columbus Street business who expressed concerns regarding time and cost expenditures which would result from having to use a circuitous route as they regularly engage in commerce activity with other City of Riverside businesses and requested the ability to demonstrate a need for their trucks to utilize Jurupa Avenue. Police Department Commercial Vehicle Enforcement Division staff present at the meeting voiced support for the Board's suggestion to issue letters of exemption to certain businesses which operate in the proposed axle restricted areas to minimize impacts to their daily operations.

## **BACKGROUND:**

On May 11, 2017, the Transportation Committee (Committee) received a report discussing current use and applications of weight limit and axle restrictions citywide. Upon review of the report the Committee requested that staff return with a suggested policy and recommendations to implement axle restrictions on Alessandro Boulevard, Central Avenue, and Van Buren Boulevard to address concerns stemming from use by large commercial trucks without direct business in the areas, as well as information regarding available alternate routes.

On August 10, 2017, the Committee reviewed a proposal to establish axle restrictions prohibiting use by commercial trucks with 4 or more axles on segments of Alessandro Boulevard, Central Avenue, and Van Buren Boulevard; all three members were present. The Committee unanimously recommended establishment of the proposed axle restrictions on designated segments of Alessandro Boulevard, Central Avenue, and Van Buren Boulevard, and additionally recommended similar restrictions be adopted on Arlington Avenue from Alessandro Boulevard to the SR-91 Freeway and on an additional segment of Central Avenue from the SR-91 Freeway to Phoenix Avenue. The Committee also requested that the Public Works Department perform an evaluation of the newly adopted axle restrictions and return to the Committee in 12 months to report on the effectiveness of the restrictions.

## **DISCUSSION:**

The Public Works Department is proposing establishment of axle restrictions prohibiting use by commercial trucks exceeding 3 axles on designated segments of Arlington, Central, Chicago, Iowa, and Jurupa Avenues which are experiencing commercial truck cut-through traffic. The proposed axle restrictions will also aid in reducing safety concerns created by large truck use and preventing excessive asphalt damage on our roadways.

Subsequent to the August 10, 2017 Committee review and recommendation related the proposed

establishment of the axle restrictions, the Riverside Police Department's Commercial Vehicle Enforcement Division made additional recommendations including changes to the parameters of the proposed zones on Central and Arlington Avenues and the addition of axle restrictions on segments of Chicago, Iowa, and Jurupa Avenues. Per the Commercial Vehicle Enforcement Division's recommendations, to avoid potential impacts to the Tava Lanes Commercial Center and the nearby storage facility on Arlington Avenue the proposed axle restriction boundaries for Arlington Avenue were modified from "Chicago Avenue to the SR-91 Freeway" to "Horace Street to Chicago Avenue" and the boundaries for the proposed Central Avenue axle restriction were extended westerly from "Brockton Avenue to Phoenix Avenue" to Brockton Avenue to Fremont Street" to include additional segments which have residential homes fronting. Also recommended was the establishment of axle restrictions on Jurupa Avenue from Fremont Street to Brockton Avenue to reduce truck cut-through traffic, particularly car haulers, between SR-91 and Van Buren Boulevard and on Chicago Avenue from Arlington Avenue to Central Avenue to avoid large trucks traveling on Central Avenue from the I-215 or Canyon Crest Town Center from heading southbound on Chicago Avenue leading to other connecting axle restricted streets. The Commercial Vehicle Enforcement Division's final recommendation was to establish an additional axle restriction on Iowa Avenue between Spruce Street and Blaine Street as trucks that exceed a length of 65-feet and are "over-length" have difficulty making a southbound right-turn from Iowa Avenue onto westbound Blaine Street to access the I-215 Freeway.

The revised axle restriction proposals were subsequently scheduled for consideration by the Board to provide a public meeting forum for discussion of the matter and notification to potentially impacted businesses within the proposed axle restriction areas. Due to the shared jurisdiction of Alessandro and Van Buren Boulevards and potential impacts to the adjoining agency roadways, the Public Works Department consulted with the County of Riverside regarding the initial proposals to establish axle restrictions on these streets. The County opposed both axle restrictions indicating that such restrictions would likely have negative impacts on Cajalco Road which is already experiencing heavy traffic congestion. As a result, Public Works agreed to engage in additional discussions with the County to assess the viability of axle restrictions prior to further consideration of establishment.

The Public Works Department subsequently conducted traffic classification counts on select segments of Alessandro Boulevard, Trautwein Road, and Van Buren Boulevard to provide updated figures on the various truck traffic volumes experienced on these streets and to allow for comparison to prior count data on file to share with the County and aid in assessment. Resulting data is shown in the tables below:

Table 1 – Truck Traffic 2016 vs 2018

| Street          | Location               | Total 24-Hr Volume 2016 | Total # of Trucks 2016 | Total % of Trucks 2016 | Total 24-Hr Volume 2018 | Total # of Trucks 2018 | Total % of Trucks 2018 | # / % Trucks Increase 2016 vs 2018 |
|-----------------|------------------------|-------------------------|------------------------|------------------------|-------------------------|------------------------|------------------------|------------------------------------|
| Van Buren Blvd  | South of Indiana Av    | 37,328                  | 696                    | 1.9%                   | 38,312                  | 835                    | 2.2%                   | 139 / 20%                          |
| Van Buren Blvd  | North of SR-91         | 41,761                  | 866                    | 2.1%                   | 40,502                  | 801                    | 2.0%                   | (-65) / (-7%)                      |
| *Van Buren Blvd | East of Washington St  | 42,314                  | 652                    | 1.5%                   | 41,464                  | 664                    | 1.6%                   | 12 / 2 %                           |
| Alessandro Blvd | West of I-215          | 46,464                  | 472                    | 1.0%                   | 31,685                  | 1,004                  | 3.2%                   | 532 / 113%                         |
| Trautwein Rd    | South of Alessandro Bl | 31,046                  | 254                    | 0.8%                   | 30,353                  | 566                    | 1.9%                   | 312 / 123%                         |
| Alessandro Blvd | North of Chicago Av    | 32,652                  | 417                    | 1.3%                   | 33,795                  | 682                    | 2.0%                   | 265 / 63%                          |

\*Location under County jurisdiction

Table 2 – Truck Traffic 2015 vs 2018

| Street          | Location              | Total 24-Hr Volume 2015 | Total # of Trucks 2015 | Total % of Trucks 2015 | Total 24-Hr Volume 2018 | Total # of Trucks 2018 | Total % of Trucks 2018 | # / % Trucks Increase 2015 vs 2018 |
|-----------------|-----------------------|-------------------------|------------------------|------------------------|-------------------------|------------------------|------------------------|------------------------------------|
| Alessandro Blvd | North of Trautwein Rd | 58,406                  | 544                    | .9%                    | 61,612                  | 1,422                  | 2.3%                   | 878 / 161%                         |
| *Van Buren Blvd | West of Meridian Pkwy | 34,964                  | 568                    | 1.6%                   | 30,662                  | 834                    | 2.7%                   | 266 / 47%                          |

\*Location under County jurisdiction

Data shows a significant increase in truck traffic volumes and percentages at seven of the eight evaluated locations. All Alessandro Boulevard locations, the Trautwein Road site, and three of the four Van Buren Boulevard locations experienced elevated truck traffic levels with only Van Buren Boulevard north of the SR-91 Freeway experiencing a slight decline in both truck volumes and percent of traffic. There is a large development project on the southerly side of Van Buren Boulevard east of Barton Street which may have contributed to these elevated figures. The Public Works Department will continue to work with the County to further evaluate and discuss potential axle restrictions on segments of Alessandro and Van Buren Boulevard. Assessment will include conducting bi-annual counts at select locations on both Alessandro and Van Buren Boulevards beginning January 2019 until the March Joint Powers Authority (March JPA) Development Project along Van Buren Boulevard has been completed. The Public Works Department would actively collaborate with County of Riverside staff to consider implementation of axle restrictions if count data reflects truck volumes in excess of 3% on these roadways during or after March JPA project completion.

Implementation of the proposed axle restrictions would aid in regulating heavy truck traffic on these select arterial roadway segments keeping larger trucks on local freeways and promoting safer operations. Trucks in excess of 3 axles which are directly en-route to businesses locations in the vicinity and/or engaged in pick-up and/or delivery activities within these areas are in compliance with the regulations and not considered in violation of the posted axle restrictions.

### **FISCAL IMPACT:**

The cost of sign fabrication, removal, and installation is estimated at \$29,330. Funding is available in the existing Public Works Department budget, Signing Supplies account number 4110100-424143, to cover this cost. Costs associated with the bi-annual ordering of classification counts on select segments of Alessandro Boulevard and Van Buren Boulevards starting January 2019 until completion of the March JPA project along Van Buren Boulevard are estimated to be \$1,600 bi-annually and funding is available in the Public Works Department Traffic Counts account number 4120000-421000.

Prepared by: Kris Martinez, Public Works Director  
 Certified as to availability of funds: Adam Raymond, Chief Financial Officer/City Treasurer  
 Approved by: Al Zelinka, FAICP, Assistant City Manager  
 Approved as to form: Gary G. Geuss, City Attorney

### **Attachments:**

1. Site Map
2. Presentation
3. Transportation Board Meeting Minutes – October 4, 2017