

City of Arts & Innovation

City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL DATE: OCTOBER 28, 2025

FROM: PUBLIC WORKS DEPARTMENT WARD: 1

SUBJECT: INTRODUCE AN ORDINANCE AMENDING TITLE 10, SECTION 10.56.050 OF THE RIVERSIDE MUNICIPAL CODE TO ESTABLISH AN AXLE RESTRICTION ON THE SEGMENT OF PLACENTIA LANE FROM CENTER STREET TO ORANGE STREET – ORDINANCE

ISSUE:

Introduce an Ordinance amending Title 10, Section 10.56.050 of the Riverside Municipal Code to establish an axle restriction prohibiting commercial vehicles exceeding three axles from cutting through the segment of Placentia Lane from Center Street to Orange Street.

RECOMMENDATION:

That the City Council introduce and subsequently adopt an ordinance amending Title 10, Section 10.56.050 of the Riverside Municipal Code to establish an axle restriction prohibiting use by commercial vehicles exceeding three axles from cutting through the segment of Placentia Lane from Center Street to 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 from Center Street to Orange Street.

COMMITTEE RECOMMENDATION:

On May 8, 2025, 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 Placentia Lane from Center Street to Orange Street.

BACKGROUND:

The Public Works Department may establish weight limits or axle restrictions to prohibit use of select streets by larger commercial vehicles. Weight limit restrictions direct commercial trucks

away from residential and local streets and onto larger collector and arterial routes. This helps preserve pavement, promotes safety, and prevents cut-through 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 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 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. 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 threshold utilized by the City and consistent with the Federal Highway Administration (FHWA) guidelines. 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. To reduce commercial truck traffic and keep truck volume at 3% or below, a restriction is proposed that would prohibit trucks with more than 3 axles on 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 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.

Implementing the proposed axle restriction would regulate heavy truck traffic on Placentia Lane, keeping larger vehicles on freeways. The restriction will also promote safety and improve quality of life for adjacent residential neighborhoods. There are several existing industrial developments fronting Placentia Lane; trucks which exceed 3 axles directly enroute to business locations in the vicinity for 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.

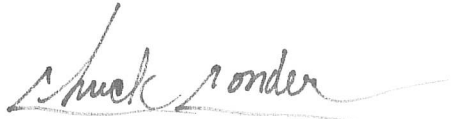
As of this report's writing, Assembly Bill (AB) 98 was recently signed into law. Under the provisions of AB 98, local agencies such as Riverside are required to adopt truck routes along designated arterial roadways. Staff are currently evaluating the full implications of AB 98 and have developed plans for compliance with the new law. Riverside, amongst other agencies, had requested revisions to AB 98 and expressed opposition to its final form prior to its adoption. Assembly Bill 735 (Carillo) would make changes to provide leniency for agency making a good faith effort to come into substantial compliance with AB 98. The Western Riverside Council of Governments has also published an implementation technical assistance document to help agencies make the transition to the new state law.

FISCAL IMPACT:

The total fiscal impact of this action is the cost of sign fabrication and installation which is estimated to be approximately \$1,650. 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
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: Rebecca McKee-Reimbold, Interim City Attorney

Concurs with;

A handwritten signature in cursive script, appearing to read "Chuck Conder", written in dark ink on a white background.

Chuck Conder, Chair (the City Clerk's Office obtains the signature)
Name of Committee

Attachments:

1. Ordinance
2. Site Map
3. Truck Analysis
4. Presentation
5. Transportation Board Meeting Minutes – October 2, 2024
6. Mobility & Infrastructure Committee Meeting Minutes – May 8, 2025