



City of Arts & Innovation

City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL DATE: NOVEMBER 18, 2025

FROM: PUBLIC WORKS DEPARTMENT WARD: 1

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

ISSUE:

Adopt 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.

RECOMMENDATION:

That the City Council 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 on the segment of Placentia Lane from Center Street to Orange Street.

INTRODUCTION OF ORDINANCE:

On October 28, 2025, the City Council introduced an ordinance to amend Section 10.56.050 of the Riverside Municipal Code to establish an axle restriction prohibiting use by commercial vehicles exceeding three axles on 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 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:

This discussion was previously reviewed by the City Council on October 28, 2025 as part of the item's initial consideration and ordinance introduction but is included below for reference purposes.

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 City Council on their progress.

FISCAL IMPACT:

The estimated cost of this action is \$1,650 for sign fabrication and installation. Funding is available in the Public Works, General Fund, Streets Maintenance, Signing Supplies account number 4110100-424143, to cover this cost.

Prepared by: Philip Nitollama, City Traffic Engineer

Approved as to form: Rebecca McKee-Reimbold, Interim City Attorney

Attachment: Ordinance