



*City of Arts & Innovation*

# City Council Memorandum

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**TO: HONORABLE MAYOR AND CITY COUNCIL      DATE: MARCH 11, 2025**

**FROM: PUBLIC WORKS DEPARTMENT                      WARD: 5**

**SUBJECT: INTRODUCE AN ORDINANCE AMENDING TITLE 10, SECTION 10.56.050 OF THE RIVERSIDE MUNICIPAL CODE TO ESTABLISH AN AXLE RESTRICTION ON MADISON STREET FROM INDIANA AVENUE TO VICTORIA AVENUE – 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 and cutting through Madison Street from Indiana Avenue to Victoria Avenue.

**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 and cutting through Madison Street from Indiana Avenue to Victoria Avenue.

**BOARD RECOMMENDATION:**

On August 7, 2024, the Transportation Board (Board) reviewed this matter; six of eight members were present. The Board voted unanimously to recommend the establishment of the proposed axle restriction on Madison Street from Indiana Avenue to Victoria Avenue.

**COMMITTEE RECOMMENDATION:**

On November 14, 2024, 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 Madison Street from Indiana Avenue to Victoria Avenue.

## **BACKGROUND:**

The Public Works Department may establish weight limit or axle restrictions to prohibit the use of select streets by larger commercial vehicles. These types of restrictions reduce commercial truck traffic on certain roads by directing truck traffic onto larger classification roadways and/or keep traffic on highways. Weight limit restrictions 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. 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.

A classification count conducted in March 2024 on Madison Street south of Indiana Avenue reflected elevated truck activity along the corridor with a combined truck traffic volumes of 4.0 percent of total traffic volumes.

## **DISCUSSION:**

The Public Works Department is proposing the establishment of an axle restriction prohibiting use by commercial trucks exceeding 3 axles on Madison Street from Indiana Avenue to Victoria Avenue to reduce cut-through traffic to improve quality of life and help preserve the condition of the roadway. The axle restriction is now recommended based on updated March 2024 classification counts which resulted in data showing the 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 maximum 3 percent truck traffic threshold has historically been utilized to determine if there is excessive truck traffic cutting through a particular arterial roadway. The March 2024 classification counts reflected a combined truck traffic volume of 4 percent of total traffic volumes, thus an axle restriction is recommended to prohibit cut-through truck traffic by larger 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 segment of Madison Street.

The proposed axle restriction would deter potential cut-through commercial truck traffic, aid in reducing safety and noise concerns created by large truck traffic and prevent excessive asphalt damage on this segment of roadway.

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.

As of this report's writing, Assembly Bill 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 states that cities 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 Madison Street, which is fronted by residential properties, is supportive of the bill’s intent. Staff will continue to develop an action plan related to AB 98 and update the Mobility and Infrastructure Committee on its progress.

If the proposed ordinance is adopted, changeable message signs will be deployed for two weeks to provide advance notification of the truck axle restrictions to truck drivers prior to the initial police enforcement.

### **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, and **Strategic Priority 6 – Infrastructure, Mobility & 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. Additionally, proposed establishment of an axle restriction relates to the cross-cutting threads as demonstrated below:

1. **Community Trust** – Axle restrictions develop community trust by responding to observed levels of commercial truck activity on public roadways.
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.
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. 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 \$2,000 for the cost of sign fabrication and installation. Funding is available in the General Fund, Streets Maintenance Division, 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: Jack Liu, Interim City Attorney

Concurs with:



Chuck Conder, Chair  
Mobility and Infrastructure Committee

Attachments:

1. Ordinance
2. Site Map
3. Truck Analysis
4. Presentation
5. Transportation Board Meeting Minutes – August 7, 2024
6. Mobility & Infrastructure Committee Meeting Minutes – December 12, 2024