



City of Rialto

Legislation Text

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For Economic Development Committee [April 25, 2018]

TO: Honorable Economic Development Committee Members

APPROVAL: Robb R. Steel, Interim City Administrator

FROM: Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer

Review of Current Truck Routes and Consider an Update to the Circulation Element of the City's General Plan.

BACKGROUND:

Unlike the 2010 General Plan Update, the 1992 General Plan did not have a formal truck route map. The 1992 General Plan did include the following goals and policies regarding trucks:

- Goal 3.2.2 Confine trucking to designated efficient and convenient routes within and through the City.
- Policy 3.2.2.1 Designate Baseline Road, Valley Boulevard Slover Avenue and Easton Avenue westerly or Ayala Drive) as east-west truck routes.
- Policy 3.2.2.2 Improve Cactus Avenue (north of Jurupa Avenue), Cedar-Ayala Avenues and Alder Avenue (between Casmalia and Baseline Road) to provide safe and efficient north-south truck routes.
- Policy 3.2.2.3 In order to protect businesses and residences bordering Riverside Avenue, discourage trucking on this roadway by improving locust Avenue between Highland Avenue and Riverside Avenue as an additional north-south route for trucking originating in new industrial areas in the Northern Sector bound for I-5 or Highland Avenue/State Route 30.
- Policy 3.2.4.1 Weight limits shall be established for trucks allowed to use neighborhood streets. Heavy trucks shall be prohibited on Neighborhood streets without special permit.

On April 10, 2018, the City Council expressed concern regarding increasing truck traffic on various arterial highways, including Ayala Drive, Baseline Road, and Pepper Avenue. The City Council requested review of the designated truck routes for possible modifications.

The City of Rialto approved the General Plan Update in 2010 with the following Truck Routes.

General Plan Update (2010) Designated Truck Routes

1. Interstate 15 - northerly sphere limit to Sierra Avenue
2. State Route 210 - east City limit to west City limit
3. Interstate 10 - east City limit to west City limit
4. Riverside Avenue - Sierra to Cedar Avenues
5. Riverside Avenue - Valley Boulevard to south City limit

6. Alder Avenue - Casa Grande Street to Baseline Road
7. Locust Avenue - Riverside Avenue to Baseline Road
8. Ayala Drive - Riverside Avenue to Baseline Road
9. Cedar Avenue - Baseline Road to El Rivino Road
10. Pepper Avenue - SR 210 to Rialto Avenue
11. Casa Grande Drive - Locust to Alder Avenues
12. Casmalia Avenue - Cedar Avenue to west City limit
13. Renaissance Parkway - Locust to Alder Avenues
14. Baseline Road - east City limit to west City limit
15. Valley Boulevard - east City limit to Alder Avenue
16. Slover Avenue - Riverside to Cedar Avenues
17. Santa Ana Avenue - east City limit to Tamarind Avenue

Prior to the 2010 General Plan Update, the City adopted various truck routes through City Council Resolution, which were included in previous versions of the General Plan. The truck routes adopted through Resolution are listed below:

Pre - 2010 Truck Routes (By Resolution and/or prior General Plan versions)

2006

1. Riverside Avenue - Sierra Avenue to SR 210
2. Alder Avenue - Summit Avenue to Baseline Road
3. Summit Avenue - Alder Avenue to Mango
4. Locust Avenue - Riverside Avenue to SR 210
5. Ayala Drive - SR 210 to Randall Avenue
6. Cactus Avenue - Riverside Avenue to Valley
7. Cactus Avenue - Slover to Jurupa Avenues
8. Pepper Avenue - Baseline Road to Rialto Avenue
9. Baseline Road - east City limit to west City limit
10. Foothill Boulevard - east City limit to west City limit
11. Rialto Avenue - Maple to Cactus Avenues
12. Valley Boulevard - Spruce to east City limit
13. Slover Avenue - Cactus to Riverside Avenues
14. Jurupa Avenue - Lilac to Riverside Avenues
15. Agua Mansa - within City limits
16. Riverside Avenue - Interstate 10 to Agua Mansa Road

2003

1. Riverside Avenue - Easton Street to Foothill Boulevard

2000

1. Rialto Avenue - Maple to Cactus Avenues (same as number 11 above)

1999

1. Riverside Avenue - Valley Boulevard to south City limit (refer to number 16 above)
2. Slover Avenue - Cactus to Riverside Avenues (same as number 13 above)

1990

1. Pepper Avenue - Baseline Road to Rialto Avenue

1987

1. Riverside Avenue - Sierra Avenue to Easton Street
2. Cactus Avenue - Riverside to Santa Ana Avenues
3. Baseline Road - east City limit to west City limit
4. Cedar Avenue - Foothill Boulevard to San Bernardino Avenue
5. Valley Boulevard - east City limit to west City limit

1981

1. Riverside Avenue - Sierra Avenue to Easton Street
2. Cactus Avenue - Riverside Avenue to Valley Boulevard
3. Cactus Avenue - Slover to Santa Ana Avenues
4. Baseline Road - east City limit to west City limit
5. Valley Boulevard - west City limit to east City limit

Below is a compiled summary of the Pre-2010 Truck Routes:

Pre - 2010 General Plan Truck Routes (compilation of 1981-2006)

1. Riverside Avenue - Sierra Avenue to Foothill Boulevard
2. Riverside Avenue - Valley Boulevard to south City limit
3. Alder Avenue - Summit Avenue to Base Line Road
4. Summit Avenue - Alder to Mango Avenues
5. Locust Avenue - Riverside Avenue to SR 210 (Casmalia)
6. Ayala Drive - SR 210 (Casmalia) to Randall Avenue
7. Cactus Avenue - Riverside to Jurupa Avenues
8. Pepper Avenue - Baseline Road to Rialto Avenue
9. Baseline Avenue - east City limit to west City limit
10. Foothill Boulevard - east City limit to west City limit
11. Rialto Avenue - Maple to Cactus Avenues
12. Valley Boulevard - east City limit to west City limit
13. Slover Avenue - Cactus to Riverside Avenues
14. Jurupa Avenue - Lilac to Riverside Avenues
15. Agua Mansa - within City limits

In addition, the City has adopted Circulation Elements and Truck Routes in the Renaissance Specific Plan, Lytle Creek Specific Plan and Foothill Specific Plan. The City approved the Circulation Element of the General Plan on December 14, 2010. The Circulation Element of the Renaissance Specific Plan was approved on November 23, 2010. The City Council approved the Circulation Element of the Lytle Creek Specific Plan on July 27, 2010. The City Council approved the Circulation Element of the Foothill Specific Plan on August 10, 2010. The City Council rescinded the El Rivino Specific Plan on April 12, 2011, leading to the Rialto Commerce Center Development.

RECOMMENDATION:

Staff recommends that the Economic Development Committee review the truck routes identified in the General Plan and as separately adopted by Council Resolution and provide direction with regard to additions or deletions for a formal amendment to the Circulation Element of the General Plan.