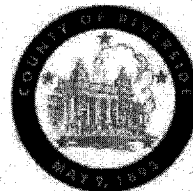


SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



ITEM  
2.14  
(ID # 8584)

MEETING DATE:

Tuesday, December 11, 2018

FROM : TLMA-TRANSPORTATION:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION  
DEPARTMENT: Receive and File the Final Report for the Evaluation of  
Commercial Truck Traffic on Cajalco Road and Van Buren Blvd Between State  
Route 91 and Interstate 215 and Certain Roads in the Community of Nuevo.  
Districts 1 and 5. [\$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Receive and File the Final Report for the evaluation of commercial truck traffic on  
Cajalco Road and Van Buren Blvd between State Route 91 and Interstate 215, and  
certain roads in the Community of Nuevo.

ACTION:

Patricia Romo, Director of Transportation 12/14/2018

---

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Ashley, seconded by Supervisor Jeffries and duly carried by  
unanimous vote, IT WAS ORDERED that the above matter is received and filed as  
recommended.

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley  
Nays: None  
Absent: None  
Date: December 11, 2018  
xc: Transp.

Kecia Harper-Ihem  
Clerk of the Board  
By:   
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

<b>FINANCIAL DATA</b>	<b>Current Fiscal Year:</b>	<b>Next Fiscal Year:</b>	<b>Total Cost:</b>	<b>Ongoing Cost</b>
<b>COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS: N/A</b>			<b>Budget Adjustment: No</b>	
			<b>For Fiscal Year: 18/19</b>	

**C.E.O. RECOMMENDATION:** Approve

**BACKGROUND:**

**Summary**

On September 11, 2018, Agenda Item 3.4, the Board of Supervisors directed the Department of Transportation, County Counsel, and CHP to evaluate the County's legal options to restrict commercial truck traffic on Cajalco Road and Van Buren Blvd between State Route 91 and Interstate 215, and Lakeview Avenue and Hansen Avenue in the Lakeview area, and to report back on options to prevent these roads from becoming logistics corridors. On November 6, 2018, Agenda Item 2.12, the Transportation Department provided an update as to the progress of analysis for the restriction of commercial truck traffic. The Transportation Department in coordination with County Counsel and the CHP has performed field studies and researched applicable laws and highway codes to develop recommendations for reducing commercial traffic on certain County streets. The California Streets and Highways Code and the California Vehicle Code provide very specific direction as to what is required of a City or County when prohibiting commercial vehicle usage from certain streets, with County requirements being more restrictive than City requirements. The County may limit the use of streets by vehicle based on weight as long as the restriction meets certain requirements.

- Streets and Highways (S&H) Code Section 942.5 allows the Board of Supervisors to restrict the use of any county street for the protection of the public.
- California Vehicle Code (CVC) Section 35701 gives the County authority to regulate any commercial vehicle or any vehicle exceeding a maximum gross weight limit in a *Residence District*. A *Residence District* is defined in CVC Section 515 as an area where within a quarter of a mile, one side of the street is occupied by 13 or more separate dwelling houses or business structures, or 16 or more separate dwelling houses or business structures on both sides of the street.
- CVC Section 35712 provides the County authority to prohibit use of streets in unincorporated *residential or subdivision* area by commercial vehicles exceeding gross weight of 14,000 pounds. Riverside County Ordinance 500 defines residential area as a neighborhood where the prevailing land use is residential.
- CVC 35717 states that the County can prohibit commercial vehicles exceeding 14,000 pounds if, by accepted engineering standards, the street cannot support the vehicle.

These restrictions may be implemented by County Ordinance provided they comply with certain requirements.

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- CVC Section 35703 states that no ordinance shall prohibit commercial vehicles from a restricted street for the purpose of making pickups or delivering of goods, wares, and merchandise or for the purpose of delivering materials for construction of any building or structure. The weight limits do not apply to any vehicle necessarily in use in the construction, installation, or repair of any public utility.
- CVC Section 35713 states that an ordinance to prohibit any commercial vehicle from a restricted street must also include a designated alternate route for the unrestricted use of commercial vehicles.
- CVC Section 35718 states that no ordinance pursuant to Section 35717 shall become effective until appropriate signage has been erected indicating the streets affected by the ordinance or the streets not affected by the ordinance.
- CVC Section 35720 states that no ordinance shall be effective with respect to 1) public utility vehicles or any farm labor vehicle, 2) any street not under the exclusive jurisdiction of the County, 3) the approval and designation of an alternate route, 4) any commercial vehicle coming from an unrestricted street when necessary for the purpose of making pickups or delivery of goods, wares, and merchandise on such restricted streets, or for the purpose of construction of any building, 5) any vehicle operated as an incident to any industrial, commercial, or agricultural enterprise conducted upon a street, and 6) the operation of ambulances or hearses.

In Summary, the California Vehicle Code and the Streets and Highways code provides latitude for the County to prohibit commercial truck traffic on County roads within a residential area, provided that the County designates an alternate route for unrestricted commercial truck usage.

In an effort to evaluate the volume of commercial truck usage along various rural roads and residential areas in the Mead Valley, Lake Mathews, and Lakeview areas, the Transportation Department performed traffic counts during the month of October 2018 to determine the volume of truck traffic. The Department tallied the number of vehicles and the number of trucks along the routes shown on Exhibit A and Exhibit B. The definition of truck traffic being 4 axles or more. The results of the traffic counts, in the Lake Mathews/Mead Valley area, showed that the percentage of truck traffic, compared to total vehicular traffic, ranged from a low of 0% to a high of 3.3%, with an average of 1.44% as shown in Table 1. Cajalco Road and Lake Mathews/Santa Rosa Mine Road had the highest percentage of truck traffic ranging from 2.1% on Santa Rosa Mine Road to 3.3% on Cajalco Road near El Sobrante Road. In the Lakeview area, the average truck traffic was found to be 2.66% for the study locations, as shown in Table 2. The average truck traffic on a typical county road has been found to be between 2% and 3%. In addition to the traffic counts, the department has identified locations of residential areas along the streets selected for traffic counts.

If truck traffic were to be restricted on roads identified as residential areas, there would likely be the unintended consequence of trucks being forced to use other rural side roads. Truck restrictions can only be imposed on roads within a residential area. Prohibiting trucks along the Cajalco corridor would add a 12 mile detour route for trucks needing to travel from one side of

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
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the Valley to the other which would likely cause additional truck congestion on SR74 to the south and contribute to greater greenhouse gas emissions. In addition Cajalco Road is considered a critical east west corridor for all modes of transportation. The Lakeview area relies on two north-south corridors, Lakeview and Hansen. Truck restriction would result in one of those routes being designated as a truck route. Based on observation, trucks utilize these routes to access businesses and parking for residents, and these trucks would be exempt from any restrictions imposed. The average truck traffic on the roads selected is not considered unreasonable since it is consistent with what an average county road experiences.

After careful review and analysis of the data gathered, the Transportation Department recommends not imposing truck restrictions at this time. The full report and exhibits are contained here within the attachments.

**ATTACHMENTS:**

Evaluation of Restriction of Commercial Vehicle use report

Exhibit A1 – Lake Mathews/Mead Valley Truck Study – Traffic Counts

Exhibit A2 – Lake Mathews, Mead Valley Truck Study – Locations of Residence Districts and Residential Areas along selected study streets

Exhibit B1 – Lakeview/Nuevo Area Truck Study – Traffic Counts

Exhibit B2 – Lakeview/Nuevo Area Truck Study - Locations of Residence Districts and Residential Areas along selected study streets

Table 1 – Lake Mathews/ Mead Valley Truck Study – Traffic Counts Summary

Table 2 – Lakeview/Nuevo Area Truck Study – Traffic Counts Summary

  
Scott Bruekner

12/5/2018

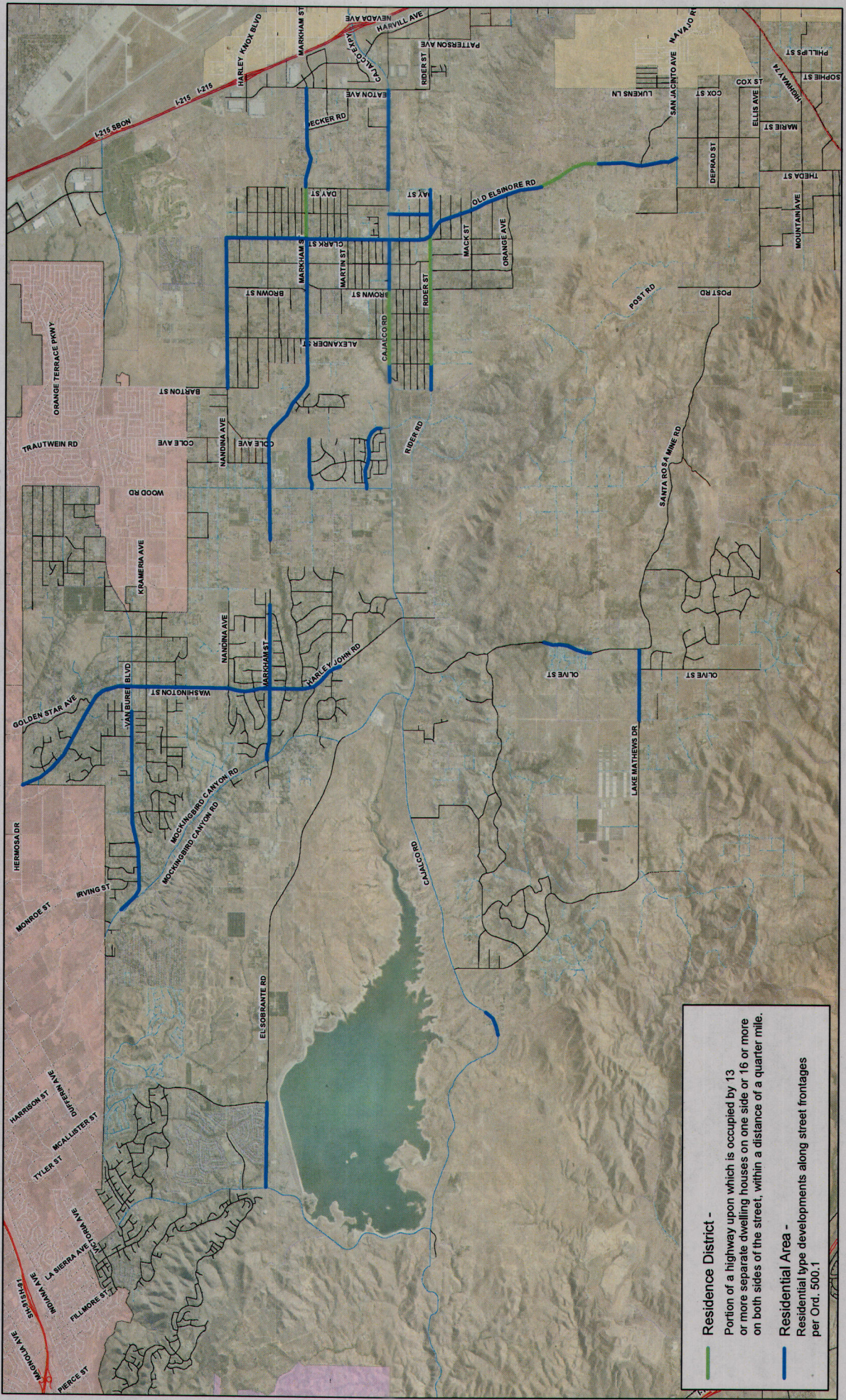
  
Gregory H. Priaplos, Director County Counsel

12/4/2018

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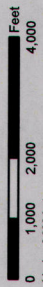
0 2,750 5,500 11,000 Feet  
 1 inch = 5,500 feet  
 Orthophoto's From 2016  
 Printed by Jvaldez on 1/22/2018

**EXHIBIT A2**  
**LAKE MATHEWS / MEAD VALLEY TRUCK STUDY**  
**LOCATION OF RESIDENTIAL AREAS ALONG SELECTED STREETS**



**Residence District -**  
 Portion of a highway upon which is occupied by 13 or more separate dwelling houses on one side or 16 or more on both sides of the street, within a distance of a quarter mile.

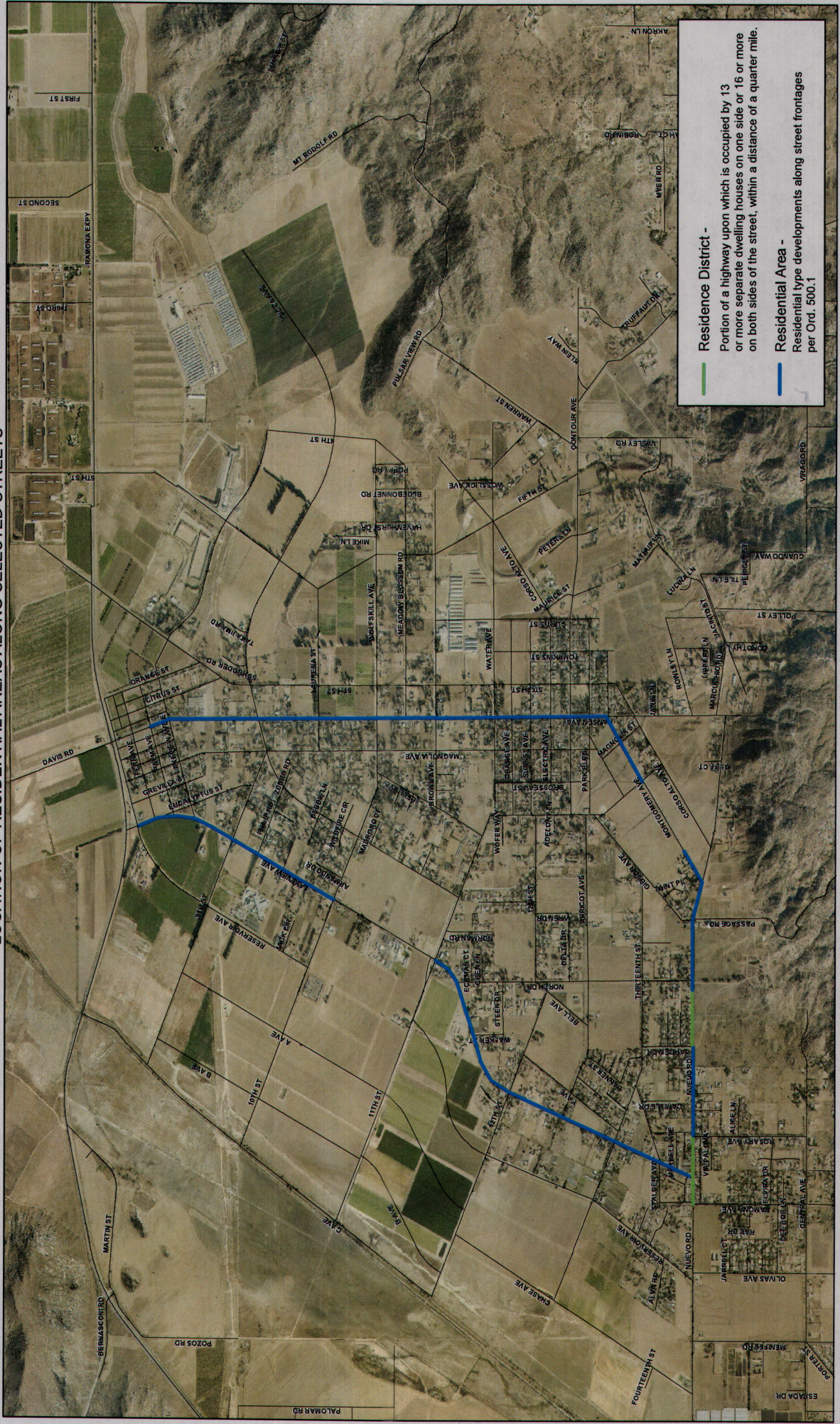
**Residential Area -**  
 Residential type developments along street frontages per Ord. 500.1



0 1,000 2,000 4,000  
 Feet  
 1 inch = 2,000 feet  
 Printed by InVestaz on 11/29/2018

**EXHIBIT B2**  
**NUEVO / LAKEVIEW AREA TRUCK STUDY**  
**LOCATION OF RESIDENTIAL AREAS ALONG SELECTED STREETS**

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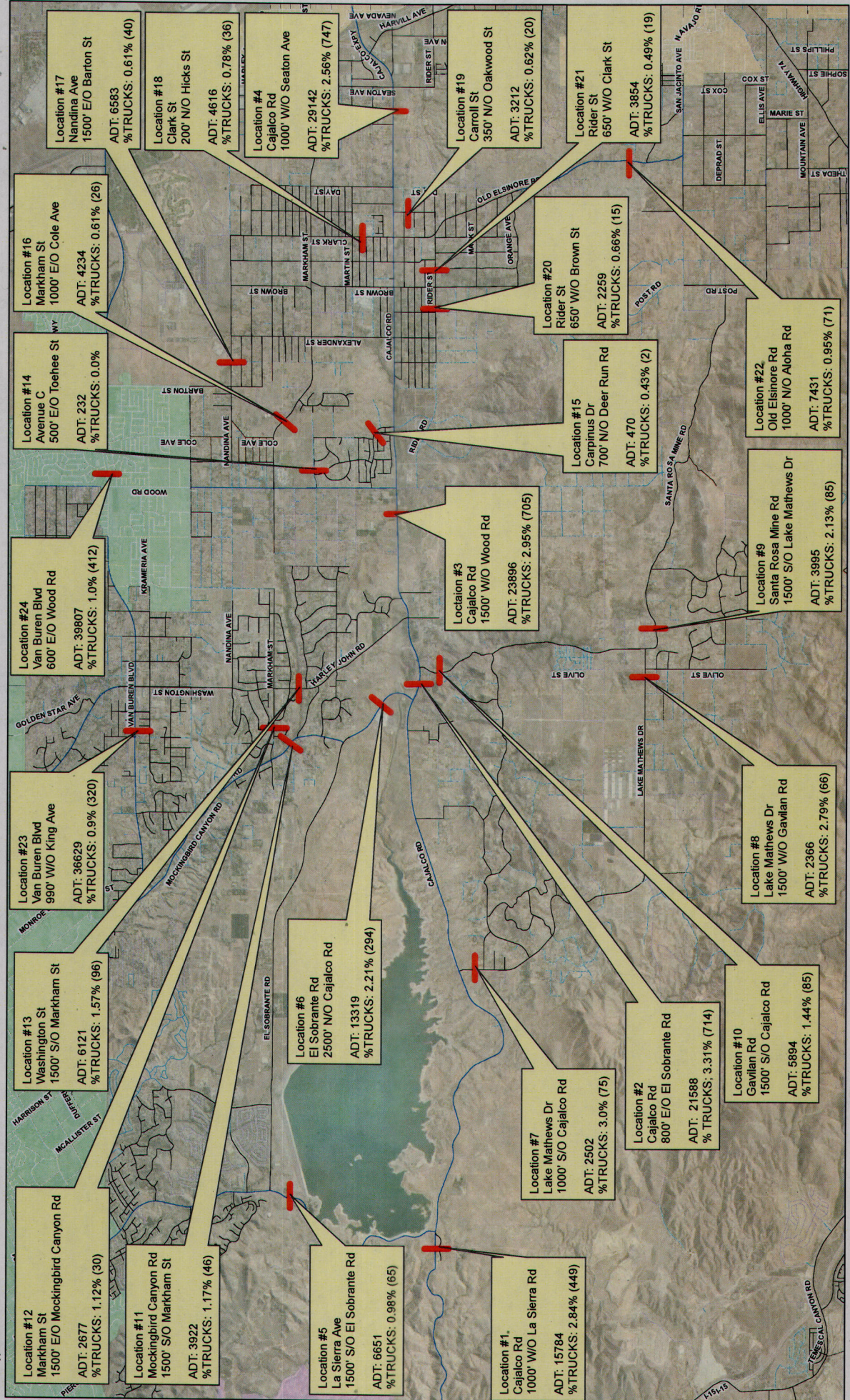
**Residence District -**  
 Portion of a highway upon which is occupied by 13 or more separate dwelling houses on one side or 16 or more on both sides of the street, within a distance of a quarter mile.

**Residential Area -**  
 Residential type developments along street frontages per Ord. 500.1

0 2,750 5,500 11,000 Feet  
 1 inch = 5,500 feet  
 Orthophotos Flown 2016  
 Printed by jwabacz on 1/12/2018

EXHIBIT A1  
 LAKE MATHEWS / MEAD VALLEY TRUCK STUDY - TRAFFIC COUNTS

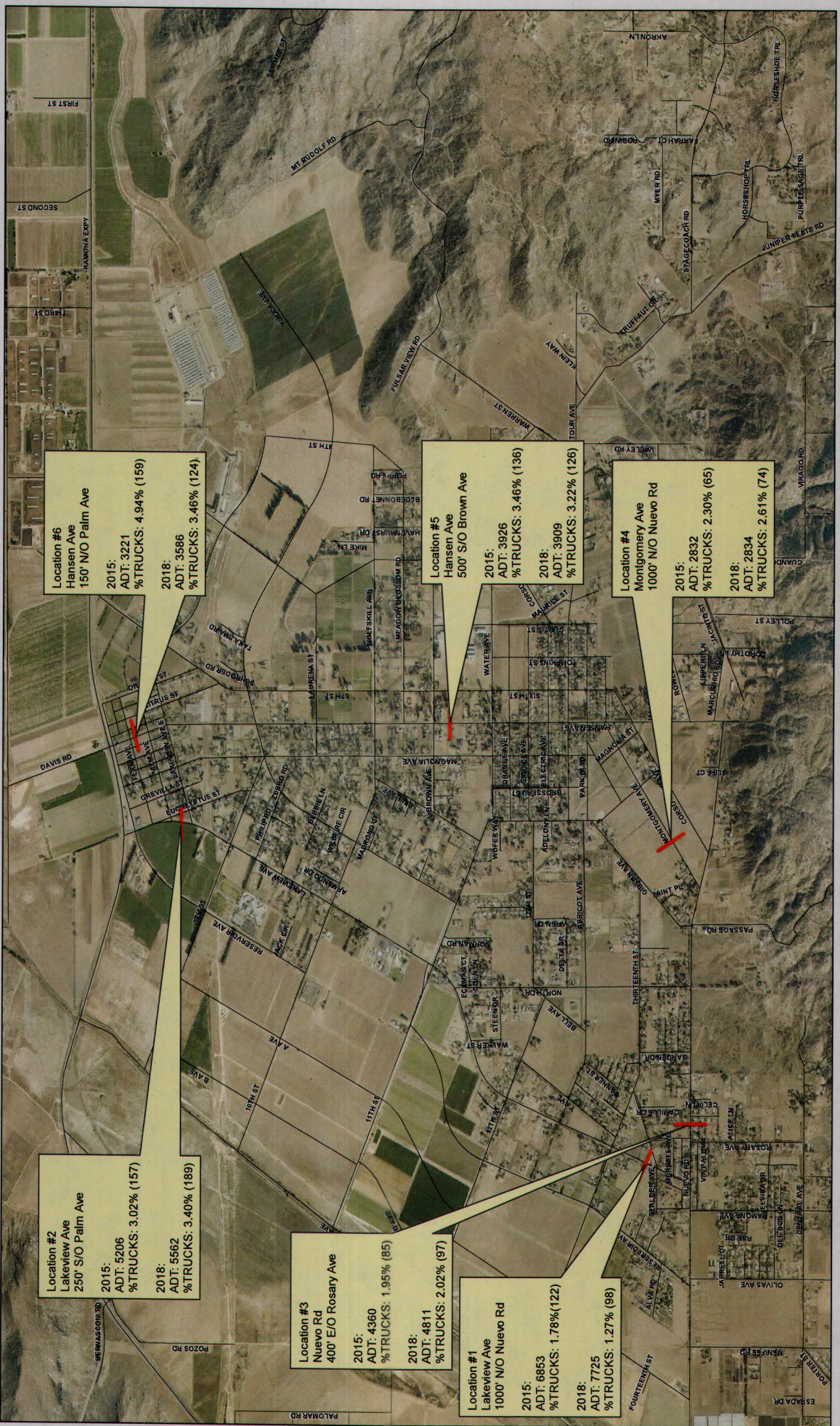
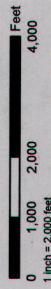
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# EXHIBIT B1 NUEVO / LAKEVIEW AREA TRUCK STUDY - TRAFFIC COUNTS



**Location #2**  
Lakeview Ave  
250' S/O Palm Ave  
2015:  
ADT: 5206  
%TRUCKS: 3.02% (157)  
2018:  
ADT: 5562  
%TRUCKS: 3.40% (189)

**Location #3**  
Nuevo Rd  
400' E/O Rosary Ave  
2015:  
ADT: 4360  
%TRUCKS: 1.95% (85)  
2018:  
ADT: 4811  
%TRUCKS: 2.02% (97)

**Location #1**  
Lakeview Ave  
1000' N/O Nuevo Rd  
2015:  
ADT: 6853  
%TRUCKS: 1.78% (122)  
2018:  
ADT: 7725  
%TRUCKS: 1.27% (98)

**Location #6**  
Hansen Ave  
150' N/O Palm Ave  
2015:  
ADT: 3221  
%TRUCKS: 4.94% (159)  
2018:  
ADT: 3586  
%TRUCKS: 3.46% (124)

**Location #5**  
Hansen Ave  
500' S/O Brown Ave  
2015:  
ADT: 3926  
%TRUCKS: 3.46% (136)  
2018:  
ADT: 3909  
%TRUCKS: 3.22% (126)

**Location #4**  
Montgomery Ave  
1000' N/O Nuevo Rd  
2015:  
ADT: 2832  
%TRUCKS: 2.30% (65)  
2018:  
ADT: 2834  
%TRUCKS: 2.61% (74)



**TABLE 1**  
**Lake Matthews / Mead Valley Truck Study**  
 October 2018

Location #	Location	ADT - 2018	Truck <sup>^</sup> ADT - 2018	% Trucks <sup>^</sup> - 2018
1	Cajalco Rd W/O La Sierra Ave	15784	449	2.84%
2	Cajalco Rd E/O El Sobrante Rd	21588	714	3.31%
3	Cajalco Rd W/O Wood Rd	23896	705	2.95%
4	Cajalco Rd W/O Seaton Ave	29142	747	2.56%
5	La Sierra Ave S/O El Sobrante Rd	6651	65	0.98%
6	El Sobrante Rd N/O Cajalco Rd	13319	294	2.21%
7	Lake Matthews Dr S/O Cajalco Rd	2502	75	3.00%
8	Lake Matthews Dr W/O Gavilan Rd	2366	66	2.79%
9	Santa Rosa Mine Rd S/O Lake Matthews Dr	3995	85	2.13%
10	Gavilan Rd S/O Cajalco Rd	5894	85	1.44%
11	Mockingbird Canyon Rd S/O Markham St	3922	46	1.17%
12	Markham St E/O Mockingbird Canyon Rd	2677	30	1.12%
13	Washington St S/O Markham St	6121	96	1.57%
14	Avenue CE/O Toehee St	232	0	0.00%
15	Carpinus Dr N/O Deer Run Rd	470	2	0.43%
16	Markham St E/O Cole Ave	4234	26	0.61%
17	Nandina Ave E/O Barton St	6583	40	0.61%
18	Clark St N/O Hicks St	4616	36	0.78%
19	Carroll St N/O Oakwood St	3212	20	0.62%
20	Rider St W/O Brown St	2259	15	0.66%
21	Rider St W/O Clark St	3854	19	0.49%
22	Old Elsinore Rd N/O Aloha Rd	3854	19	0.49%
23	Van Buren Blvd W/O King Ave	36629	320	0.87%
24	Van Buren Blvd E/O Wood Rd	39807	412	1.03%
			<b>Average Truck %</b>	<b>1.44%</b>

\*Traffic Counts obtained on 09/26/2018 & 10/11/2018

<sup>^</sup>Trucks defined as four or more axles. ADT = Average Daily Traffic

**TABLE 2**  
**Nuevo / Lakeview Truck Study**  
 October 2018

Location #	Location	ADT (2015)	Truck <sup>^</sup> ADT - 2015	% Trucks <sup>^</sup> (2015)	ADT (2018)	Truck <sup>^</sup> ADT - 2018	% Trucks <sup>^</sup> (2018)	ADT % Change (2015-2018)	Truck <sup>^</sup> ADT % Change (2015-2018)
1	Lakeview Ave N/O Nuevo Rd	6853	122	1.78%	7725	98	1.27%	11.29%	-0.51%
2	Lakeview Ave S/O Palm Ave	5206	157	3.02%	5562	189	3.40%	6.40%	0.38%
3	Nuevo Rd E/O Rosary Ave	4360	85	1.95%	4811	97	2.02%	9.37%	0.07%
4	Montgomery Ave N/O Nuevo Rd	2832	65	2.30%	2834	74	2.61%	0.07%	0.32%
5	Hansen Rd S/O Brown Ave	3926	136	3.46%	3909	126	3.22%	-0.43%	-0.24%
6	Hansen Rd N/O Palm Ave	3221	159	4.94%	3586	124	3.46%	10.18%	-1.48%
		<b>Average Truck %</b>		<b>2.66%</b>	<b>Average % Change (2015-2018):</b>		<b>6.15%</b>		<b>-0.24%</b>

\*2018 Traffic Counts obtained on 10/10/2018

<sup>^</sup> Trucks defined as four or more axles. ADT = Average Daily Traffic

Total Increase/Decrease Volume of All Vehicles on Subject Roadways (2015-2018): 2029  
 Total Increase/Decrease Volume of Trucks on Subject Roadways (2015-2018): -16

**Total percentage of Trucks (Including 3-Axle Trucks)**

Location #	Location	ADT - 2018 (3+ axle)	ADT - Trucks (3+ axle)	% (3+ axle)	ADT - 2018 (4+ axle)	ADT - Trucks (4+ axle)	% (4+ axle)	% Difference <sup>^^</sup>
1	Lakeview Ave N/O Nuevo Rd	7725	157	2.03%	1.27%	1.27%	0.76%	
2	Lakeview Ave S/O Palm Ave	5562	243	4.37%	3.40%	3.40%	0.97%	
3	Nuevo Rd E/O Rosary Ave	4811	115	2.39%	2.02%	2.02%	0.37%	
4	Montgomery Ave N/O Nuevo Rd	2834	85	3.00%	2.61%	2.61%	0.39%	
5	Hansen Rd S/O Brown Ave	3909	149	3.81%	3.22%	3.22%	0.59%	
6	Hansen Rd N/O Palm Ave	3586	158	4.41%	3.46%	3.46%	0.95%	

<sup>^^</sup> % Difference is the increase in total percentage of trucks when 3-axle trucks are included.

# **Evaluation of Restriction of Commercial Vehicle Use of County Roads in the Lake Mathews/Mead Valley Area and the Lakeview/Nuevo Area.**

## **Introduction**

This purpose of this report is to provide a review of the legal authority of the County of Riverside in restricting commercial vehicles on the use of certain county maintained roads in general, and more specifically, to provide recommendations on the feasibility of restricting commercial vehicles use on certain county maintained roads within the Lake Mathews and Mead Valley area (also known as the Cajalco Valley and Plateau), and in the Lakeview/Nuevo community.

## **Background**

In response to a petition to restrict commercial vehicles with 4 or more axles in the Lake Mathews and Mead Valley communities, on September 11, 2018, Agenda Item 3.4, the Board of Supervisors directed the Transportation Department and County Counsel, working with the CHP, to evaluate the County's legal options to restrict commercial truck traffic on the following county maintained roads in the communities of Lake Mathews, Mead Valley and Lakeview/Nuevo:

Cajalco Road between I-215 and I-15;  
Van Buren Boulevard between I-215 and SR-91;  
Lakeview Ave between Ramona Expressway and Nuevo Road  
Hansen Ave/Mongotmery Avenue between Ramona Expressway and Nuevo Road.

The Transportation Department in coordination with County Counsel and the CHP has performed field studies and researched applicable laws and highway codes to develop recommendations for reducing commercial vehicle traffic on certain county roads.

## **Legal Authority Review**

Based on the analysis provided by County Counsel, the opinion of the office of the County Counsel is that:

“The County’s options to declare certain rural roads within the County as off limits to non-local commercial truck traffic remain limited. The State of California has the original right to control all public streets and highways but allows counties to regulate traffic under certain, express circumstances. Thus, the County may limit the use of roads by vehicles based on weight as long as the restriction meets certain requirements.”

The California Streets and Highways Code (S&HC) and the California Vehicle Code (CVC) provide very specific direction as to what is required of a city or county when

prohibiting commercial vehicle usage from certain streets, with county requirements being more restrictive than city requirements. A county may limit the use of certain residential streets by commercial vehicles based on weight as long as the restriction meets certain requirements.

The Streets and Highways Code (S&HC) Section 942.5 allows the Board of Supervisors to restrict the use of any county street for the protection of the public.

The California Vehicle Code (CVC) has provisions for a county to restrict truck traffic by imposing weight limits (Gross Vehicle Weight Rating or GVWR) in residential areas. The County may limit the use of streets by commercial vehicles based on weight as long as the restriction meets certain requirements according to the California Vehicle Code.

- California Vehicle Code (CVC) Section 35701 gives the County authority to regulate any commercial vehicle or any vehicle exceeding a maximum gross weight limit in a *Residence District*. A *Residence District* is defined in CVC Section 515 as an area where within a quarter of a mile, one side of the street is occupied by 13 or more separate dwelling houses or business structures, or 16 or more separate dwelling houses or business structures on both sides of the street.
- CVC Section 35712 provides the County authority to prohibit use of streets in unincorporated *residential or subdivision* area by commercial vehicles exceeding gross weight of 14,000 pounds. Riverside County Ordinance 500 defines residential area as a neighborhood where the prevailing land use is primarily residential.
- CVC 35717 states that the County can prohibit commercial vehicles exceeding 14,000 pounds if, by accepted engineering standards, the street cannot support such vehicles.

These restrictions may be implemented by county ordinance provided they comply with certain requirements listed below.

- CVC Section 35703 states that no ordinance shall prohibit commercial vehicles from a restricted street for the purpose of making pickups or delivering of goods, wares, and merchandise or for the purpose of delivering materials for construction of any building or structure. The weight limits do not apply to any vehicle necessarily in use in the construction, installation, or repair of any public utility.
- CVC Section 35711 states that commercial vehicles using the most direct route from a state highway to provide deliveries are exempt from weight restrictions.

- CVC Section 35713 states that an ordinance pursuant to Section 35712 to prohibit any commercial vehicle from a restricted street must also include a designated alternate route for the unrestricted use of commercial vehicles. Signs must be posted to give notice of the restriction before the ordinance is effective.
- CVC Section 35718 states that no ordinance pursuant to Section 35717 shall become effective until appropriate signage has been erected indicating the streets affected by the ordinance or the streets not affected by the ordinance.
- CVC Section 35714 and 35720 state that no ordinance shall be effective with respect to 1) public utility vehicles or any farm labor vehicle, 2) any street not under the exclusive jurisdiction of the County, 3) the approval and designation of an alternate route, 4) any commercial vehicle coming from an unrestricted street when necessary for the purpose of making pickups or delivery of goods, wares, and merchandise on such restricted streets, or for the purpose of construction of any building, 5) any vehicle operated as an incident to any industrial, commercial, or agricultural enterprise conducted upon a street, and 6) the operation of ambulances or hearses.

### Traffic Engineering Study

In an effort to evaluate the volume of commercial truck usage along various rural roads and residential areas in the Mead Valley, Lake Mathews, and Lakeview/Nuevo areas, the Transportation Department performed traffic counts during the month of October 2018 to determine the volume of truck traffic on selected roads in the areas.

The Department tallied the number of vehicles and the number of trucks along the routes shown on Exhibit A1 and Exhibit B1. The definition of truck traffic being 4 axles or more. The results of the traffic counts, in the Lake Mathews/Mead Valley area, showed that the percentage of truck traffic, compared to total vehicular traffic, ranged from a low of 0% to a high of 3.3%, with an average of 1.44% as shown in Table 1. Based on past experience, typical county roads have an average of 2 to 3 percent of truck traffic.

Cajalco Road and Lake Mathews/Santa Rosa Mine Road had the highest percentage of truck traffic ranging from 2.1% on Santa Rosa Mine Road to 3.3% on Cajalco Road near El Sobrante Road. In the Lakeview/Nuevo area, the average truck traffic was found to be 2.66% for the study locations, as shown in Table 2.

For the County to impose weight restrictions on a county road, the road has to be within a Residence District (per CVC Section 35701) or within a Residential Area (per CVC Section 35712). The selected study roads in the Lake Mathews/Mead Valley area and

in the Lakeview/Nuevo area were reviewed to determine if they meet the definition of a residence district or residential area. Exhibit A2 and B2 depict the roads that meet such definitions in the Lake Mathews/Mead Valley area and in the Lakeview/Nuevo area, respectively.

As shown in Exhibit A2, a number of streets in the Lake Mathews/Mead Valley area are within residential areas such as the majority of Markham Street, Washington Street/Harley John Road, Old Elsinore Road, Clark Street and Nandina Avenue. Only two short segments of Cajalco Road are within a residential area or residence district.

As shown in Exhibit B2, Lakeview Avenue, Hansen Avenue, Nuevo Road and a portion of Montgomery Avenue are within residential areas.

### Discussions

In Summary, the California Vehicle Code and the Streets and Highways code provides latitude for the County to prohibit commercial truck traffic on County roads within a residential area, provided that the County designates an alternate route for unrestricted commercial truck usage.

CVC Section 35701 applies to Residence District only, and by definition (Section 515), it does not apply to most of the greater Lake Mathews area as well as the Lakeview/Nuevo area, and specifically for Cajalco Rd, El Sobrante Rd, Gavilan Rd and Santa Rosa Mine Rd etc in the Lake Mathews/Mead Valley area, and Lakeview Avenue and Hansen Avenue in the Lakeview/Nuevo area.

The Section that is applicable to the unincorporated areas of the county is Section 35712 which allows a county to impose a weight restriction of 7 tons on county roads **within residential areas**. This section, however, requires the designation of alternative routes for trucks, and exempt public utility vehicles, trucks for deliveries, and trucks that access private properties.

While commercial vehicle traffic is not desirable on roads in residential areas, the transportation network has to also accommodate trucks since they are an essential mode of transportation for goods movements for the benefits of the citizens in the greater region.

Before truck weight restriction is imposed, the impacts of such restriction on truck traffic needs to be understood. When trucks are prohibited on certain routes, fuel consumption and emissions will increase due to longer distance of travel. Trucks may add to congestion on certain routes that will indirectly increase further fuel consumptions and emissions for other vehicles.

Cajalco Rd is a major east-west corridor that connects I-215 to I-15 while Van Buren Blvd is also a major east-west corridor that connects I-215 to SR 91 to SR 60. Restricting trucks on a major corridor will cause unintended consequences mentioned

above affecting goods movements as well as traffic distribution in the regional roadway network. Additionally, trucks may seek other county roads for a shortest path and may end up on less desirable roads. We do not recommend prohibiting trucks on the Van Buren Boulevard and the Cajalco Road corridors.

Many of the roads in the greater Lake Mathews/Mead Valley area are included in the Circulation Elements of the County General Plan such as Van Buren Boulevard, Cajalco Road, El Sobrante Road, Mockingbird Canyon Road, Gavilan Road, Santa Rosa Mine Road, Markham Street and Nandina Avenue. As such, these roads are to serve all modes of transportation including goods movements.

It should be noted that if weight limits are to be imposed on some of the study streets in the Lake Mathews/Mead Valley area, an alternate route has to be designated which would be Cajalco Road. Once Cajalco Road is designated as a truck route, it could induce more truck traffic to use Cajalco Road. During congested periods on the freeways (I-215, SR 91 and I-15), and certain mobile traffic apps could direct more trucks onto Cajalco Road.

On the study county roads, based on the field experience and observations of the Riverside Area CHP, it is their opinion that imposing commercial vehicle weight limits on many of the roads in the study areas will not make a big difference as many of the existing trucks using these roads are local trips and most likely exempt even if weight restrictions are imposed.

### Recommendations

Based on the review and discussion above, Transportation Department recommends the following:

- 1) Do not impose weight limits on Van Buren Boulevard and Cajalco Road at this time since both routes serve as critical east-west corridors for the transportation system in the region.
- 2) Do not impose weight limits on Lakeview Avenue or Hansen at this time since one of these roads would need to be designated as a truck route.
- 3) Do not impose weight limits on other study roads in the Lake Mathews/Mead Valley area at this time since the alternate truck route designation would need to be Cajalco Road.
- 4) Continue monitoring of these roads in the Lake Mathews and Mead Valley area that are residential in nature to determine if truck restriction is necessary in the future.
- 5) Continue monitoring of Lakeview Ave and Hansen Ave in the Lakeview/Nuevo area. Seek and implement traffic calming measures to discourage speeding traffic on Hansen Ave.

**ATTACHMENTS**

**Exhibit A1 Lake Mathews/Mead Valley Truck Study - Traffic Counts**

**Exhibit A2 Lake Mathews/Mead Valley Truck Study - Locations of Residence Districts and Residential Areas along selected study streets**

**Exhibit B1 Lakeview/Nuevo Area Truck Study – Traffic Counts**

**Exhibit B2 Lakeview/Nuevo Area Truck Study - Locations of Residence Districts and Residential Areas along selected study streets**

**Table 1 Lake Mathews/Mead Valley Truck Study – Traffic Counts Summary**

**Table 2 Lakeview/Nuevo Area Truck Study – Traffic Counts Summary**

PR:LTT/sa

Nov 22, 2018.



# **Evaluation of Restriction of Commercial Vehicle Use of County Roads in the Lake Mathews/Mead Valley Area and the Lakeview/Nuevo Area.**

## **Introduction**

This purpose of this report is to provide a review of the legal authority of the County of Riverside in restricting commercial vehicles on the use of certain county maintained roads in general, and more specifically, to provide recommendations on the feasibility of restricting commercial vehicles use on certain county maintained roads within the Lake Mathews and Mead Valley area (also known as the Cajalco Valley and Plateau), and in the Lakeview/Nuevo community.

## **Background**

In response to a petition to restrict commercial vehicles with 4 or more axles in the Lake Mathews and Mead Valley communities, on September 11, 2018, Agenda Item 3.4, the Board of Supervisors directed the Transportation Department and County Counsel, working with the CHP, to evaluate the County's legal options to restrict commercial truck traffic on the following county maintained roads in the communities of Lake Matthews, Mead Valley and Lakeview/Nuevo:

Cajalco Road between I-215 and I-15;  
Van Buren Boulevard between I-215 and SR-91;  
Lakeview Ave between Ramona Expressway and Nuevo Road  
Hansen Ave/Mongotmery Avenue between Ramona Expressway and Nuevo Road.

The Transportation Department in coordination with County Counsel and the CHP has performed field studies and researched applicable laws and highway codes to develop recommendations for reducing commercial vehicle traffic on certain county roads.

## **Legal Authority Review**

There is legal authority that authorizes the County to declare certain rural roads within the County as off limits to non-local commercial truck traffic, however the options are limited. The State of California has the original right to control all public streets and highways but allows counties to regulate traffic under certain, express circumstances. Pursuant to law the County may limit the use of roads by vehicles based on weight as long as the restriction meets certain requirements.

The California Streets and Highways Code (S&HC) and the California Vehicle Code (CVC) provide very specific direction as to what is required of a city or county when prohibiting commercial vehicle usage from certain streets, with county requirements being more restrictive than city requirements. A county may limit the use of certain

residential streets by commercial vehicles based on weight as long as the restriction meets certain requirements.

The Streets and Highways Code (S&HC) Section 942.5 allows the Board of Supervisors to restrict the use of any county street for the protection of the public.

The California Vehicle Code (CVC) has provisions for a county to restrict truck traffic by imposing weight limits (Gross Vehicle Weight Rating or GVWR) in residential areas. The County may limit the use of streets by commercial vehicles based on weight as long as the restriction meets certain requirements according to the California Vehicle Code.

- California Vehicle Code (CVC) Section 35701 gives the County authority to regulate any commercial vehicle or any vehicle exceeding a maximum gross weight limit in a *Residence District*. A *Residence District* is defined in CVC Section 515 as an area where within a quarter of a mile, one side of the street is occupied by 13 or more separate dwelling houses or business structures, or 16 or more separate dwelling houses or business structures on both sides of the street.
- CVC Section 35712 provides the County authority to prohibit use of streets in unincorporated *residential or subdivision* area by commercial vehicles exceeding gross weight of 14,000 pounds. Riverside County Ordinance 500 defines residential area as a neighborhood where the prevailing land use is primarily residential.
- CVC 35717 states that the County can prohibit commercial vehicles exceeding 14,000 pounds if, by accepted engineering standards, the street cannot support such vehicles.

These restrictions may be implemented by county ordinance provided they comply with certain requirements listed below.

- CVC Section 35703 states that no ordinance shall prohibit commercial vehicles from a restricted street for the purpose of making pickups or delivering of goods, wares, and merchandise or for the purpose of delivering materials for construction of any building or structure. The weight limits do not apply to any vehicle necessarily in use in the construction, installation, or repair of any public utility.
- CVC Section 35711 states that commercial vehicles using the most direct route from a state highway to provide deliveries are exempt from weight restrictions.
- CVC Section 35713 states that an ordinance pursuant to Section 35712 to prohibit any commercial vehicle from a restricted street must also include a designated alternate route for the unrestricted use of commercial vehicles.

Signs must be posted to give notice of the restriction before the ordinance is effective.

- CVC Section 35718 states that no ordinance pursuant to Section 35717 shall become effective until appropriate signage has been erected indicating the streets affected by the ordinance or the streets not affected by the ordinance.
- CVC Section 35714 and 35720 state that no ordinance shall be effective with respect to 1) public utility vehicles or any farm labor vehicle, 2) any street not under the exclusive jurisdiction of the County, 3) the approval and designation of an alternate route, 4) any commercial vehicle coming from an unrestricted street when necessary for the purpose of making pickups or delivery of goods, wares, and merchandise on such restricted streets, or for the purpose of construction of any building, 5) any vehicle operated as an incident to any industrial, commercial, or agricultural enterprise conducted upon a street, and 6) the operation of ambulances or hearses.

### Traffic Engineering Study

In an effort to evaluate the volume of commercial truck usage along various rural roads and residential areas in the Mead Valley, Lake Mathews, and Lakeview/Nuevo areas, the Transportation Department performed traffic counts during the month of October 2018 to determine the volume of truck traffic on selected roads in the areas.

The Department tallied the number of vehicles and the number of trucks along the routes shown on Exhibit A1 and Exhibit B1. The definition of truck traffic being 4 axles or more. The results of the traffic counts, in the Lake Mathews/Mead Valley area, showed that the percentage of truck traffic, compared to total vehicular traffic, ranged from a low of 0% to a high of 3.3%, with an average of 1.44% as shown in Table 1. Based on past experience, typical county roads have an average of 2 to 3 percent of truck traffic.

Cajalco Road and Lake Mathews/Santa Rosa Mine Road had the highest percentage of truck traffic ranging from 2.1% on Santa Rosa Mine Road to 3.3% on Cajalco Road near El Sobrante Road. In the Lakeview/Nuevo area, the average truck traffic was found to be 2.66% for the study locations, as shown in Table 2.

For the County to impose weight restrictions on a county road, the road has to be within a Residence District (per CVC Section 35701) or within a Residential Area (per CVC Section 35712). The selected study roads in the Lake Mathews/Mead Valley area and in the Lakeview/Nuevo area were reviewed to determine if they meet the definition of a residence district or residential area. Exhibit A2 and B2 depict the roads that meet

such definitions in the Lake Mathews/Mead Valley area and in the Lakeview/Nuevo area, respectively.

As shown in Exhibit A2, a number of streets in the Lake Mathews/Mead Valley area are within residential areas such as the majority of Markham Street, Washington Street/Harley John Road, Old Elsinore Road, Clark Street and Nandina Avenue. Only two short segments of Cajalco Road are within a residential area or residence district.

As shown in Exhibit B2, Lakeview Avenue, Hansen Avenue, Nuevo Road and a portion of Montgomery Avenue are within residential areas.

### Discussion

The California Vehicle Code and the Streets and Highways Code provides latitude for the County to prohibit commercial truck traffic on County roads within a residential area, provided that the County designates an alternate route for unrestricted commercial truck usage.

CVC Section 35701 applies to Residence District only, and by definition (Section 515), it does not apply to most of the greater Lake Mathews area as well as the Lakeview/Nuevo area, and specifically for Cajalco Rd, El Sobrante Rd, Gavilan Rd and Santa Rosa Mine Rd etc in the Lake Mathews/Mead Valley area, and Lakeview Avenue and Hansen Avenue in the Lakeview/Nuevo area.

The Section that is applicable to the unincorporated areas of the county is Section 35712 which allows a county to impose a weight restriction of 7 tons on county roads **within residential areas**. This section, however, requires the designation of alternative routes for trucks, and exempts public utility vehicles, trucks for deliveries, and trucks that access private properties.

While commercial vehicle traffic is not desirable on roads in residential areas, the transportation network has to also accommodate trucks since they are an essential mode of transportation for the movement of goods which benefits the citizens in the greater region.

Before truck weight restriction is imposed, the impacts of such restriction on truck traffic needs to be understood. When trucks are prohibited on certain routes, fuel consumption and emissions will increase due to longer distances of travel. Trucks may add to congestion on other nearby routes which will indirectly increase further fuel consumption and emissions for other vehicles.

Cajalco Rd is a major east-west corridor that connects I-215 to I-15 while Van Buren Blvd is also a major east-west corridor that connects I-215 to SR 91 to SR 60. Restricting trucks on a major corridor will cause unintended consequences mentioned above affecting goods movements as well as traffic distribution in the regional roadway network. Additionally, trucks may seek other county roads for a shortest path and may

end up on less desirable roads. We do not recommend prohibiting trucks on the Van Buren Boulevard and the Cajalco Road corridors.

Many of the roads in the greater Lake Mathews/Mead Valley area are included in the Circulation Elements of the County General Plan such as Van Buren Boulevard, Cajalco Road, El Sobrante Road, Mockingbird Canyon Road, Gavilan Road, Santa Rosa Mine Road, Markham Street and Nandina Avenue. As such, these roads are to serve all modes of transportation including goods movements.

It should be noted that if weight limits are to be imposed on some of the study streets in the Lake Mathews/Mead Valley area, an alternate route has to be designated which would be Cajalco Road. Once Cajalco Road is designated as a truck route, it could induce more truck traffic to use Cajalco Road during congested periods on the freeways (I-215, SR 91 and I-15), and certain mobile traffic apps could direct more trucks onto Cajalco Road.

Riverside County CHP, based on the field experience and observations of the Riverside Area, raised concerns that imposing commercial vehicle weight limits on many of the roads in the study areas will not make a big difference as many of the existing trucks using these roads are local trips and most likely exempt even if weight restrictions are imposed.

#### Recommendations

Based on the review and discussion above, Transportation Department recommends the following:

- 1) Do not impose weight limits on Van Buren Boulevard and Cajalco Road at this time since both routes serve as critical east-west corridors for the transportation system in the region.
- 2) Do not impose weight limits on Lakeview Avenue or Hansen at this time since one of these roads would need to be designated as a truck route.
- 3) Do not impose weight limits on other study roads in the Lake Mathews/Mead Valley area at this time since the alternate truck route designation would need to be Cajalco Road.
- 4) Continue monitoring of these roads in the Lake Mathews and Mead Valley area that are residential in nature to determine if truck restriction is necessary in the future.
- 5) Continue monitoring of Lakeview Ave and Hansen Ave in the Lakeview/Nuevo area. Seek and implement traffic calming measures to discourage speeding traffic on Hansen Ave.

**ATTACHMENTS**

**Exhibit A1 Lake Mathews/Mead Valley Truck Study - Traffic Counts**

**Exhibit A2 Lake Mathews/Mead Valley Truck Study - Locations of Residence Districts and Residential Areas along selected study streets**

**Exhibit B1 Lakeview/Nuevo Area Truck Study – Traffic Counts**


**Exhibit B2 Lakeview/Nuevo Area Truck Study - Locations of Residence Districts and Residential Areas along selected study streets**

**Table 1 Lake Mathews/Mead Valley Truck Study – Traffic Counts Summary**

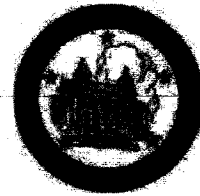
**Table 2 Lakeview/Nuevo Area Truck Study – Traffic Counts Summary**

PR:LTT/sa

Nov 22, 2018.

FORM APPROVED COUNTY COUNSEL  
BY  12/4/18  
KRISTINE BELL-VALDEZ DATE

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



ITEM  
2.12  
(ID # 8369)

**MEETING DATE:**

Tuesday, November 6, 2018

**FROM :** TLMA-TRANSPORTATION:

**SUBJECT:** TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION

DEPARTMENT: Receive and File a Progress Update for the Evaluation of Commercial Truck Traffic on Cajalco Road and Van Buren Blvd Between State Route 914 and Interstate 215 and Certain Roads in the Community of Nuevo. Districts 1 and 5. [\$0]

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Receive and File a Progress Update for the evaluation of commercial truck traffic on Cajalco Road and Van Buren Blvd between State Route 91 and Interstate 215, and certain roads in the Community of Nuevo; and
2. Direct the Director of Transportation to report back to the Board of Supervisors in 30 days with a Final Report.

**ACTION:**

Patricia Romo, Director of Transportation 10/30/2018

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**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Jeffries, seconded by Supervisor Ashley and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended with a report back in 30 days.

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley  
Nays: None  
Absent: None  
Date: November 6, 2018  
xc: Transp., COB

Kecia Harper-Ihem  
Clerk of the Board  
By:   
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

<b>COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS: N/A</b>			<b>Budget Adjustment: No</b>	
			<b>For Fiscal Year: 18/19</b>	

**C.E.O. RECOMMENDATION:** Approve

**BACKGROUND:**

**Summary**

On September 11, 2018, Agenda Item 3.4, the Board of Supervisors directed the Department of Transportation, County Counsel, and CHP to evaluate the County's legal options to restrict commercial truck traffic on Cajalco Road and Van Buren Blvd between State Route 91 and Interstate 215, and Lakeview Avenue and Hansen Avenue in the Lakeview area, and to report back on options to prevent these roads from becoming logistics corridors. The Transportation Department in coordination with County Counsel and the CHP has performed field studies and researched applicable laws and highway codes to develop recommendations for reducing commercial traffic on certain County streets. The California Streets and Highways Code and the California Vehicle Code provide very specific direction as to what is required of a City or County when prohibiting commercial vehicle usage from certain streets, with County requirements being more restrictive than City requirements. The County may limit the use of streets by vehicle based on weight as long as the restriction meets certain requirements. The California Vehicle Code allows for restrictions given certain criteria.

- Streets and Highways (S&H) Code Section 942.5 allows the Board of Supervisors to restrict the use of any county street for the protection of the public.
- California Vehicle Code (CVC) Section 35701 gives the County authority to regulate any commercial vehicle or any vehicle exceeding a maximum gross weight limit in a *Residence District*. A *Residence District* is defined in CVC Section 515 as an area where within a quarter of a mile, one side of the street is occupied by 13 or more separate dwelling houses or business structures, or 16 or more separate dwelling houses or business structures on both sides of the street.
- CVC Section 35712 provides the County authority to prohibit use of streets in unincorporated *residential or subdivision* area by commercial vehicles exceeding gross weight of 14,000 pounds. Riverside County Ordinance 500 defines residential area as a neighborhood where the prevailing land use is primarily residential.
- CVC 35717 states that the County can prohibit commercial vehicles exceeding 14,000 pounds if, by accepted engineering standards, the street cannot support the vehicle.

These restrictions may be implemented by County Ordinance provided they comply with certain requirements.



**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

- CVC Section 35703 states that no ordinance shall prohibit commercial vehicles from a restricted street for the purpose of making pickups or delivering of goods, wares, and merchandise or for the purpose of delivering materials for construction of any building or structure. The weight limits do not apply to any vehicle necessarily in use in the construction, installation, or repair of any public utility.
- CVC Section 35713 states that an ordinance to prohibit any commercial vehicle from a restricted street must also include a designated alternate route for the unrestricted use of commercial vehicles.
- CVC Section 35718 states that no ordinance pursuant to Section 35717 shall become effective until appropriate signage has been erected indicating the streets affected by the ordinance or the streets not affected by the ordinance.
- CVC Section 35720 states that no ordinance shall be effective with respect to 1) public utility vehicles or any farm labor vehicle, 2) any street not under the exclusive jurisdiction of the County, 3) the approval and designation of an alternate route, 4) any commercial vehicle coming from an unrestricted street when necessary for the purpose of making pickups or delivery of goods, wares, and merchandise on such restricted streets, or for the purpose of construction of any building, 5) any vehicle operated as an incident to any industrial, commercial, or agricultural enterprise conducted upon a street, and 6) the operation of ambulances or hearses.

In Summary, the California Vehicle Code and the Streets and Highways code provides latitude for the County to prohibit commercial truck traffic on County roads within a residential area, provided that the County designates an alternate route for unrestricted commercial truck usage. The department is evaluating locations of residential areas and will present this information in the final report to be presented to the Board on December 4, 2018.

In an effort to evaluate the volume of commercial truck usage along various rural roads and residential areas in the Mead Valley, Lake Mathews, and Lakeview areas, the Transportation Department performed traffic counts during the month of October 2018 to determine the volume of truck traffic. The Department tallied the number of vehicles and the number of trucks along the routes shown on Exhibit A and Exhibit B. The definition of truck traffic being 4 axles or more. The results of the traffic counts, in the Lake Mathews/Mead Valley area, showed that the percentage of truck traffic, compared to total vehicular traffic, ranged from a low of 0% to a high of 3.3%, with an average of 1.44% as shown in Table 1. Cajalco Road and Lake Mathews/Santa Rosa Mine Road had the highest percentage of truck traffic ranging from 2.1% on Santa Rosa Mine Road to 3.3% on Cajalco Road near El Sobrante Road. In the Lakeview area, the average truck traffic was found to be 2.66% for the study locations, as shown in Table 2. The Department has not completed traffic counts on all the roads within the study area and is in the process of completing those counts and finalizing the study. The final report and recommendations will be presented at the December 4<sup>th</sup> board meeting.

**ATTACHMENTS:**

Exhibit A – Lake Mathews/Mead Valley Truck Study

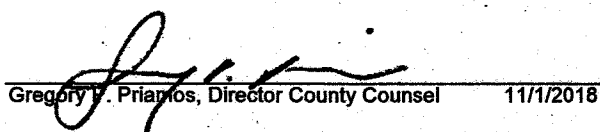
Exhibit B – Nuevo/Lakeview Area Truck Study

Table 1 – Lake Mathews, Mead Valley Truck Study 2018

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

Table 2 – Nuevo Truck Study 2018

  
Scott Bruckner 11/1/2018

  
Gregory J. Priamos, Director County Counsel 11/1/2018



## RESIDENTS ASSOCIATION OF GREATER LAKE MATHEWS

3410 La Sierra Avenue, PMB #F41, Riverside, California 92503-5272. 714/543-9005.

December 10, 2018

Board of Supervisors  
COUNTY OF RIVERSIDE  
Attention: Clerk of the Board  
County Administration Building  
4080 Lemon Street  
Riverside, California 92502-1527

via email to [cob@rcbos.org](mailto:cob@rcbos.org)

**Re: Comment on December 11, 2018 Agenda Item 2.14.**

Dear Supervisors:

The Residents Association of Greater Lake Mathews, Inc. ("RAGLM") respectfully presents the following comments regarding Agenda Item 2.14 which is before the Board of Supervisors ("the Board") on December 11, 2018. Agenda Item 2.14 is a report by the Transportation Department ("the Department") in response to the September 11, 2018 request (Agenda item 3.4) of this Board of Supervisors regarding the Board's legal authority to prohibit non-local commercial trucking from the existing roadways of the Cajalco Valley and Plateau. That Board's request to the Department itself was a response to the August 24, 2018 Petition of RAGLM to and received at the Board asking that all non-exempt commercial trucks be banned from the roadways of the Cajalco Valley and Plateau. Thus, the Board's inquiry to the Department was limited to whether the Board has the legal authority to ban commercial trucking.

1. The Board of Supervisors has the legal authority to ban certain commercial trucking through the Cajalco Valley and Plateau.

The Department Report's written conclusion as presented in Agenda item 2/14, in which the County Counsel joined, is that the Board has the inherent authority to ban certain commercial trucking as requested in RAGLM's petition:

Streets and Highways (S&H) Code Section 942.5 allows the Board of Supervisors to restrict the use of any county street for the protection of the public.

California Vehicle Code (CVC) Section 35701 gives the County Authority to regulate any commercial vehicle... in a *Residence District*....

CVC Section 35712 provides the County authority to prohibit use of streets in unincorporated *residential or subdivision* area by commercial vehicles....

12/11/18 2.14  
2018-12-141718

TLMA Submittal to the Board of Supervisors, etc., page 2 (dated 12/4 & 12/5/18).

2. Having the legal authority to ban trucking on the roadways throughout the Cajalco Valley and Plateau, the Board of Supervisors should immediately pass the requested ordinance.

A. The Ban on Certain Commercial Trucking is Necessary. Everyone agrees some types of trucking cannot be banned: local deliveries, utilities vehicles, emergency vehicles, feed deliveries/ nurseries/ranches/farms/livestock businesses, residents commuting to/from their local homes, military, etc.. No one suggests or expects such necessary trucking to be banned.

On the other hand, the local roadways of the Cajalco Valley and Plateau are threatened with the undeniable fact of increasingly massive commercial trucking within the immediate future. New shopping centers are being constructed to service new residential communities throughout the area east of Mead Valley, and that servicing requires commercial trucks. New, massive warehouses are planned and opening almost daily in southeastern Moreno Valley, Hemet, Banning, Nuevo, Perris, and adjacent to March (Air Reserve Base) Airport, and much of the trucking servicing those warehouses travels to and from the Los Angeles/Long Beach ports.

The Department Report downplays the amount of trucking present on Cajalco and El Sobrante Roads but anyone who travels Cajalco and El Sobrante Roads can see the increasing volume and nature of huge semi-trailers using those roads. They are an irritant and danger for the local community sharing the roadways because of their numbers, size, speed, unmaneuverability, weight, and other factors. Anyone, motorist, bicyclist, motorcyclist or pedestrian, who has ever been involved in a collision with one knows the likely deadly outcome. Interestingly, the Transportation Department Report cites no accident figures involving commercial trucks. The conservative estimate is that EACH NEW warehouse adds at least 800 new trucks to the local roadways. It is also apparent that the shortest, fastest route for such truckers is across the Cajalco Valley and Plateau because the 215 and (Riverside city portion of) 91 freeways are congested with traffic constantly. Thus, commercial truck traffic will necessarily increase on Cajalco and El Sobrante Roads, and if such trucking is banned only from those roadways (which RAGLM does not recommend), truckers will use other Cajalco Valley and Plateau roadways to avoid the 215 and Riverside city portion of 91 in their quest for routes to Long Beach and Los Angeles.

The consequent burden on the residents of the communities of the Cajalco Valley and Plateau by the Board's strategy of accommodating commercial trucking, warehouse operators, and developers is unfair, unjust, unconscionable, and even illegal. The allowance of increasing and uncontrolled commercial trucking upon the roadways of The Cajalco Valley and Plateau is depriving the local residents of the constitutional rights to enjoy their property, to equal protection of the law, and just compensation for the consequent "taking".

B. Commercial Trucking Within the Cajalco Valley and Plateau is Not Necessary. The Department Report, though agreeing that the County has the right and authority to ban

commercial trucking within the Cajalco Valley and Plateau, argues that such trucking is necessary. The Department Report's recommendation is beyond the mandate assigned it by the Board of Supervisors. The Department was asked to review the legality of the Board banning such trucking and not whether in the Department's opinion the ban should be enacted.

The overwhelming opinion of the community as expressed to RAGLM over the past half century is that commercial trucking is not necessary within the Cajalco Valley and Plateau. In fact, without exception, every time County officialdom has proposed highways across the Cajalco Valley and Plateau (thus accommodating commercial trucking and developers) it has been vigorously opposed. Within our Cajalco Valley and Plateau enclave, there are no known reasons for the presence of commercial vehicle except to accommodate the warehouse, March (Air Reserve Base) Airport and developer interests.

Neither is the Department Report's negative recommendation justification for rejecting a community petition to ban all commercial use of the Cajalco Valley and Plateau roadways convincing: such would require truckers to travel 12 miles further to avoid our community (pg. 3, last paragraph). That inconvenience may be true but is not justification for endangering our motorists, pedestrians, bicyclists and motorcyclists; it is not justification for our inconvenience with increasing truck traffic; it is not justification for our consuming noxious fumes; it is not justification for transforming our quiet community into a transit alley between the 15 and 215 highways; and it is not justification for our loss of real property value. Even more important is the other Department justification (pg. 3, last paragraph), that trucks would be "...forced to use other rural side roads" is a complete misunderstanding of the Petition's request that ALL Cajalco Valley and Plateau roadways be off-limits to commercial trucking. Finally, there is the existence of the already projected and approved Ethanac Expressway (<https://rcprojects.org/ethanac-expressway/>) to be available for truckers which is completely ignored by the Department Report.

Commercial trucking already has the means to travel between the warehouses, airport and the western ports: the i) 215 to the 91, or ii) the 215 to the 74 to the 15 to the 91. If those routes are inadequate or inconvenient, the remedy is to expand those highways to accommodate commercial trucks. The remedy most definitely is not the ruination of the Cajalco Valley and Plateau. A highway through the Cleveland National Forest would be convenient too but the consequences to the protected area make such a proposal not realistic. The same is true any protected area. The Cajalco Valley and Plateau are protected too by County promises of scores of years upon which the local residents have long relied. Indeed every resident would have a breach of implied contract complaint against the County.

In conclusion, it is said that "[t]he first duty of the Government is to afford protection to its citizens". CONG. GLOBE, 39th Cong., 2d Sess. 101 (1867) (remarks of Rep. Farnsworth) (debating the Reconstruction Act of 1867). That remains the principle which should and must guide the Board of Supervisors. Your constituents, the residents of this area, not the trucking companies and the warehouse operators and the developers, are entitled to your protection from

Riverside County Board of Supervisors  
Re: 12/11/18 Agenda Item 2.14  
Page Four  
December 10, 2018

this never-ending encroachment on our rural community, in the instant case by commercial trucking. That encroachment can be alleviated by banning commercial trucking from the roadways of the Cajalco Valley and Plateau as you have the legal power to do and rejecting the unsolicited recommendation of the Transportation Department.

Thus, the Residents Association of Greater Lake Mathews on behalf of the residents and interests of the Cajalco Valley and Plateau, respectfully urges that the Board adopt the Transportation Department conclusion that the Board has the legal authority to ban commercial trucks (other than specifically needed exempt ones) from all the roadways of the Cajalco Valley and Plateau, and that the Board immediately enact such an Ordinance in the best interests of the community the Board is elected to represent and protect.

Respectfully submitted,

**FOR THE BOARD OF DIRECTORS OF  
THE RESIDENTS ASSOCIATION OF  
GREATER LAKE MATHEWS, INC. ("RAGLM")**

[signed]  
John L. Minnella  
President

JLM:bs  
Cc: RAGLM Board of Directors  
Kevin Jeffries, Supervisor, District 1

Maxwell, Sue

---

**From:** Dr. John L. MINNELLA-Romano <drjminnella@yahoo.com>  
**Sent:** Monday, December 10, 2018 3:23 PM  
**To:** COB; Supervisor Jeffries - 1st District; COB-Agenda; District3; District2; District5; District 4 Supervisor V. Manuel Perez  
**Cc:** Perez, Juan  
**Subject:** Agenda Item 2.14, Bd. of Supervisors Meeting Dec. 11, 2018  
**Attachments:** Comment Letter, RAGLM.docx

Clerk of the Board of Supervisors:

Please distribute the attached Comments regarding Dec. 11, 2018 Agenda Item 2.14 to each of the members of the Board of Supervisors.

Respectfully,

**FOR THE BOARD OF DIRECTORS OF  
THE RESIDENTS ASSOCIATION OF  
GREATER LAKE MATHEWS, INC.**

[signed] Dr. John L. Minnella

Direct address: 1820 East 17th Street, Santa Ana, California 92705-8604. Telephone: 714/543-9005;  
Facsimile: 714/542-2495. Email: [drjminnella@yahoo.com](mailto:drjminnella@yahoo.com) or [minnellalaw@sbcglobal.net](mailto:minnellalaw@sbcglobal.net).

This e-mail is confidential and may contain attorney client or otherwise privileged or private information. Unless you are an intended or authorized recipient, you may not use, copy or disclose this message or any information contained herein. If you have received this message in error, please advise us by reply email to: [drjminnella@yahoo.com](mailto:drjminnella@yahoo.com) and/or [minnellalaw@sbcglobal.net](mailto:minnellalaw@sbcglobal.net); and delete the message and any attachments. Thank you.

Maxwell, Sue

**From:** COB  
**Sent:** Monday, December 10, 2018 5:02 PM  
**To:** COB-Agenda; George Johnson (GAJohnson@RIVCO.ORG); Perez, Juan (JCPEREZ@RIVCO.ORG); Romo, Patricia; Young, Alisa; District 4 Supervisor V. Manuel Perez (District4@RIVCO.ORG); District2; District3; District5; Supervisor Jeffries - 1st District (district1@rivco.org)  
**Subject:** Agenda Item 2.14, Bd. of Supervisors Meeting Dec. 11, 2018 - Public Comment (Dr John Minnella-Romano)  
**Attachments:** Comment Letter, RAGLM.docx

**Tracking:**

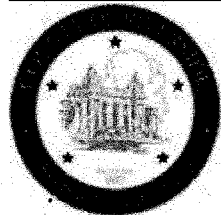
Recipient	Read
COB-Agenda	
George Johnson (GAJohnson@RIVCO.ORG)	
Perez, Juan (JCPEREZ@RIVCO.ORG)	Read: 12/10/2018 9:11 PM
Romo, Patricia	
Young, Alisa	
District 4 Supervisor V. Manuel Perez (District4@RIVCO.ORG)	Read: 12/10/2018 5:42 PM
District2	
District3	
District5	
Supervisor Jeffries - 1st District (district1@rivco.org)	

Please see attached Public Comment letter related to December 11, 2018, Item 2.14 (MinuteTraQ No 8584).

Thank you,

*Sue Maxwell*

Board Assistant  
Clerk of the Board of Supervisors  
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Riverside, CA 92501  
(951) 955-1069 Fax (951) 955-1071  
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**From:** Dr. John L. MINNELLA-Romano <drjminnella@yahoo.com>  
**Sent:** Monday, December 10, 2018 3:23 PM  
**To:** COB <COB@RIVCO.ORG>; Supervisor Jeffries - 1st District <district1@RIVCO.ORG>; COB-Agenda <COB-Agenda@RIVCO.ORG>; District3 <District3@Rivco.org>; District2 <District2@Rivco.org>; District5 <District5@Rivco.org>; District 4 Supervisor V. Manuel Perez <District4@RIVCO.ORG>



**Riverside County Board of Supervisors  
Request to Speak**



Submit request to Clerk of Board (right of podium),  
Speakers are entitled to three (3) minutes, subject  
Board Rules listed on the reverse side of this form.

**SPEAKER'S NAME:** John MINNELLA (RAGLM)

**Address:** 19464 Killdeer Court  
(only if follow-up mail response requested)

**City:** Lake Matthews **Zip:** 92570

**Phone #:** 714/543-9005

*CONSENT CALENDAR:*

**Date:** 12/6/18 **Agenda #** 2.14 8584

**PLEASE STATE YOUR POSITION BELOW:**

**Position on "Regular" (non-appealed) Agenda Item:**

**Support**       **Oppose**       **Neutral**  
*in PART*                      *IN PART*

**Note:** If you are here for an agenda item that is filed  
for "Appeal", please state separately your position on  
the appeal below:

**Support**       **Oppose**       **Neutral**

**I give my 3 minutes to:** \_\_\_\_\_

## **BOARD RULES**

### **Requests to Address Board on "Agenda" Items:**

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

### **Requests to Address Board on items that are "NOT" on the Agenda:**

Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES.

### **Power Point Presentations/Printed Material:**

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, insuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please insure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo.

### **Individual Speaker Limits:**

**Individual speakers are limited to a maximum of three (3) minutes.** Please step up to the podium when the Chairman calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chairman adheres to a strict three (3) minutes per speaker. **Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.**

### **Group/Organized Presentations:**

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chairman's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the front bottom of the form.

### **Addressing the Board & Acknowledgement by Chairman:**

The Chairman will determine what order the speakers will address the Board, and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles in order to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using coarse, crude, profane or vulgar language while speaking to the Board members, staff, the general public and/or meeting participants. Such behavior, at the discretion of the Board Chairman may result in removal from the Board Chambers by Sheriff Deputies.