

Agenda Report

February 28, 2011

TO: Honorable Mayor and City Council

THROUGH: Public Safety Committee (February 22, 2011)

FROM: Department of Transportation

SUBJECT: DIRECT THE CITY ATTORNEY'S OFFICE TO DRAFT AN ORDINANCE AMENDING TRUCK ROUTE ORDINANCE, SECTION 10.52 OF THE PASADENA MUNICIPAL CODE

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed code amendment is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15301(c), Existing Facilities, of the California Code Regulations Title 14, Chapter 3. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing.
2. Approve the designation of Sierra Madre Boulevard between the Foothill Freeway and South City Limit as a truck route.
3. Direct the City Attorney's Office to draft an ordinance amending Section 10.52 of the Pasadena Municipal Code to add Sierra Madre Boulevard between the Foothill Freeway and South City Limit as a truck route.

ADVISORY COMMISSION RECOMMENDATION:

On June 10, 2010, the Transportation Advisory Commission recommended that the City Council support staff's recommendation of making Sierra Madre Boulevard a Truck Route.

BACKGROUND:

The City's truck route network is a crucial traffic management tool that allows for an equitable sharing of truck traffic impacts near or around construction sites or

commercial districts. It was updated in 1996 with the adoption of an ordinance amending Chapter 10.52 of the Pasadena Municipal Code.

Over the past 15 years, the East Pasadena Specific plan was adopted, and institutions such as Pasadena City College, Poly Tech, and the Huntington Library have expanded. These changes have made the existing truck network (as shown in Exhibit 1) inadequate to support the needs of the community especially in the eastern part of the City. Because the existing network of truck routes does not include any north-south streets east of Lake Avenue, confusion exists as to what streets in the southeastern half of the City can be used by trucks, particularly after a truck leaves a designated truck route to reach its destination. This confusion would be reduced by designating an additional north-south truck route in the southeastern portion of the City.

In reviewing what streets may be designated as an additional truck route in the eastern part of the City, factors such as roadway width, adjacent land use, proximity to large institutions, freeway accessibility and average daily traffic (ADT) were considered. Based on these general guidelines, staff is recommending that the section of Sierra Madre Boulevard from the Foothill Freeway (State Route 210) to the south city limit be designated as an additional truck route to provide a crucial north-south truck route in the eastern part of the City as shown in Exhibit 1. This segment of Sierra Madre Boulevard is a six lane divided highway with adjacent commercial land use between the Foothill Freeway and just south of Colorado Boulevard. It becomes a four lane divided highway from Colorado Boulevard to the south city limit with adjacent land use of primarily multi-family residential uses. Sierra Madre Boulevard has an average daily traffic (ADT) ranging from 18,000 up to 20,000 and is designated as a Multimodal Corridor in the 2004 General Plan Mobility Element. Current truck traffic as a percentage of ADT is approximately 3%.

COUNCIL POLICY CONSIDERATION:

The proposed action is consistent with the following objectives of the General Plan Mobility Element:

- Manage multimodal corridors to promote and improve citywide transportation services.

ENVIRONMENTAL ANALYSIS:


The amendment of a truck route ordinance is exempt from CEQA pursuant to Section 15301(c) because it is a negligible expansion of the existing use of Sierra Madre Boulevard, and will not have any cumulative impacts. In comparison with other parallel non-truck routes, Sierra Madre Boulevard is already serving larger amounts of truck traffic than other parallel routes serve. Overall, the truck traffic along parallel streets is very minor and ranges from 0.3% to 3% of the ADT. Addition of the through truck traffic from these other streets will have little or insignificant impact on the traffic composition

of Sierra Madre Boulevard. Further, prior to 1996, Sierra Madre Boulevard was an adopted truck route. The adoption of this change will partially reinstate the former designation of Sierra Madre Boulevard as a truck route.

FISCAL IMPACT:

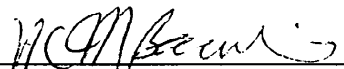
The adoption of Sierra Madre Boulevard will require posting of additional traffic signs, the cost of which can be absorbed within the existing operating budget of the Department of Transportation.

Respectfully submitted,



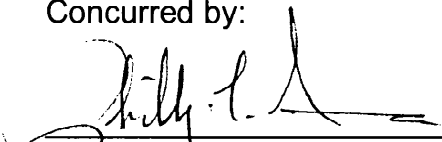
Frederick C. Dock
Director
Department of Transportation

Prepared by:



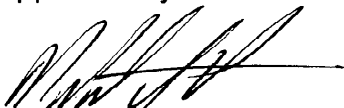
Norman Baculinao
Traffic Engineering Manager

Concurred by:



Phillip L. Sanchez
Police Chief
Pasadena Police Department

Approved by:



MICHAEL J. BECK
City Manager