



# Ordinance Fact Sheet

**TO:** CITY COUNCIL

**DATE:** MARCH 28, 2011

**FROM:** CITY ATTORNEY

**SUBJECT:** AN ORDINANCE OF THE CITY OF PASADENA AMENDING SECTION 10.52.010, OF THE PASADENA MUNICIPAL CODE, DESIGNATING PORTIONS OF SIERRA MADRE BOULEVARD AS A TRUCK ROUTE.

**TITLE OF PROPOSED ORDINANCE:**

AN ORDINANCE OF THE CITY OF PASADENA AMENDING SECTION 10.52.010, OF THE PASADENA MUNICIPAL CODE, DESIGNATING PORTIONS OF SIERRA MADRE BOULEVARD AS A TRUCK ROUTE.

**PURPOSE OF THE ORDINANCE:**

The purpose of the Ordinance is to designate portions of Sierra Madre Boulevard as a truck route and to remove the reference to "Public Works" to conform to the current City organizational structure.

**REASON WHY LEGISLATION NEEDED:**

The Pasadena Municipal Code may only be amended by ordinance, and an ordinance is the appropriate vehicle through which the City may establish truck routes.

**BACKGROUND:**

At its regular meeting on February 28, 2011, the City Council directed the City Attorney's Office to draft an Ordinance amending Section 10.52.010, of the Pasadena Municipal Code to add Sierra Madre Boulevard between the Foothill Freeway and South City Limit as a truck route.

MEETING OF 03/28/2011

AGENDA ITEM NO. 14

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 10.52.010, of the Pasadena Municipal Code.

Over the past 15 years, the East Pasadena Specific Plan was adopted, and institutions such as Pasadena City College, Polytechnic School, California Institute of Technology and the Huntington Library have expanded. The existing truck network has not adequately supported the needs of the community, especially in the eastern party 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 recommended 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. 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 or 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%.

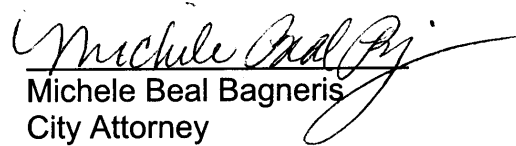
#### **ENVIRONMENTAL ANALYSIS:**

The amendment of a truck route ordinance is exempt from CEQA pursuant to Section 15301(c) because it is 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. Staff has determined that 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.

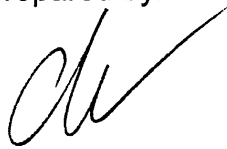
**FISCAL IMPACT:**

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,

  
Michele Beal Bagneris  
City Attorney

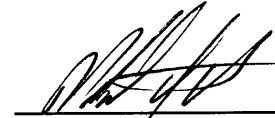
Prepared by:



3/2/11

Nicholas George Rodriguez  
Chief Assistant City Attorney

Concur:



Michael J. Beck  
City Manager

ORDINANCE NO. \_\_\_\_\_

ORDINANCE OF THE CITY OF PASADENA AMENDING SECTION 10.52.010, OF THE PASADENA MUNICIPAL CODE, DESIGNATING PORTIONS OF SIERRA MADRE BOULEVARD AS A TRUCK ROUTE.

The people of the City of Pasadena ordain as follows:

SECTION 1. Section 1052.010 of the Pasadena Municipal Code is hereby amended to read as follows:

“10.52.010 Truck routes.

A. The streets or portions of streets designated and described in subsection B of this section are hereby designated as truck routes for the movement of vehicles exceeding a maximum gross weight of three (3) tons (6000 pounds). The director of ~~public works and transportation~~ is authorized to designate each such street by appropriate signs as ‘Truck Route’ for the movement of vehicles exceeding a maximum gross weight limit of 3 tons. Such streets or portions of streets are the sole truck routes in the City.”

B. The streets or portions of streets are designated and described as follows:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
Arroyo Parkway	Glenarm Street	Union Street
California Boulevard	Fair Oaks Avenue	St. John Avenue
Del Mar Boulevard	St. John Avenue	Lake Avenue
Fair Oaks Avenue	South city boundary	North city boundary
Foothill Boulevard	Walnut Street	East city boundary
Lake Avenue	California Boulevard	North city boundary
Rosemead Boulevard	South city boundary	Sierra Madre Villa Avenue
Sierra Madre Boulevard	South city boundary	Foothill Freeway
Walnut Street	Fair Oaks Avenue	Foothill Boulevard

SECTION 2. The City Clerk shall certify the adoption of this ordinance and shall cause this ordinance to be published in full text.

SECTION 3. This ordinance shall take effect upon the expiration of 30 days after its publication.

Signed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

\_\_\_\_\_  
Bill Bogaard  
Mayor of the City of Pasadena

I HEARBY CERTIFY that the foregoing ordinance was adopted by the City Council of the City of Pasadena held this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

By the following vote:

AYES:

NOES:

ABSENT:

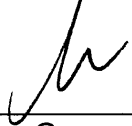
ABSTAIN:

PUBLISHED:

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Mark Jomsky, CMC  
City Clerk

APPROVED AS TO FORM:

 3/21/11

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Nicholas George Rodriguez  
Chief Assistant City Attorney