

LATHROP ROAD TRUCK ROUTE

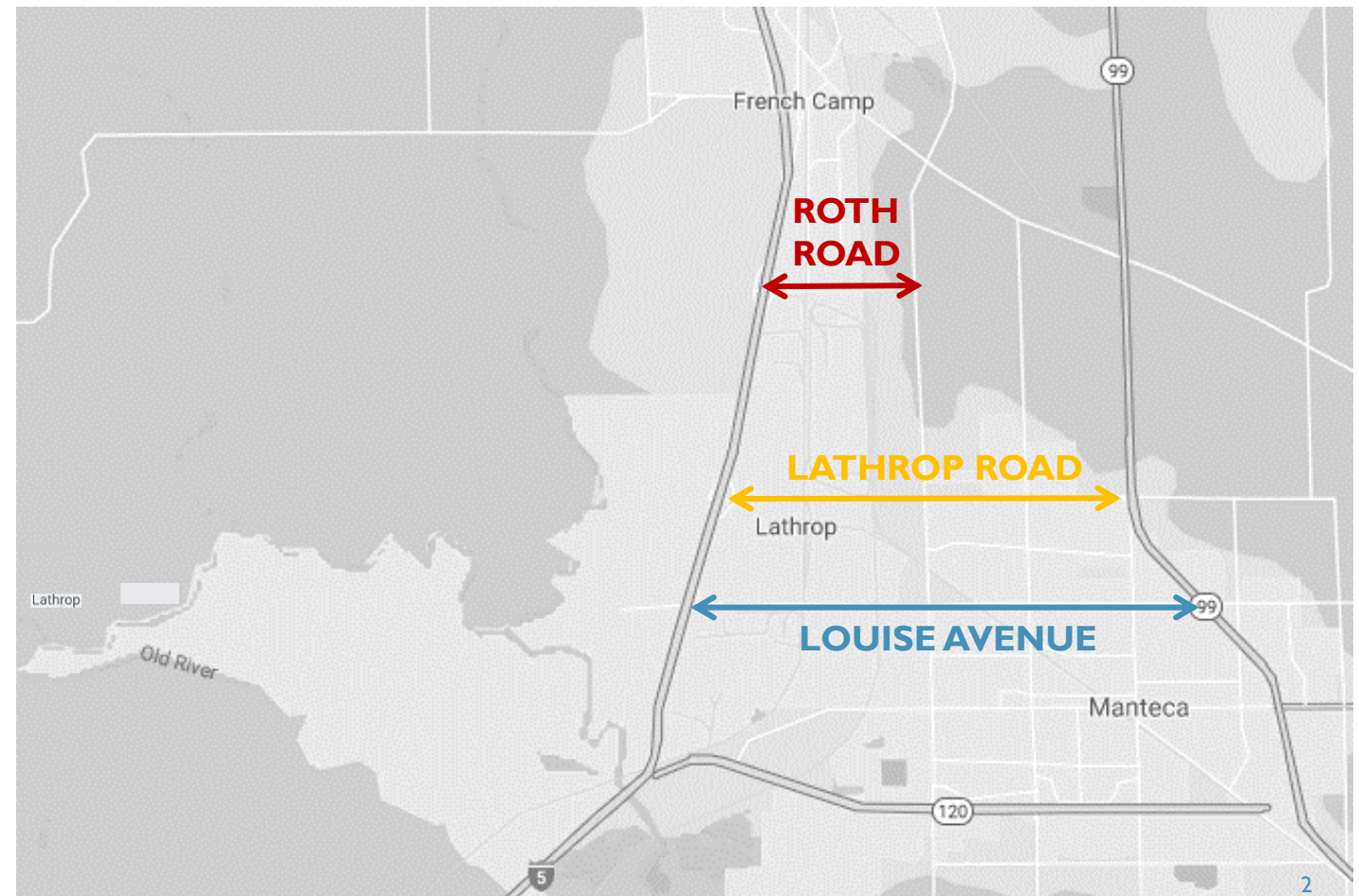
CITY COUNCIL REGULAR MEETING
ITEM 5.4, AUGUST 9, 2021



WHAT IS HAPPENING REGIONALLY?



- Lathrop and Manteca are experiencing rapid growth
- Access to I-5, I-205, SR 120, SR 99
- Growth of the warehouse industry requires local agencies to mitigate for truck traffic
- Regional Truck Study (SJCOG)
- Communication with Manteca
- Roth Road Study



LOCATION & CURRENT STATUS



LEGEND

- Truck Route
- STAA Route



LATHROP ROAD - TRUCK ROUTE
HARLAN ROAD - McKINLEY AVENUE



TRUCK DISTINCTION



STAA TRUCKS

Surface Transportation Assistance Act (STAA) Trucks

- ❑ **Semitrailer Length:** over 48 ft to 53 ft maximum
- ❑ **KPRA*:** 40 ft maximum for two or more axles
38 ft maximum for two or more axles
- ❑ **Overall Length:** **No Limit**



CA LEGAL TRUCKS

California Legal Trucks (CA Legal)

- ❑ **Semitrailer Length:** No Limit
- ❑ **KPRA*:** 40 ft maximum for two or more axles
38 ft maximum for two or more axles
- ❑ **Overall Length:** **65 ft maximum for Single Trailer**
75 ft maximum for Double Trailer




KPRA* = Kingpin-to-rear-axle

STAA TERMINAL ACCESS ROUTES




Surface Transportation Assistance Act (STAA) of 1982

- ❑ Allows longer trucks to operate on the Interstate and certain primary routes (collectively called the National Network)
- ❑ If a STAA truck cannot travel to a destination legally, an applicant can apply for a new local Terminal Access route
- ❑ The City of Lathrop follows the Caltrans Terminal Access Application Procedures when evaluating any new requests
- ❑ Coordinate with County, Caltrans & CHP



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How to Open a New STAA Route -- Local Routes -- Quick Guide

1	Initial Applicant Letter	Applicant sends letter to local agency requesting local STAA routes to facility, and sends a copy to Caltrans. (If the applicant is a local agency, the initial letter can go to Caltrans.)
2	STAA Truck Evaluations	Local agency evaluates all local intersections for STAA access. Caltrans evaluates the State ramps or intersections leading to proposed local STAA routes. (Instructions for STAA access evaluations are in the Caltrans Highway Design Manual , see Topic 404)
3	24/7 Turn-Arounds	Local agency ensures that every end of the STAA route has an adequate turn-around area that is available 24 hours per day, 7 days per week.
4	Local Agency Letter	Local agency sends letter to Caltrans stating (1) that "the local roads and intersections on the proposed local Terminal Access route meet all geometric criteria for STAA trucks" and (2) that the 24/7 turn-around is available. (If the turn-around is located at a private facility, the private company can provide a separate letter ensuring the 24/7 availability.) Do not send evaluations of local intersections to Caltrans.
5	Local Signs	Local agency installs trailblazing Terminal Access signs (G66-56) at all decision points, with auxiliary signs as needed, such as the M6 arrow signs or the M4-6 END sign.
6	State Signs	After the local signs are installed, Caltrans installs Terminal Access signs on State highways prior to the approved exits.
7	Maps	After all signs are installed, the local agency publishes a map or list on its website, and Caltrans links the local map or list on the Caltrans "Local Truck Routes" web page.

CONCERNS



- ❑ In an effort to address concerns regarding the use of trucks on Lathrop Road, staff is proposing the following options for Council consideration:

- ❖ **OPTION 1 – TRUCK STUDY**

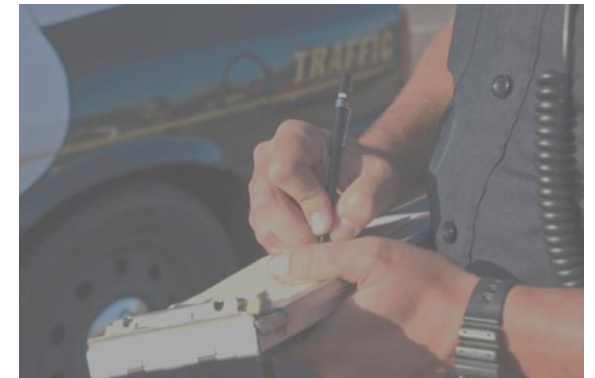
- ❖ **OPTION 2 – CALIFORNIA LEGAL TRUCKS ONLY (CURRENT STATUS)**

- ❖ **OPTION 3 – PROHIBIT ALL TRUCK TRAFFIC**

OPTION 2 – CA LEGAL TRUCKS ONLY



- ❑ Current status
- ❑ Continue to issue citations for STAA trucks and excessive speeding



PROS	CONS
<ul style="list-style-type: none">- Citations Issued to STAA Trucks	<ul style="list-style-type: none">- Does Not Address Concerns Raised by Residents at the June Council Meeting

OPTION 3 – PROHIBIT ALL TRUCK TRAFFIC



- ❑ Would direct traffic onto McKinley Avenue and Louise Avenue
- ❑ Increase traffic volume at interchange of Louise Avenue and I-5
- ❑ Not aligned with the Regional Truck Study being performed by SJCOG
- ❑ Amendment needed to the Lathrop Municipal Code (LMC)

PROS	CONS
<ul style="list-style-type: none">- Address Concerns Raised by Residents at the June Council Meeting	<ul style="list-style-type: none">- Direct Truck Traffic Onto Other Roadways- May Not Align with Regional Truck Study by SJCOG- Potential Impacts to Local Businesses- Potential Impacts to Proposed Development- Amend LMC to Enforce



FISCAL IMPACT



- Option 1 – Truck Study

Sufficient funds have been allocated within the adopted FY 2021/22 budget under the Streets Operating Budget (Fund 2080) to cover for the study cost

- Option 2 – California Legal Trucks Only (Current Status)

No Fiscal Impact at this time.

- Option 3 – Prohibit all Truck Traffic

No Fiscal Impact at this time.

QUESTIONS

