

19



Larry Herrera
03/02/2009 09:04 AM

To: Agenda Supporting Docs
cc:
Subject:

Larry Herrera
City Clerk
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802
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----- Forwarded by Larry Herrera/CH/CLB on 03/02/2009 09:04 AM -----



PATRICIA GERGEN
<pgergen@msn.com>

03/02/2009 08:32 AM

To <district8@longbeach.gov>, <mayor@longbeach.gov>
cc <larry_herrera@longbeach.gov>

Subject

Please make sure this correspondence is made part of the record.

I am voicing my opposition to changing the current weight limit of vehicles that are allowed to park in residential areas of the city.

Inconsiderate residents who park their commercial and oversized vehicles, boats and RVs on our streets, often in front of others' homes, on narrow residential roads or near intersections and driveways that block drivers' views of cross traffic, create ill will, dangerous driving conditions and negatively impacts the visual quality of our neighborhoods. Increasing the allowable size of vehicles permitted to park in neighborhoods will exacerbate these conditions.

Thank you for your consideration.

Regards
Patricia Gergen
3828 Pine Avenue
Long Beach CA 90071

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1 of 1



houstories@att.net

02/27/2009 05:07 PM

To district1@longbeach.gov, district2@longbeach.gov, district3@longbeach.gov, district4@longbeach.gov, district5@longbeach.gov, district6@longbeach.gov, district9@longbeach.gov, mayor@longbeach.gov, cityclerk@longbeach.gov, district7@longbeach.gov, district8@longbeach.gov

#19

cc

Subject Concern RE: Truck parking limits

Dear City Council members,

I realize you will be discussing in earnest changing the limits for the weight of trucks which can legally be parked on Long Beach streets from 6,000 lbs. to 8,000 lbs.

I have several concerns about these proposed changes and a couple possible solutions:
A change to our municipal code does not seem to serve the interest of the city at large.

PARTICULAR CONCERN: Heavy, commercial-grade trucks cause greater damage to our streets. At a time when our mayor is rightly concerned about the cost of our aging infrastructure, do we really want to be sending the tacit message that these over-sized trucks are a good thing?

POSSIBLE SOLUTION: It seems to me that anyone who owns these trucks of 6,000 lbs or more should already have a business/commercial license which helps put money back into Long Beach's pocket. If the truck owners are NOT paying such fees, perhaps we could allow them parking privileges, **but charge a heavy-duty truck fee to help defray the added cost to street repair.**

PARTICULAR CONCERN: Very few, if any, cities, encourage the parking of 8,000 lb. trucks on their residential streets. Why should Long Beach? As a self-proclaimed "City of Neighborhoods," this proposed change does not make MY neighborhood more desirable. In fact, the large commercial trucks parked right now make driving and crossing at non-arterial intersections rather hazardous. Again, is this the kind of behavior we want to encourage?

POSSIBLE SOLUTION: **Don't change the code.** It was put into place for a good reason - to discourage the parking of commercial and large trucks in certain residential areas and to encourage the use of "truck" thoroughfares for the flow of traffic. Just because cars and trucks have gotten bigger doesn't mean Long Beach has to adapt its aging infrastructure at all costs. It's just not possible to be all things to all people. As a parent, I know we sometimes have to say "No" when something is not a good idea. Allowing trucks of over 6,000 lbs. to clutter up our streets, taking up several parking places in parking-impacted areas, and allowing a sagging street structure to try to absorb increasing tonnage is not practical. It panders to a select few and does not benefit the city over all.

Please do not change the current code to allow larger and heavier trucks unfettered access to our residential streets; But if you DO, help defray the additional costs to our infrastructure to make ALL trucks 6,000 lbs or more buy a permit, if they don't already require one through a business license.

Thank you for your consideration,

Maureen Neeley, M.L.I.S.

--

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1 of 1



"John Royce Kent Lockart"
<roycelockart@msn.com>

02/28/2009 12:18 AM

To "mayor" <mayor@longbeach.gov>, "Craig Beck" <Craig_Beck@longbeach.gov>, <patrick_west@longbeach.gov>, <larry_herrera@longbeach.gov>, "district1" <district1@longbeach.gov>, "district2" <district2@longbeach.gov>, "district3" <district3@longbeach.gov>, "district4" <district4@longbeach.gov>, "district5" <district5@longbeach.gov>, "district6" <district6@longbeach.gov>, "district7" <district7@longbeach.gov>, "district8" <district8@longbeach.gov>, "district9" <district9@longbeach.gov>

cc

Subject Increase in Vehicle Weight Allowed for Parking on Residential Streets

#19

Dear Mayor Foster, Council Members and City Officials,

I would like to reiterate my concerns about the possibility of increasing the size of vehicles allowed to park on our residential streets.

The single most common complaint that I receive from the residents of my neighborhood concerns this very problem. Inconsiderate residents who park their commercial and oversized vehicles, boats and RVs on our streets, often in front of others' homes, on narrow residential roads or near intersections and driveways, block drivers' views of cross traffic, create ill will, dangerous driving conditions and negatively impact the visual quality of our neighborhoods. I think it is reasonable to assume that increasing the allowable size will exacerbate these conditions. It also contributes to the endless call for more signal controlled intersections all over the city. It is inconceivable that we will make it even more difficult to combat these challenges.

In some area cities it is illegal to park *any* vehicle overnight on residential streets without obtaining a fee bearing permit, and many other adjacent cities with weight limits have ordinances similar to our very reasonable existing ordinance.

There is reason for the existence of the three ton standard beyond the negative impacts described above. Heavier, larger vehicles take a toll on the life of our roadways in areas where they were never intended to be commonplace. This is of great concern considering the grave lack of infrastructure funding available to meet our existing challenges, and the unwillingness on the part of the public to foot the bill for current rehabilitation needs.

Accommodating excessive vehicle size in residential areas is a step in the wrong direction, one I consider an assault on the quality of life in our neighborhoods. As such, I support Option #1, no change to the existing ordinance.

Thank you for considering my comments as you formulate your decisions.

Best Regards,

John Royce
3601 Olive Avenue, Long Beach, CA 90807
President, California Heights Neighborhood Association
www.calheights.org
roycelockart@msn.com
562.997.9094

1071



Larry Herrera
03/02/2009 09:03 AM

To: Agenda Supporting Docs
cc:
Subject: Fw: On Mar 3, please vote to keep LB neighborhoods beautiful

Larry Herrera
City Clerk
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802
Work. 562-570-6489 Cell: 562-607-3366

----- Forwarded by Larry Herrera/CH/CLB on 03/02/2009 09:04 AM -----



"Cheryl Jacobs"
<cjjacobs2002@yahoo.com
>

03/02/2009 08:52 AM

Please respond to
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To <mayor@longbeach.gov>, <district1@longbeach.gov>, <district2@longbeach.gov>, <district3@longbeach.gov>, <district4@longbeach.gov>, <district5@longbeach.gov>, <district6@longbeach.gov>, <district7@longbeach.gov>, <district8@longbeach.gov>, <district9@longbeach.gov>

cc <larry_herrera@longbeach.gov>, <patrick_west@longbeach.gov>

Subject On Mar 3, please vote to keep LB neighborhoods beautiful

Would it make sense to you if a neighborhood held a meeting of 50 people with their councilmember to complain about the speeding tickets they have been receiving and request that the laws be changed? These 50 people feel they are justified in exceeding the 25 mph residential speed limit because, after all, cars are so much faster now than when these limits were established and brakes are so much more responsive that it only makes sense that our speed limits are increased in our residential zones. Would you vote for that?

The above doesn't really make sense. Nor does the request and recommendation to change the definition and prohibition of commercial vehicles on residential streets as stated in LB Municipal Code Chapter 10.40 which prohibits the parking of "commercial vehicles" "exceeding a maximum gross weight of three tons" on residential streets. **This weight limit is accepted by most cities.** Since *commercial* and *residential* are at different ends of the spectrum, the current Municipal Code makes perfect sense to me. Commercial vehicles have no business parking on residential streets in our beautiful neighborhoods. This is true even if the owners of these vehicles live in the neighborhoods. However, the councilmember from the 5th District has initiated a review of the weight limit (after all, trucks are so much bigger now). This is the result of her having attended a meeting of 50 residents in her District to protest the issuance of citations on December 29, 2008. I am sure we can all sympathize with the recipients of these citations - no one likes getting a parking ticket. But do we really want trucks over three tons parked in our neighborhoods?

While commercial trucks parked on residential streets are not quite "broken windows", they add clutter, are a blighting effect and do nothing to enhance the beauty of our neighborhoods. Rather, they make our residential streets look like commercial zones and block our sight lines. This cannot possibly lead to an increase in our property values or enhance our safety. Clearly, there have been some very squeaky wheels in the 5th District. The question is, who among you is standing for the rights of the hardworking homeowners that live next to these over-sized commercial trucks? Maybe you haven't heard from them, as they haven't been receiving and then complaining about citations for ignoring our municipal codes. These are people that bought into an attractive neighborhood, invest in their home, exhibit pride of ownership. Should they be subjected to the visual clutter of a commercial truck in their residential neighborhood? Please vote to preserve the beauty, tranquility and residential feel of our neighborhoods

and vote for OPTION 1.

Please make sure this correspondence is made part of the record.

Respectfully,

Cheryl Jacobs
4020 Linden Avenue
Long Beach, CA 90807
(562) 712 4049

[Option 1 - The best option for Long Beach's neighborhoods.](#)

Option 1





Irma Heinrichs/CH/CLB
Executive Assistant
City Clerk Department
(562) 570-6228
03/02/2009 08:54 AM

To Nancy Muth/CH/CLB@CLB
cc
bcc
Subject

Irma Heinrichs
(562) 570-6228
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irma_heinrichs@longbeach.gov

----- Forwarded by Irma Heinrichs/CH/CLB on 03/02/2009 08:53 AM -----



Mike Boer
<mike@boerbackhoe.com>

To cityclerk@longbeach.gov
cc

03/01/2009 11:36 PM

Subject IMPORTANT INFORMATION : Regarding agenda item #19
on City Council Agenda.

I have read read the agenda and the attachments and am worried that the council is being given so much WRONG information. I noticed someone sent you a letter and it got added as a handout. Three minutes is nowhere near enough time to address all the errors in the power point presentation and also the letter that Ms. Cotton wrote. I was at the committee meeting and had to sit quietly as I listened to council members getting information that was WRONG. I fear the same thing will happen at the Council meeting Tuesday night. I wrote a letter to council members addressing the errors in the presentation but I would appreciate it if you could put it with agenda items because I do not know if they got it because I get no response. Hopefully the errors will be fixed. I will attach the letter I sent them and I will address the Melinda Cotton letter which I just discovered in with the agenda.

The first thing everyone needs to know is that these vehicles that only recently have been getting tickets in Long Beach have been driving and parking in Long Beach and all the surrounding cities for decades. That is a FACT. Trucks have NOT gotten bigger.

Long Beach and surrounding cities have either 6,000 or 10,000 pound weight limits for COMMERCIAL VEHICLES. The main reason that they set the limit at 6,000 pounds is that they know the unladen weight of most commercial vehicles is over 3 tons. They do not have to actually bring the vehicle to a scale or carry portable scales or worry about the operator going to court later and testifying that he was under 6,000 pounds if they do not have a scale ticket to prove otherwise. They did not make the weight 6,000 pounds because they are worried that 8,000 pound vehicles are going to ruin the streets. There are MANY private vehicles that are driving around that weigh more than 6,000 pounds GVW. They created truck route laws to keep COMMERCIAL TRUCKS on certain routes through their cities. Many of these trucks weigh up to 80,000 pounds GVW and are huge. When these laws were written, NO ONE wanted to ban pickup trucks from residential areas. The definition of COMMERCIAL VEHICLE has become

blurred because of the way California registers pickup trucks. In the same State Vehicle Code it states,

15250. (a) (1) A person may not operate a commercial motor vehicle unless that person has in his or her immediate possession a valid commercial driver's license of the appropriate class.

This is CA vehicle code. A commercial drivers license says right across the top, Commercial Drivers License. I doubt the Long Beach Police Dept. would ticket people for not possessing a Commercial License while driving pickups which are ALL considered commercial vehicles. Even the smallest Toyota is a commercial vehicle according to Long Beach's laws. Why don't they ticket for that? Because the Sate only considers pickups commercial vehicles for registration purposes. Pickups are exempt from all actual commercial vehicle laws the State enforces. Actually ALL vehicles under 10,000lbs. GVWR are exempt unless they are being used FOR HIRE.

As for Ms. Cotton's letter. First I think she makes a very good presentation. I believe she thinks we are going to allow vehicles that we and other cities have not allowed in the past. That however is NOT the case.

1)She states that surrounding cities have 6,000 lb limits and if we raise ours, we will be overrun with all these trucks that can't park in other cities. Right now, Long Beach is the only city that is ticketing pickup trucks, and the owners are parking on the nearest truck route. Other cities (and Long Beach) have NEVER considered pickup trucks as comercial vehicles. Here is part of Signal Hill's municipal code under 10.30.010 Definitions.

“Oversized Vehicle” shall mean any vehicle, as defined by Section 670 of the California Vehicle Code which exceeds twenty feet in length, seven feet in width, or eight feet in height. Oversized Vehicle does not include pickup trucks or sport utility vehicles, as those terms are generally used, which are less than twenty-five feet in length and eighty-two inches in height.

It is evident here that if you own a sport utility vehicle or PICKUP TRUCK that is 24 feet long, they are not attempting to keep you off the street. I and many people I know that live in Lakewood, Bellflower, Cypress, and Los Alamitos, have never heard of pickup trucks getting a ticket for being off a truck route.

2)Effect on parking impacted areas. There are areas that have parking problems. Nothing will change. The trucks have parked there freely till now. Even if you would outlaw them in that neighborhood, residents would have to buy a different vehicle and park that. Those that park their truck in the driveway now are likely parking their car in the street instead. If their is room in the driveway, you park there. Parking will be the SAME as it has always been. It will NOT get worse because pickups have NEVER been ticketed before.

3) Safety and Visual Blight in our neighborhoods. I take SERIOUS offense to anyone saying my beautiful pickup truck is VISUAL BLIGHT! That is like me owning a Jag and saying your

minivan is visual blight in my neighborhood. This argument is ridiculous. In fact even the people that say if the pickup has a sign on the door, it is visual blight. PLEASE! That Long Beach Water utility truck looks no worse because of that emblem on the door. If it did the city would take it off. Funny that the same that people believe they have the right to not see letters in their view, do not believe I have the right to drive and park in front of my own house. I know there has been some advertising vehicle problems, but do not fix that in the truck route law. Make it a separate ordinance just like the congested parking permit areas. Do not mess up my great neighborhood to fix a bad neighborhood.

4)High cost of changing signage. I actually agree with Ms. Cotton on this one. Do not change the signs. Change the definition of commercial vehicle.

6)Green or sustainable city. To try to make your truck route law "green"...ridiculous. Also even though some pickup trucks are diesel, does not mean they are gross polluters. CARB is not only regulating big rig diesels, they are even regulating off road construction equipment. There are diesels today that actually emit cleaner air than they take in. They are also more fuel efficient. Nuf said.

7)Use of large vehicle as advertising billboards. I stated before, this has nothing to do with truck route law. Although I could care less if someone painted their pickup pink and covered it with ads, he better not park it in my neighborhood unless he live here or is visiting my neighbor. The same if he does it to a car. These kinds of issues should come under a different ordinance, not truck routes.

8)Permit system the best approach. This would NOT be the best approach. Ask Councilman O'Donnell if permit parking is convenient. What about visitors? She used Signal Hill as an example. I already showed you how Signal Hill specifically EXCLUDES pickup trucks up to 25 feet long from the ordinance. Also, it is a separate ordinance from truck route law, but it does show you that Signal Hill is trying to make sure their resident pickup owners are not inconvenienced by this law.

The Note. She states that 6,000 lbs has LONG been recognized as a dividing line between light and heavy duty trucks. That would be at the Unladen Weight and not GVWR or GVW. Also pickup trucks have LONGER been recognized as an appropriate vehicle to park in front of your house. AS IN FOREVER.

I am not going to go through all the city ordinances, but I will say this. When their ordinance was written, they had no intention of keeping pickup trucks out of residential neighborhoods. That is evidenced by Signal Hill specifically excluding them. I and thousands of other have driven and parked in all these cities for years and years with NO problem. Long Beach changed their definition of a commercial vehicle Sept 2007 and I believe that is part of the problem. Commercial vehicle laws are VERY complicated. That is why the State specifically excludes pickup trucks from their commercial vehicle laws. That is why the Highway Patrol and most cities have Commercial Divisions to enforce Commercial Truck Laws. That is also why this issue has become so complicated when it could really be quite easily solved. This started before

Christmas and I just read the agenda that is being proposed after council meetings and committee meetings have discussed this subject, and I honestly do not see how the council could possibly solve this issue with one of the 3 options being offered them. The presentation is RIDDLED with errors and I believe people are trying to solve unrelated problems with this truck route law. This is going to dictate WHO IS ALLOWED TO DRIVE IN THIS CITY! Do NOT start trying to solve parking problems, visual blight problems, etc., with this law. PLEASE just change the definition of a commercial vehicle. At least exclude pickup trucks. You should exclude any vehicle with a Gross Vehicle Weight Rating of less than 10,000lbs that are not for hire as well. This would be a simple redline strike and add ammendment, piece of cake. These are vehicles that do not fall under the states commercial vehicle laws and many are driven as personal vehicles daily all over all these cities. They park in all these cities freely. Note that is GVWRating. That is NOT unladen or GVW. Some pickups have GVWR over 10,000lbs. That is NOT a huge vehicle. MOST commercial vehicles have an UNLADEN weight that is over 10,000lbs.

In closing I just want to say again that this started before Christmas. I want it to be over already, but I FEAR that because so many people do not really understand exactly what they are dealing with, Council may be swayed to make an unwise decision in this matter. Many of the people trying to sway council do not understand the full implications of this law. Many believe we are trying to change an old law and allow vehicles that have not been allowed in the past when exactly the opposite is true. Many are trying to solve problems unrelated to this law. This is a simple definition problem, that is all. Thank you for your time and I hope you will make a wise decision.

Mike Boer



Letter to council about power point.doc

----- Forwarded by Irma Heinrichs/CH/CLB on 03/02/2009 08:53 AM -----



Mike Boer
<mike@boerbackhoe.co
m>

03/02/2009 05:46 AM

To cityclerk@longbeach.gov, disrtict1@longbeach.gov,
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mayor@longbeach.gov

cc

Subject Information about truck law. Item #19 on Tuesdays Agenda

I would be willing to meet with anyone interested on Monday to help you understand the Truck Route Law you will probably be voting on Tuesday night I have a good knowledge of truck route law as I own true big rig commercial vehicle trucks and have to deal with these laws all the time. I have some printouts of the CVRA (Commercial Vehicle Registration Act), the power point presentation that is filled with errors, truck specifications, vehicle codes, and other information

that the council and the Infrastructure Committee has not been presented. I also have a copy of the amendment that Long Beach made to Subsection 10.40.010 of the truck route law in Sept. of 2007 that I think started this whole fiasco. I believe the council may have been trying to address other issues and recieved bad information at that time as well. That is why we are where we are at today. I have done my best to communicate many of these things to the City Council since before Christmas, but every meeting I attend is still laden with errors and misinformation. I have read your agenda and the attachments and am certain you can not make an informed decision with what is there. I do not want to make anyone look bad at their job or ruffle any feathers. I am only concerned with the council making an intelligent decision at their meeting, and would prefer that the clerk, traffic engineer, or whoever made the presentation at the Infastucture Committee make an intelligent presentation and get credit for such rather than me having to state publically before the meeting that the presentation is full of errors. I am frustratingly trying to do my civic duty. You may feel free to call me anytime Monday if you prefer to ask a few questions and determine I am not some nut job just wasting your time. I would ask that you forward this to anyone who is involved with making sure the Council gets good information and options for this issue. I would hope that at your meeting Tuesday night you are given better information than is listed in the public agenda, but unless I am informed of that, I will be forced to have me and a multitude of others go through every thing in three minute segments before the meeting. After the meeting starts I will be forced to sit quietly while Council asks questions and is given WRONG answers once again I fear. I am sorry if I am causing problems for anyone, but I feel this issue is very important and very much misunderstood. I have to do this. My cell number is 562-355-8674. At the very least, please read the emails I have sent you about the power point presentation and Melinda Cotton's letter, and let me know if you disagree with me and why. The final decision is up to the Council, but you need to know all the facts before you can make that decision.

Sincerely,

Mike Boer

7128 E. Parkcrest St.
Long Beach CA 90808

562-420-9844
562-355-8674 cell
mike@boerbackhoe.com

I want to post a few important facts on this issue. I have heard and read MANY factual errors on this subject.

1. Pickups have NOT gotten bigger in the last 20 years. I have driven a pickup as my personal vehicle since 1978. It was the same size as trucks today. When I moved to Long Beach from Artesia 15 years ago, I drove a four door, long bed, 4 wheel drive pickup the same size as the one I drive today. I and thousands of other people have been driving the same size trucks for DECADES! It has NEVER been a problem ANYWHERE till now.

2. I work in construction and most of my friends drive a pickup as their personal vehicle. MANY of their trucks weigh over 6000 lbs. This has been the case for the last 15 years. Not ONCE in those 15 years of all my friends and I driving and parking all over the surrounding cities, did ANYONE I know or ANYONE any of my friends knows, EVER get a ticket in a pickup for being a commercial vehicle off a truck route. This is because most cities do not treat a pickup as a commercial vehicle.

3. 15250. (a) (1) A person may not operate a commercial motor vehicle unless that person has in his or her immediate possession a valid commercial driver's license of the appropriate class. This is CA vehicle code. A commercial drivers license says right across the top, Commercial Drivers License. I doubt the Long Beach Police Dept. would ticket people for not possessing a Commercial License while driving pickups which are ALL considered commercial vehicles. Even the smallest Toyota is a commercial vehicle according to Long Beach's laws. Why don't they ticket for that? Because the State only considers pickups commercial vehicles for registration purposes. Pickups are exempt from all actual commercial vehicle laws the State enforces. Actually ALL vehicles under 10,000lbs. GVWR are exempt unless they are being used FOR HIRE.

4. I want to list the correct abbreviations and definitions of some weight terms as applied to trucks. Every meeting I go to they are used wrongly.
Unladen Weight-This is what a vehicle weighs off the assembly line with the necessary fluids for operation and a few gallons of gas.

Gross Vehicle Weight-GVW-This is what the vehicle weighs at any given time. This includes driver, passengers, fuel, groceries, dogs, accessories, toppers, personal items, and anything else that contributes to the overall weight of the vehicle.

Gross Vehicle Weight Rating-GVWR-This is the maximum weight this vehicle is allowed to operate at.

5. Now that you know the correct terms for vehicle weights, I want to go through the power point presentation that is included in the attachments for this agenda item. This was presented at the committee meeting as well and many questions were asked by council members that were answered WRONGLY. The audience, many of whom knew the right answers, were not allowed to tell council they were being given wrong facts. I will go through by page beginning with

pg3. with the license plate and the 6000lb weight. That is wrong. The city of Long Beach defines a commercial vehicle as ANY vehicle with a commercial plate. They do not allow said vehicle off truck route if it weighs over 6000lbs.GVW. Under the weight it states Gross Vehicle Weight as (Empty). That is wrong. Gross vehicle weight is the weight at any given time with gas, drivers, passengers, load, etc. Even 1/2 ton pickups will be over this weight at times.

pg.4. This page states that Gross Vehicle Weight Rating is Loaded. Wrong. It states Gross Vehicle Weight is Empty. Wrong.

pg.5. I do not understand what class has to do with this. A 2500 chevy suburban weighs the same as a 2500 Chevy pickup but is not a commercial vehicle. I think the next page may shed light on this.

pg6.Again the Vehicle Weight terms are wrong. I will assume that what the author is trying to state is that the city of Long Beach classes vehicles by Unladen weights (That is the weights he has listed under Gross Vehicle Weights) And the State classes vehicles by their Gross Vehicle Weight Rating. Whatever he is trying to state here is absolutely WRONG. This page is so screwed up I can't even give a correct answer because I can't figure out what he is trying to say.

pg7. I don't know why he is putting this in here but it is WRONG. The bottom truck pictured can haul 2 Tons and the F-250 can haul 1 1/2 Tons.

pg.8 I am quite sure this page is wrong also. I assume that the writer has again confused GVWR with GVW.

pg.9. I did not buy my pickup to park in yellow zones. I bought it because it is the only single vehicle that can meet all my needs. A half ton pickup (which is still a commercial vehicle) would do almost the same thing but has lighter springs, brakes, tires, etc. and less stopping ability. I choose to put my family in a safer vehicle.

pg.10 This page is correct but you should know and El Camino or even the smallest Toyota pickup you can get is still a commercial vehicle under Long Beach's interpretation.

pg.12 To only way to actually know is you have to weigh your truck with whatever load you have at the time. Just because the unladen weight on your registration says 5500lbs., that does not make you legal. If you fill your tank with gas and have passengers you are illegal.

pg.14. The actual consequence is that pickup owners will not even be allowed to drive on the streets and park in their driveway.



Irma Heinrichs/CH/CLB
Executive Assistant
City Clerk Department
(562) 570-6228
03/02/2009 04:38 PM

To Nancy Muth/CH/CLB@CLB
cc
bcc
Subject Fw: PLEASE DO NOT INCREASE TO 8,000 POUNDS THE WEIGHT OF COMMERCIAL VEHICLES PERMITTED ON RESIDENTIAL STREETS - City Council Agenda March 3rd Item #19

Irma Heinrichs
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----- Forwarded by Irma Heinrichs/CH/CLB on 03/02/2009 04:38 PM -----



JOYCE ZOUBUL
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03/02/2009 04:30 PM

To <district1@longbeach.gov>, <district2@longbeach.gov>, <district3@longbeach.gov>, <district4@longbeach.gov>, <district6@longbeach.gov>, <district9@longbeach.gov>, <mayor@longbeach.gov>, <cityclerk@longbeach.gov>, <district7@longbeach.gov>, <district5@longbeach.gov>, <district8@longbeach.gov>
cc
Subject FW: PLEASE DO NOT INCREASE TO 8,000 POUNDS THE WEIGHT OF COMMERCIAL VEHICLES PERMITTED ON RESIDENTIAL STREETS - City Council Agenda March 3rd Item #19

Subject: FW: PLEASE DO NOT INCREASE TO 8,000 POUNDS THE WEIGHT OF COMMERCIAL VEHICLES PERMITTED ON RESIDENTIAL STREETS - City Council Agenda March 3rd Item #19
Date: Fri, 27 Feb 2009 17:53:25 +0000

To: district1@longbeach.gov; district2@longbeach.gov; district3@longbeach.gov; district4@longbeach.gov; district5@longbeach.gov; district6@longbeach.gov; district9@longbeach.gov; mayor@longbeach.gov; cityclerk@longbeach.gov; district7@longbeach.gov; district8@longbeach.gov
Subject: PLEASE DO NOT INCREASE TO 8,000 POUNDS THE WEIGHT OF COMMERCIAL VEHICLES PERMITTED ON RESIDENTIAL STREETS - City Council Agenda March 3rd Item #19
Date: Thu, 26 Feb 2009 22:34:27 +0000

Below is a list of my concerns about the proposal to eliminate the City of Long Beach 6,000

pound limit on heavy duty pick-ups and commercial vehicles and allow 8,000 pound trucks on residential streets:

1) **Cities bordering Long Beach all have municipal codes with 6,000 pound limits for commercial vehicles on non-truck routes and residential streets.** (These cities include: Seal Beach, Signal Hill, Lakewood, Carson and Wilmington (part of the City of LA). While some have additional size limits and exceptions, the common theme is a gross vehicle weight (GVW) limit of 3 tons (6,000 pounds). (see municipal code excerpts below)

If Long Beach allows an increase to a 8,000 pound limit - the City might well become a magnet for the overweight, oversized commercial vehicles from neighboring cities.

2) **Effect on parking impacted areas of the City.** Many parts of Long Beach are already heavily parking impacted. This is hugely frustrating and often dangerous to residents who have no choice but to park on the street when they return from work, school, etc. at night or in difficult neighborhoods. Allowing and encouraging 8,000 lb. heavy duty pick-ups and commercial vehicles to park citywide on residential streets will seriously magnify this problem.

2) **Heavy duty pick-ups and other over 6,000 pound commercial vehicles which currently park in their driveways or off-site will doubtless start parking in residential streets.**

3) **Safety and Visual Blight in our neighborhoods.** Experts note dangers of accidents when large motor vehicles are parked on public streets and rights of way in the city near driveways and intersections; and the parking and/or storage of large motor vehicles causes visual blight in the city.

4) **High cost of changing our existing City signage.** Existing signs all over the City state "No Parking Commercial Vehicles Over 3 Tons" or "Over 3 Tons Forbidden" will have to be replaced or changed (Mr. Roseman said the cost is \$65 - \$100 per sign and there could be thousands of signs citywide).

6) **"Green" "Sustainable City" or?** At a time when Long Beach is working to become a "green city," a "Sustainable City," an "energy efficient" city, a pollution free city -- it is absolutely counter to that goal to change our ordinances to encourage these larger commercial vehicles (many of which are diesel powered) that do not have EPA mileage standards and often circumvent air pollution standards.

7) **Use of large trucks and other commercial vehicles as "advertising billboards."** Advertisers and commercial companies park advertising-covered trucks of various sizes almost permanently on busy thoroughfares throughout the city. They only are moved on street sweeping days from one side of the street to another. They take up parking and are a visual blight.

8) **Permit system the best approach.** Permits are used by numerous cities to allow residents to legally apply for a permit to park their oversized vehicle on residential streets. Signal Hill (which recently passed an oversized vehicle ordinance <http://www.cityofsignalhill.org/news.php?30>) has a permit process - Lakewood uses a similar

permitting process. Long Beach also has permits for parking on residential streets for specific situations. A Permit system for individuals with specific reasons to park their overweight commercial vehicle on residential streets certainly seems to be the way to go. To legalize 8,000 lb commercial vehicles citywide is going to cause multiple problems to neighborhoods and costs to the City.

[**Note:** This isn't an arbitrary weight limit. 6,000 pounds has long been a recognized dividing line between light and heavy trucks. (For example, the Clean Air Act defines "heavy duty vehicle" as a truck with a gross vehicle weight "in excess of six thousand pounds.")]

Below excerpts from Municipal Codes in neighboring cities:

City of Seal Beach

§ 8.10.120 Truck Routes.

A. Designation. The city council may by resolution designate streets and parts of streets as truck routes for movement of vehicles **exceeding a maximum gross weight of 3 tons.**

B. Prohibition. No person shall operate a vehicle exceeding a **maximum gross weight of 3 tons** on any street that is not part of a truck route designated by city resolution and indicated by appropriate signs.

Signal Hill

“maximum gross weight limit of three tons”

Signal Hill restricts “oversized vehicles” but has a permitting process to allow them under specific conditions.

Lakewood Municipal Code

3264. Prohibiting use of City Streets by Commercial Vehicles in Excess of 6000 pounds

Wilmington (City of Los Angeles)

SEC. 80.36.1. RESTRICTED USE OF CERTAIN STREETS.

(a) It shall be unlawful, when authorized signs are in place giving notice thereof, to drive, propel, or cause to be driven or propelled, any vehicle **exceeding a maximum gross weight of 6,000 pounds** on any of the streets or portions of streets set forth in Subsection (d) of this section.

(b) When it has been determined by the Department that continued use of any street, or portion thereof, by vehicles **over 6,000 pounds gross weight** would cause traffic congestion, create a hazard to life or property, or detrimentally affect public welfare, and when alternate

routes are available, the Department is hereby authorized to erect upon such street or portions thereof, signs prohibiting such vehicles, provided, however, that such authority shall not extend to major or secondary highways, as defined by Section 18.01 of this Code, other than those major or secondary highways, or portions thereof, specified in Subsection (d) of this section provided, however, that no vehicle used for round-trip sight-seeing tour service vehicle, as defined by the Public Utilities Commission, namely round-trip travel in the same vehicle with guide service for an informational purpose, **in excess of 6,000 pounds gross weight**, shall use any street other than a major or secondary highway, as defined by Section 18.01 of this Code, despite any lack of such determination by the Department, and any erection of signs, as hereinabove described, so long as appropriate notice of the restriction is given in compliance with Vehicle Code Section 35701(b). (Amended by Ord. No. 158,564, Eff. 1/22/84, Oper. 2/28/84.)

The provisions of this section shall not apply to trailers and semitrailers regulated by the provisions of Section 80.69.1 of this Code. As used in this section, the term "commercial vehicle" shall mean:

- (1) a truck tractor; or
- (2) a motor vehicle with commercial license plate; and
 - (A) exceeding 22 feet total length including bumpers, or
 - (B) 22 feet or less in length with the name of a business enterprise or establishment or a sign advertising a product or service painted, attached, or otherwise affixed on or to the exterior thereof.

Carson

§ 3254.2 Truck Parking.

The parking of any commercial vehicle with a gross weight of **over six thousand (6,000) pounds**, length of over twenty-five (25) feet, or width of over ninety-six (96) inches (total outside width of vehicle or load or combined) is prohibited at all times on any street in the City of Carson except:

- (a) At locations and for the time period authorized by City Council and posted by the Public Works Director;
- (b) For such time as is reasonably necessary to deliver to or collect goods from or provide a service to a property in the block in which the vehicle is parked. At locations where parking of commercial vehicles with a gross weight of **over six thousand (6,000) pounds** is permitted overnight, illuminated clearance lights or safety reflectors must be provided and utilized. (Ord. 92-969, § 1; Ord. 05-1334, § 1)

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