



## Staff Report

**TO:** City Council  
**FROM:** Robert L. Vestal, Public Works Director  
**DATE:** March 5, 2024  
**SUBJECT:** Level of Service Considerations

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**Description** Discussion on changing the City of Beaumont's minimum Level of Service (LOS) requirement.

### **Background and Analysis:**

Level of service is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS "A," representing completely free-flow conditions, to LOS "F," representing breakdown in flow resulting in stop-and-go conditions. LOS "E" represents operations at or near capacity and is an unstable level during which vehicles are operating with minimum space for maintaining uniform flow. As such, on key auto-priority corridors, it is important to improve those facilities to allow for freer movement of travel. The City has adopted a minimum LOS of D for streets and intersections.

### CITY OF BEAUMONT LOS REQUIREMENTS

On June 16, 2020, the City Council amended the Traffic Impact Analysis guidelines to be consistent with the Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Guidelines) prepared by Fehr and Peers for WRCOG and member agencies. The Guidelines state the following:

- "Any signalized study intersection operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better"
- "Any study roadway segment operating at a LOS D or better without project traffic in which the addition of project traffic causes the segment to degrade to an LOS E or F should identify improvements to achieve LOS D"

On December 1, 2020, the City Council adopted the 2040 General Plan which included Circulation Element Goal 4.1.2 “Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.”

### SURROUNDING AGENCIES LOS REQUIREMENTS

Fehr and Peers surveyed twenty-two surrounding agencies for LOS policy. Fifteen agencies have a LOS D. Seven agencies have a LOS C. No agency within the survey has a LOS A or LOS B. The following is a summary of the survey:

*Table 1- Summary of LOS Survey of Local Agencies*

City	LOS Policy	Source
Banning	LOS C for City streets and LOS D at freeway interchanges	2006 General Plan Circulation Element
Calimesa	Standard of LOS C for roadways	2014 General Plan Circulation Element/TIA Guidelines
San Jacinto	LOS D	2020 TIA Guidelines
Yucaipa	LOS C	2016 General Plan Circulation Element
Redlands	LOS C	2018 General Plan Circulation Element/2020 TIA Guidelines
Moreno Valley	LOS C on roadway links and LOS D in the vicinity of SR-60. Strive to maintain LOS D at intersections during peak hours.	2021 General Plan Circulation Element
Perris	LOS D along City maintained roads and along I-215 and SR 74. LOS E allowed in Downtown Specific Plan Area.	2022 General Plan Circulation Element
Hemet	LOS D for peak-hour intersection movements and LOS C for roadway segment operations	2012 General Plan Circulation Element
Loma Linda	LOS C	2009 General Plan Circulation element
Desert Hot Springs	LOS D	2020 General Plan Circulation Element
Palm Springs	LOS D	2007 General Plan Circulation Element
Menifee	LOS D, for Intersections near I-215 LOS E	General Plan Circulation Element
Murrieta	LOS D, LOS E at freeway interchanges	General Plan Circulation Element
Wildomar	LOS D for study intersections and roadways of collector or higher. LOS C for all street intersections.	TIA Guidelines
Lake Elsinore	LOS D, LOS E allowed in designated community centers to the extent that it would support TOD.	General Plan Circulation Element
Riverside	LOS D, LOS E for arterial roadways which are used as freeway bypass	General Plan Circulation Element
Jurupa Valley	LOS D	2017 General Plan Circulation Element
Rialto	LOS D	2010 General Plan Circulation Element
San Bernardino	LOS C for roadways and LOS D for intersections	2005 General Plan Circulation Element
Colton	LOS D	2013 General Plan Circulation Element
Highland	LOS D	General Plan Circulation Element
Big Bear Lake	LOS D	General Plan Circulation Element

### CHANGING CITY'S LOS REQUIREMENTS

Changing the City's level of service policy has a variety of impacts that should be analyzed and discussed. Achieving a more free-flow LOS condition has implications for both capital costs (e.g. higher construction funding needed), on-going maintenance requirements (wider roads have higher maintenance costs), environmental and right-of-way implications, and impacts to land developments. Fehr and Peers provided a scope and fee to provide the required analysis.

Subject to City Council's direction, City staff will work with Fehr and Peers to develop a future item and present the full analysis to City Council.

**Fiscal Impact:**

The cost to prepare this staff report and presentation is estimated at \$2,500.

The cost for Fehr and Peers to perform the required analysis and present the results is \$41,000 and will be paid from the Public Works Department's contractual services budget, GL Account 100-3100-7068-0000.

**Recommended Action:**

Discussion and direction to staff with the following options:

- a. Direct staff to continue implementing the current LOS, or
- b. Direct staff to perform an in-depth analysis and bring the item back for further discussion

**Attachments:**

- A. Level of Service Presentation