



## Staff Report

**TO:** City Council  
**FROM:** Robert L. Vestal, Public Works Director  
**DATE** May 21, 2024  
**SUBJECT:** Presentation and Discussion of Truck Routes

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**Description** Discussion on the framework for studying and updating truck routes in the City.

### **Background and Analysis:**

Over the past 15 years, Southern California has experienced exponential growth in industrial warehousing development. This is a national, and even international, phenomenon that has only slowed slightly due to increases in interest rates. According to regional development projections, growth will continue to extend east and north along I-10 and I-15.

Proposed warehousing development in the City in the past year exceeds 13 million square feet. Adjacent cities have also approved major industrial warehousing facilities in the past year, including Sun Lake Village North, a 620,000 SF industrial warehouse in Banning near the southeast corner of the I-10/Highland Springs interchange.

The City, County, State and federal governments each play roles in regulating the operations of commercial vehicles.

- Federal regulations established in 1982 dictate size and weight limits for interstate trucks, as well as access requirements.
- California regulations set more stringent truck size and weight limits known as California legal. For the average person, there is little perceived difference between a 65-foot tractor-semitrailer (California Legal) and an 80-foot tractor-semitrailer (STAA). However, the shorter California Legal truck requires less turning radius and are better for serving shopping centers adjacent to residential areas. Caltrans has designated Beaumont Avenue as an STAA Terminal Access Route from I-10 to the south.
- The City's General Plan Update identified a Truck Priority Network to serve existing and planned truck-served facilities, such as warehousing, truck storage/services, manufacturing, and commercial shopping centers.

One of the biggest challenges for the City is truck access to and from the western segment of I-10. **Approximately 29 percent of all trucks enter the City from I-10 East and 31 percent of exiting trucks use I-10 West.** This puts significant pressure on I-10 interchanges at Oak Valley Pkwy, 6th Street, Beaumont Ave, Pennsylvania Ave, and Highland Springs Ave.

Planned improvements along SR-60 and I-10 will improve truck access (e.g., Potrero Interchange, UPRR grade seps at California and Pennsylvania, and widening and interchange improvements at Pennsylvania).

The future extension of Sun Lakes Blvd to Sunset Avenue will also provide additional truck access, however, this segment is in Banning and will require close coordination to implement a truck route on Sun Lakes Blvd. Furthermore, designating Sun Lakes Blvd as a heavy truck route poses potential impacts to existing residents.

A comprehensive analysis of truck access needs, existing and future truck volumes, and design considerations were compiled, resulting in the following observations:

- Truck access improvements are needed to WB I-10;
- 1st Street may be a preferred truck route over Luis Estrada due to the closely spaced signals at I-10/Beaumont;
- Bike lanes on 1st Street could pose a risk if trucks are routed to 1st (consider an off-street adjacent path for bikes on this corridor);
- California Avenue should prohibit trucks north of 4th Street.

Other considerations for truck operations in the City:

- 1 in 10 trucks picking up/delivering goods to a facility in Beaumont need a place to park for at least 30 minutes;
- 1 in 20 trucks needs a place to rest for 10 hours;
- Legacy Highland will generate truck parking demand of approximately 2,000 trucks per day for short parking events, and 1,000 trucks a day for overnight parking requirements that are mandated by the Federal government.
- Four locations have been identified for conducting turning analyses (refer to Figure 1).

City of Banning Update:

The City of Banning is proposing to update Banning's truck route as part of the next General Plan update. Banning intends to classify Highland Springs and Sun Lakes Blvd

as truck routes. This will impact Beaumont's ability to restrict and limit truck traffic on Highland Springs.

- Banning Pointe (Sun Lakes Village North SP) – After the recent judicial ruling, the Design Review is being sent back to City Council for re-consideration on May 28th. The SP remains in place for the use.
- Sunset Crossroads – DRAFT EIR was circulated for public comment and responses are being prepared. They are looking for a PC hearing later this summer. Banning staff continues to work on various entitlement documents in review. Entitlement actions include a GPA, SP, EIR, DA, TTM.
- Construction timeframes for both are unknown at this time, but Banning staff imagines they would move quickly once all entitlements are in hand.
- Sun Lakes Extension—Banning must have a first invoice by 6/30/25 per their grant agreement. Staff anticipates an 18-month construction window, with completion on 12/31/26.

**Future Items:**

1. City Staff and Fehr and Peers will develop a draft Truck Route based on the Council's direction and discussion.
2. 2nd Discussion and presentation with City Council and possible adoption.
3. City staff will develop CIP projects for turning movement improvements and signing and striping installation.
4. City staff will conduct public outreach to enhance awareness.



Figure 1- Turning Analysis Locations

**Fiscal Impact:**

The cost of preparing the staff report is estimated to be \$350.

The cost for Fehr and Peers to perform the required analysis and present the results is \$74,474 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.

**Attachments:**

- A. Truck Route Presentation