



## Staff Report

**TO:** City Council  
**FROM:** Robert L. Vestal, Public Works Director  
**DATE:** August 20, 2024  
**SUBJECT:** Traffic Impact Analysis Guidelines

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**Description** Approve the Traffic Impact Analysis (TIA) Guidelines.

### **Background and Analysis:**

On June 16, 2020, City Council adopted Resolution No. 2020-20, vehicle miles of travel (VMT) significance thresholds and level of service (LOS) guidelines in response to Senate Bill (SB) 743. SB 743 changed how transportation impacts are measured under the California Environmental Quality Act (CEQA) from using vehicle LOS to using Vehicle Miles Traveled (VMT). The adopted thresholds of significance for determining the significance of transportation impacts were recommended in an analysis conducted by the Western Riverside Council of Governments (WRCOG) on behalf of its member jurisdictions. The WRCOG study (Study) was prepared by Fehr and Peers. The Study also provided guidance on TIA, which City staff currently uses as a standard.

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."

On March 5, 2024, City Council received a presentation on Level of Service (LOS). During the meeting, City Council directed staff to consider a LOS C for select parts of the City and develop TIA guidelines that reduce traffic impacts from new development and significant redevelopment.

Subsequently, City staff directed Fehr and Peers to develop TIA guidelines specific to the City. The purpose of Transportation Impact Analysis (TIA) Guidelines is to provide general instructions for analyzing the potential transportation impacts of proposed development projects (e.g., general plan amendments and zoning changes). These guidelines present the recommended format and methodology that should generally be utilized in preparing TIAs.

The proposed TIA Guidelines include an update to the LOS, enhanced requirements, and minor changes to the VMT guidance based on experience gained by City staff since 2020.

**Level of Service Update:**

Current	Proposed
<ul style="list-style-type: none"> <li>• LOS D on all auto-priority streets</li> <li>• LOS E on all other streets</li> </ul>	<ul style="list-style-type: none"> <li>• LOS C for any study facility located on or west of Pennsylvania Avenue and south of I-10 (e.g. LOS C for the southwest portion of the City)</li> <li>• LOS D at all other locations in the City</li> </ul>

**Enhanced Requirements:**

The TIA is a technical document with several requirements, methods, and procedures. There are several changes proposed; the following are notable:

- Protected left-turn phasing are mandatory when the peak hour left turn volume exceeds 240 vehicles or when the left-turn crosses more than two through lanes or when the conflicting through volume may create potential safety concerns
- The City supports use of protected/permissive phasing for streets that are four lanes or less, where there is good viability, and where speeds are not too high and should be recommended when appropriate
- For developments that will generate significant heavy vehicle volumes (more than 50 heavy vehicles per day), the analysis must also include the following assessment:
  - Detailed review of all proposed routes to/from the site to ensure that there is adequate design to serve heavy vehicles that would include:
  - A review of turning radii at intersections
  - Review of the existing pavement quality on these routes
  - Coordination with City staff to verify that the pavement was constructed to support the increase in heavy vehicles
  - A review to minimize the conflicts between heavy vehicles and vulnerable roadway users (maximize separation between heavy vehicles and bicycles/pedestrians)

- Review of other geometrics (horizontal and vertical clearances) to ensure routes can serve the development
- All project-level improvements shall be the responsibility of the project sponsor to implement. Special considerations will be made through coordination with City staff for any improvement that has monies already collected for it through other funding mechanisms (like TUMF or the City's DIF program). Please note that the City's goal is to implement improvements prior to them being needed by the project (e.g. concurrency of improvements with issuance of occupancy permits) and the traffic study should clearly identify who is responsible for the improvement along with when it is needed to form the basis of conditioning the project
- TIA must prepare a Trip distribution (%) and assignment (trip count assignment)

The proposed TIA Guidelines have been designed to comply with the CEQA Guidelines expectations and build on the information prepared for WRCOG's Implementation Pathway Study.

Staff recommends that the City Council adopt the proposed TIA Guidelines. A General Plan amendment will be required to match the TIA Guidance LOS and will be brought to City Council at a future meeting.

**Fiscal Impact:**

The cost to prepare this staff report and presentation is estimated at \$1,500.

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:**

Approve the Traffic Impact Analysis Guidelines performed by Fehr and Peers, dated August 2024, and direct staff to develop an implementation and enforcement policy for future consideration.

**Attachments:**

- A. TIA Guidelines
- B. Presentation