



Traffic Impact Study Guidelines

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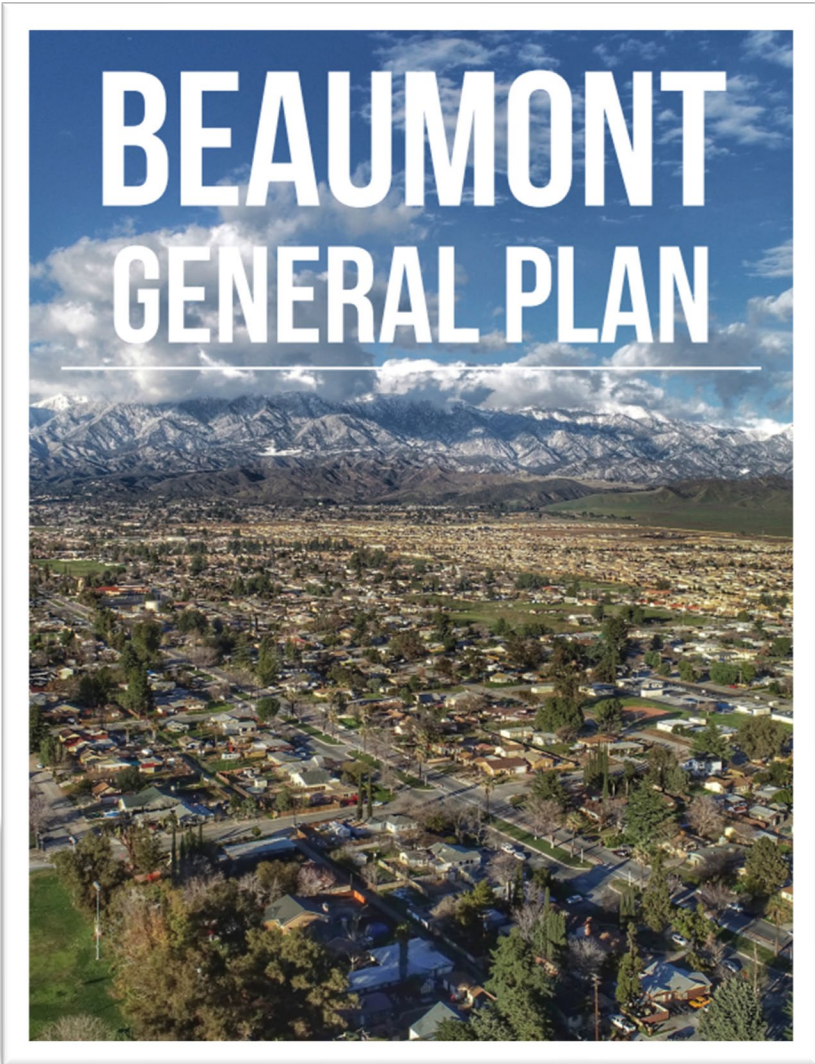
Background

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Council Input



LOS

Defined in the General Plan

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. However, in key areas of the City where retail, pedestrian, and bicycle travel are expected (such as the City's downtown core of Beaumont Avenue and Sixth Street), slower travel is expected (improving safety) and free-flow travel is not desired.

MANAGE TRAFFIC

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policies:

- 4.1.1** Reduce vehicular congestion on auto-priority streets to the greatest extent possible.
- 4.1.2** Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.
- 4.1.3** Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

What are Traffic Study Guidelines

- ✓ **When new development is proposed, they provide guidance to developers to ensure the following:**
 - ✓ **The project evaluates the project impacts as defined under CEQA – this primarily relates to vehicle miles of travel (VMT), consistency with existing and planned non-automotive facilities, and safety.**
 - ✓ **LOS assessment to ensure that adequate capacity exists on the system to serve the proposed project**
 - ✓ **Consistency and predictability in the technical assessment**

How the LOS Policy is Translated into Current Guidelines

- ✓ **Maintain LOS D**
- ✓ **Projects that degrade LOS below LOS D must improve the facility to achieve LOS D**


What We Heard and Have Observed

- ✓ **March 5th council workshop – council concerned about congestion**
- ✓ **Council Action Plan has also discussed addressing congestion**
- ✓ **Development activity in the southwest part of the City is primarily warehouse development being constructed on speculation (no tenant identified). Land use at this scale was not completely contemplated in the General Plan.**
- ✓ **Trip rates by tenant for warehouses/distribution centers can vary considerably (1.71 – 6.44 trips per KSF)**

Proposed Change

The City defines acceptable LOS as noted below:

- *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)*
- *LOS D at all other locations in the City*

A scenic landscape featuring a dark asphalt road that curves through a valley. The road is marked with a dashed white center line and a solid white edge line. The surrounding terrain is covered in dense, green and yellowish-brown vegetation, with rocky outcrops and mountains in the background under a clear sky.

Questions and Input