Staff Report

TO: City Council

FROM: Robert L. Vestal, Public Works Director

DATE August 20, 2024

SUBJECT: Truck Route Study

Description Results of the Truck Routing Study and Recommended Improvements.

Background and Analysis:

On December 1, 2020, City Council adopted the 2040 General Plan, which describes the potential truck priority network to serve existing, planned, and future industrial development, as well as commercial uses. The General Plan provides conceptual routes and recommends formalizing truck routes following an analysis of truck access needs. Furthermore, the General Plan states, “The City should work toward designating certain streets throughout the City as truck routes. These routes should not overlap with bicycle facilities.” It contains two goods movement policies:

- 4.6.1 Prioritize goods movement along specific routes in the City, consistent with the adopted layered network, to foster efficient freight logistics.

- 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

On May 21, 2024, City Council received a presentation on the framework of the truck route analysis; subsequently, City Council provided direction to staff to prepare a Truck Route Study (Study), Attachment A.

The Study is pursuant to the General Plan and the May 21, 2024, City Council meeting. The Study provides information about truck access, regulations, and land development associated with trucking operations. The intent of the analysis is to provide the City with sufficient information to codify local truck routes. In addition, pursuant to the discussion at the City Council meeting held on May 21, 2024, the Study also provides potential solutions to address the impacts of trucks parking in unauthorized or unwanted areas within and adjacent to the City.

The study's results include a proposed Truck Route Network and proposed improvements supporting the Truck Routes.

Truck Route Network

Existing and future land uses were analyzed with a focus on industrial uses, warehouses, distribution centers, and other freight-generating land uses. Land use information was collected from the adopted 2040 General Plan Update. Industrial and residential land uses have grown together over the years, and truck traffic has increased on almost all major roadways. The Study developed and implemented the following metrics:

Table 3. Truck Route Improvement Primary Metrics

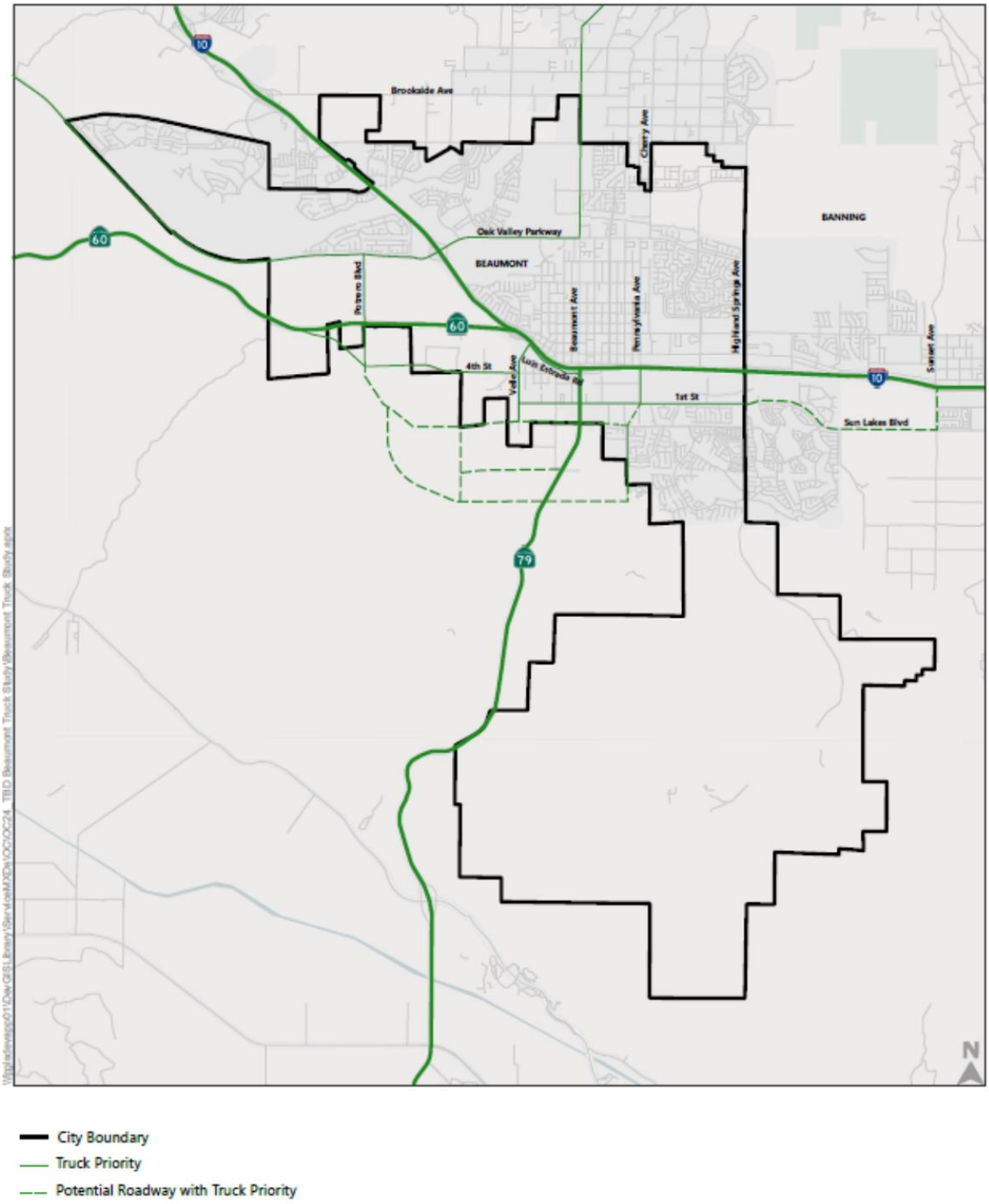
Safety	Infrastructure	Access	Community Impact
Goal: Avoid intersections with heavy commute / pedestrian /cyclist traffic	**Goal:** Conformity with Caltrans requirements for California Legal trucks CVC Section 35401	**Goal:** Provide connectivity and continuity through multiple jurisdictions	**Goal:** Avoid schools (or safe routes to schools), hospitals, parks, or other areas with high pedestrian use
Metric: Number of bikes/ pedestrians and percentage of trucks	**Metric:** Yes/no match with Caltrans requirements	**Metric:** Ranking of jurisdictional continuity and access	**Metric:** Proximity to sensitive community uses
Goal: Prioritize roadways that provide the primary access to heavy freight generators	**Goal**: Have sufficient route and intersection right of way, turning radii and lane width to accommodate WB-67	**Goal:** Provide access to truck parking/staging areas, and existing or planned commercial/ industrial zones	**Goal:** Avoid residential areas
Metric: Yes/no classification as Major Arterial by the local jurisdiction; yes/no as a roadway that primarily serves truck generators	**Metric:** Yes/no availability of California Legal turning radius and 12-foot lane width in existing right-of-way	**Metric:** Relative access to existing and future truck generating land uses defined in local General Plans	**Metric:** Proximity to residential land uses and land zoned for residential uses

Note: Metrics that require additional data (e.g., ped/bike counts or truck parking inventories) have been assessed qualitatively.

Table 4. Truck Route Improvement Secondary Metrics

Operation	Infrastructure	Land use	Safety
Goal: Align routes with local jurisdiction plans and studies	**Goal:** Prioritize routes with good pavement conditions and regular maintenance	**Goal:** Minimize impact to adjacent residences	**Goal:** Minimize collisions
Metric: Yes/no alignment with local jurisdiction plans and studies	**Metric:** Pavement condition; maintenance budgets and programs	**Metric(s):** Housing density, setbacks, existence of sidewalks and bike lanes, vegetative barriers, etc.	**Metric:** Number and severity of truck-involved accidents as percentage of total traffic and truck trips

The recommended Truck Priority Network is presented below and reflects the metrics and analysis described in the Study.



Truck Route Improvements

Fehr and Peers took the following steps to identify a list of recommended projects:

- Prepared a list of potential projects for short- and long-term improvements.
- Evaluated all short-term projects for required infrastructure to accommodate trucks.
- Screened short-term projects based on right-of-way (ROW) requirements.
- Classified short-term projects into three tiers: Tier 1 is low-cost and easy to implement (e.g., striping); Tier 2 is medium- to high-cost and somewhat more difficult to implement (e.g., reconstructing curbs, medians, may require multiple jurisdiction coordination and/or ROW acquisition (e.g., improvements to the intersection of SR 60 EB off-ramp, I-10 WB on-ramp, and 6th Street).
- Created a list of potential improvement projects located within the City of Beaumont and its sphere of influence (SOI).
- Long-term projects are included in the list as well. These projects may be needed due to future industrial/ logistics development projects.

Table 1 lists Tier 1 and Tier 2 projects.

Table 1. Truck Route Network Recommended Improvements

Item	Recommendation – Main, Extents
Tier 1	
T1.1	Pennsylvania Avenue from E 6th Street to Oak Valley Parkway
T1.2	California Avenue from 1st Street to 6th Street, and 6th Street from California Avenue and westbound I-10 on-ramp
T1.3	6th Street from Pennsylvania Avenue and Highland Springs Avenue
T1.4	N Highland Springs Avenue from I-10 to Cherry Valley Boulevard
T1.5	W 1st Street from Veile Avenue to Beaumont Avenue (Class II Bike Lane Relocation)
T1.6	E Oak Valley Parkway between Beaumont Avenue and Cherry Avenue, and Cherry Avenue
Tier 2	
T2.1	W 4th Street and Veile Avenue Intersection
T2.2	Luis Estrada Road from Veile Avenue to Beaumont Avenue
T2.3	Luis Estrada Road and Beaumont Avenue Intersection
T2.4	1st Street and Beaumont Avenue Intersection
T2.5	1st Street and Veile Avenue Roadway and Intersection
T2.6	Oak Valley Parkway and Potrero Boulevard Intersection

Upon approving the Truck Route Study, staff will develop an implementation and enforcement policy for future consideration by City Council. Additionally, staff will evaluate the recommended improvements and develop appropriate Capital Improvement Program (CIP) projects. Staff will also work with new development projects that impact the Truck Route and condition the projects to construct associated improvements.

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:

Approve the Truck Route Study performed by Fehr and Peers, dated August 2024, and direct staff to develop an implementation and enforcement policy for future consideration.

Attachments:

A. Truck Route Study
B. Presentation