



Staff Report

TO: City Council
FROM: Robert Vestal, Public Works Director
Darron Usher, Principal Management Analyst
DATE: October 7, 2025
SUBJECT: Truck Route Implementation and Enforcement Discussion

Description: Discussion of Truck Route Ordinance Implementation.

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).

On August 20, 2024, City Council was presented with the results of the Study. The Study provided information about truck access, regulations, and land development associated with trucking operations. The study also analyzed operational deficiencies along the General Plan's potential truck priority network corridors, and ultimately recommended removal of several segments, such as Viele Avenue north of Luis Estrada Road. The intent of the analysis was to provide the City with sufficient information to codify local truck routes.

As part of the approval of the City's Truck Route at the August 20, 2024, meeting, City Council directed staff to initiate a truck prohibition study aimed at removing truck traffic on City streets in areas with elevated levels of pedestrian and bicycle activity, such as downtown along 6th Street.

Staff initiated the truck prohibition study in early 2024. Fehr and Peers (Consultant) prepared an analysis of truck activity in the city and identified potential street segments for truck prohibitions and alternative routes for trucks. The implementation is supported by a proposed draft enforcement policy for codifying the truck prohibitions. The proposed Truck Prohibitions Ordinance is proposed as a new chapter to the Beaumont Municipal Code.

Key Findings:

- The California Vehicle Code Section 35701 authorizes the City to adopt ordinances prohibiting the use of streets by certain vehicles exceeding set weight limits if alternative routes are provided.
- Truck access to existing and planned commercial and industrial facilities is provided by the City's approved Truck Routes that were adopted in 2024.
- The proposed seven-ton weight restriction is intended to prohibit truck traffic from using the following roadway segments:
 - 6th Street between Viele Avenue and Pennsylvania Avenue
 - 4th Street between Elm Avenue and California Avenue
 - California Avenue between Luis Estrada Road and northern City limit
 - Pennsylvania Avenue between Interstate 10 and northern City limit
 - Oak Valley Parkway between Beaumont Avenue and eastern City limit
 - Highland Springs between Interstate 10 and northern City limit
 - Beaumont Avenue between Interstate 10 and Oak Valley Parkway
 - All local roads that primarily serve residential communities
- Implementation of the truck prohibitions supports the City's PLUS policy and Assembly Bill 98's (Warehouse Build Standards) truck route regulations.

Enforcement:

The Beaumont Police Department established the Commercial Enforcement Unit in July 2024 to address commercial vehicle parking and truck route violations. Since its creation, the unit has been instrumental in improving traffic safety and reducing congestion caused by commercial vehicles.

Unit Operations and Staffing:

- The unit consists of two officers dedicated to enforcement.
- On average, officers issue 10–22 citations per day, or 240–528 per month.
- Since its formation, the unit has issued approximately 6,864 citations.
- These citations have generated roughly \$343,200 in fines.

The existing citation amount for commercial truck parking is \$50. Based on the number of citations and recidivism, the minimum citation amount may not be a sufficient deterrent. Staff recommends amending the Beaumont Municipal Code Section 1.16.030 to add Section D, which establishes a fine of \$500 for commercial parking enforcement violations and a \$500 fine for unauthorized use of undesignated truck routes. Both actions would strengthen enforcement authority and ensure that commercial drivers are clearly informed of restrictions, reducing violations and improving compliance.

It is important to note, if the Council decides to move forward with this ordinance, due to the public hearings that need to take place, these new citation amounts will not be in effect for 2-3 months.

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 \$32,660 and was paid from the Public Works department's contractual services budget, GL Account 100-3100-7068-0000.

Recommended Action:

Approve the draft ordinance amendment and direct staff to schedule a public hearing.

Attachments:

- A. Presentation
- B. Draft Ordinance
- C. Proposed Municipal Code Section
- D. Redlined Municipal Code Section D