

Memo

Date: 12.24.2025

To: Robert Vestal, City of Beaumont

From: Jason D. Pack, TE

Subject: 6th Street Travel Assessment

OC23-1006.14

Beaumont's General Plan identifies the 6th Street corridor as a key component to support revitalization of the downtown area. Since that time, the city has completed additional planning to further refine planning downtown.

One component of the planning effort includes a road diet on 6th Street. A road diet typically consists of removing a travel lane in each direction so that right-of-way can be utilized for other public benefits (safety, bike facilities, parking, etc.). In the case of 6th Street, the road diet would be utilized to increase on-street parking supply and assist in providing a sense of place in the downtown.

The city requested Fehr & Peers to conduct a high-level assessment of traffic on 6th Street. This memo summarizes the results of our high-level review. In general, our observations of the data show:

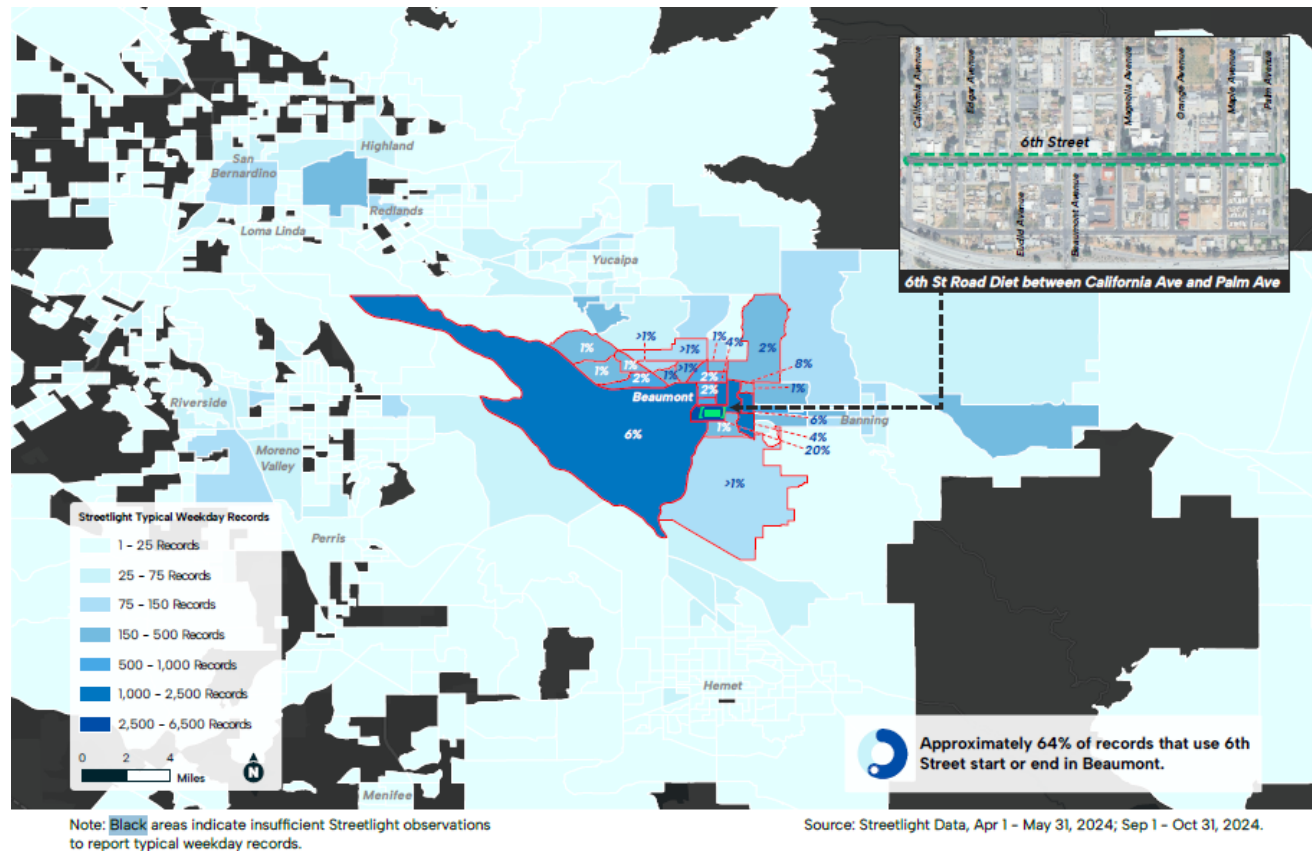
- Approximately 1/3 of all vehicles using 6th Street do not originate from or are destined to locations within the City of Beaumont and are simply "passing through" the city.
- We estimate that 700 vehicles will divert from 6th Street with the road diet. These trips will primarily divert back to I-10 or will utilize a combination of Pennsylvania Avenue, 1st Street, Palm Avenue, Oak Valley Parkway and Cougar Way.

Origin/Destination Assessment

Fehr & Peers initiated our travel assessment by identifying who currently utilizes the 6th Street corridor. We utilized SCAG's data portal which includes access and use of Streetlight data. Streetlight acquires in-vehicle navigation data to identify where people passing through a specific geography come from/go to (also referred to as origin/destination assessment). Streetlight aggregates the data over a broader period of time to avoid specific issues with personal privacy.

The benefit of Streetlight data is that it is free to access through SCAG's data portal and, although it is only a sampling of people using the corridor (it only includes vehicles that have navigation systems), we pulled typically weekdays over a four month period (so it includes a large sample, even though it is not a complete sample). The sample identified vehicles (referred to as records) who passed through 6th Street near Beaumont Avenue and tied those records to specific geographies as to where the trip origin/destination was. **Exhibit A** shows the resulting origin/destination assessment.

Exhibit A – 6th Street Origins/Destinations

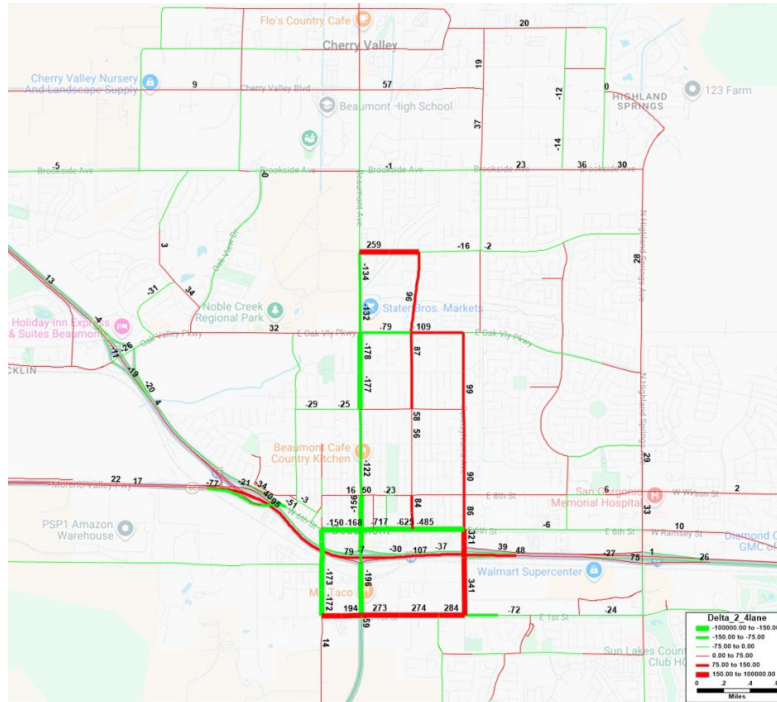


As shown on Exhibit A, approximately 64% of the records that were observed on 6th Street were destined to origins/destinations in Beaumont. Or stated another way, 36% of trips on 6th Street do not begin nor end in Beaumont – presumably these are vehicles who are bypassing traffic on I-10 or are simply using 6th Street instead of using other parallel roads.

Travel Demand Forecasting

Fehr & Peers also estimated how many people might divert from 6th Street to other facilities if the road diet were implemented. We utilized the Riverside Countywide Travel Demand Forecasting Model (referred to as RIVCOM) to complete the estimate. The travel demand model is specifically developed to help understand how traffic would change on roadway segments if modifications to either land use or roadway network are assumed. To complete this effort, we changed the number of lanes on 6th Street in the study area from four- to two-lanes (one in each direction) through downtown and ran the trip assignment component of the model. Please note that this is the model's estimate of how trips might redistribute and is a high-level assessment of where trips might reroute to with the road diet implemented. **Exhibit B** shows the change in traffic as predicted by the model.

Exhibit B – Travel Demand Redistribution due to 6th Street Road Diet



The model predicts that approximately 700 daily trips would divert from 6th Street to other facilities due to the road diet. Please note that a rough “capacity” for a two-lane road is 15,000 daily trips; so the 700 diverted trips would change the volume-to-capacity ratio on some of these roadways by 5% or less (depending on the number of lanes on that facility). Since traffic volumes can fluctuate by 10% on any road on any given day, this change would fall in the range of typical day-to-day traffic variation.

The roadways that the model predicts as being the most impacted by the redistribution are noted below:

- Pennsylvania Avenue
- 1st Street
- I-10
- Palm Avenue
- Oak Valley Parkway
- Cougar Way

It should also be noted that, besides the traffic reduction on 6th Street, volumes are also projected to decrease on Beaumont Avenue and California Avenue.

We hope the information above is helpful to the city. If you have any questions about the information provided, please reach out to me directly at 951.274.4800.