5.16 TRANSPORTATION

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and

2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to transportation because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Transportation Section of this Draft Program Environmental Impact Report (EIR) has been based in part on the Traffic Impact Analysis (TIA) prepared by Fehr & Peers, included in this Draft Program EIR as Appendix F.1. The TIA includes a comprehensive analysis of the potential impact of buildout of the Beaumont 2040 Plan on the level of service (LOS) of intersections and roadway segments within the Planning Area. However, the results of this LOS analysis are not included in this Draft Program EIR because, pursuant to Senate Bill (SB) 743—which went into effect July 1, 2020—LOS and auto delay no longer constitute environmental impacts under CEQA.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to conflict with a program, plan, or ordinance or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision(b); substantially increase hazards due to geometric design feature or incompatible uses; and/or result in inadequate emergency access.

In response to the Notice of Preparation, the City received comment letters from California Department of Transportation (Caltrans), Ron Roy, Southwest Regional Council of Carpenters, and County of Riverside Transportation and Land Management Agency (TLMA) regarding transportation. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding transportation at the Project's public scoping meeting.

5.16.1 Setting

The City and City's Sphere of Influence (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and the City of Banning to the east. Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (Beaumont 2040 Plan, p. 13).

The Downtown Area Plan (DAP) is focused on Sixth Street between Veile Avenue and Highland Springs Avenue, and along Beaumont Avenue between Fifth Street and 12th Street (Beaumont 2040 Plan, p. 266).

A comprehensive transportation network of freeways and streets, bicycle lanes, golf cart network, bus transit, and passenger rail provide mobility options within the City. This transportation network also includes sidewalks and trails and associated facilities. The current system reflects a focus on automobile

movement (ECR, p. 66.). The existing transportation system within the Planning Area are discussed in greater detail below.

Existing Transportation Facilities

Regional Roads

The following regional roads traverse the Planning Area and are described as follows (TIA, p. 21):

Interstate 10 (I-10) – The I-10 freeway provides direct access to the City by way of on- and off-ramps located at Beaumont Avenue, Highland Springs Avenue, Oak Valley Parkway, Pennsylvania Avenue, and SR-60 freeway. The I-10 freeway is an east-west facility with eight lanes and a posted speed of 70 miles per hour (mph) that extends west to the City of Los Angeles and eastward to Arizona and beyond.

State Route 60 (SR-60) – The SR-60 freeway, also known as the Moreno Valley Freeway in the City, provides direct access to the City by way of on- and off-ramps located at Sixth Street. Additional access will be provided by a new interchange currently under construction at Potrero Boulevard. The SR-60 freeway begins west of the City in Los Angeles and terminates at its I-10 freeway junction within the City. Within the City limits, the highway has four lanes with a posted speed of 65 mph.

State Route 79 (SR-79) – The SR-79 highway is a north-south facility beginning in the City, extending south, and terminating in Los Terrenitos at Interstate 8 (I-8) freeway. Within the City limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. The SR-79 highway has a posted speed limit of 45 mph within the City limits.

Roadway Classifications

According to the Existing Conditions Report, the roadway system in the City has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City are also classified according to their primary function. The roadways are described below (ECR, pp. 69 – 70):

- Expressway Corridor. The primary function of this classification of roadway is to provide regional, sub regional, and intra-City travel service. Through-traffic comprises the bulk of traffic volumes in this roadway classification that includes the two freeways that traverse the City and State Highway 79. These facilities typically provide three to four traffic lanes in each direction. A median strip or a two-way, left-turn lane typically separate the lanes.
- Urban Arterial (Highway and Frontage Road). This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic onto and off-of the freeways. An Urban Arterial typically contains three travel lanes in each direction and a two-way left-turn lane with either a painted or raised median.
- Augmented Major Highway. This roadway classification serves inter-city traffic. Roadway segments included in this classification will typically contain three travel lanes in each direction with a painted median.
- Arterial Highway. This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic through the City. An Urban Arterial typically contains three travel lanes in each direction and a painted or raised median.

- Major Roadways (Highway and Frontage Road). This roadway classification serves to move large volumes of inter-city traffic. These roadways typically direct traffic through major development nodes. A Major roadway typically contains two travel lanes in each direction with on-street parking provided next to the curb.
- Secondary Street. Secondary Streets serve a similar function as Major Roadways, except the designed capacity of the former is not as great as the latter. In addition, Secondary Streets do not carry the volumes of through traffic typically associated with Major Arterials. There are three subclasses of Secondary Streets: Secondary A, Secondary B, and Secondary Frontage. All of the Secondary Roads will contain two travel lanes in each direction though only Secondary A roadways will have a painted median.
- Collector Streets (Divided and Undivided). A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-City or through-traffic. These roadways contain 2 travel lanes in each direction.

Local Streets

Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Most streets have been improved with curbs, gutters, and sidewalks.

Bicycle Facilities

Figure 5.16-1 – Existing Bicycle Facilities, shows the existing bicycle facilities. The various bicycle facilities are classified as follows (TIA, p. 23-25):

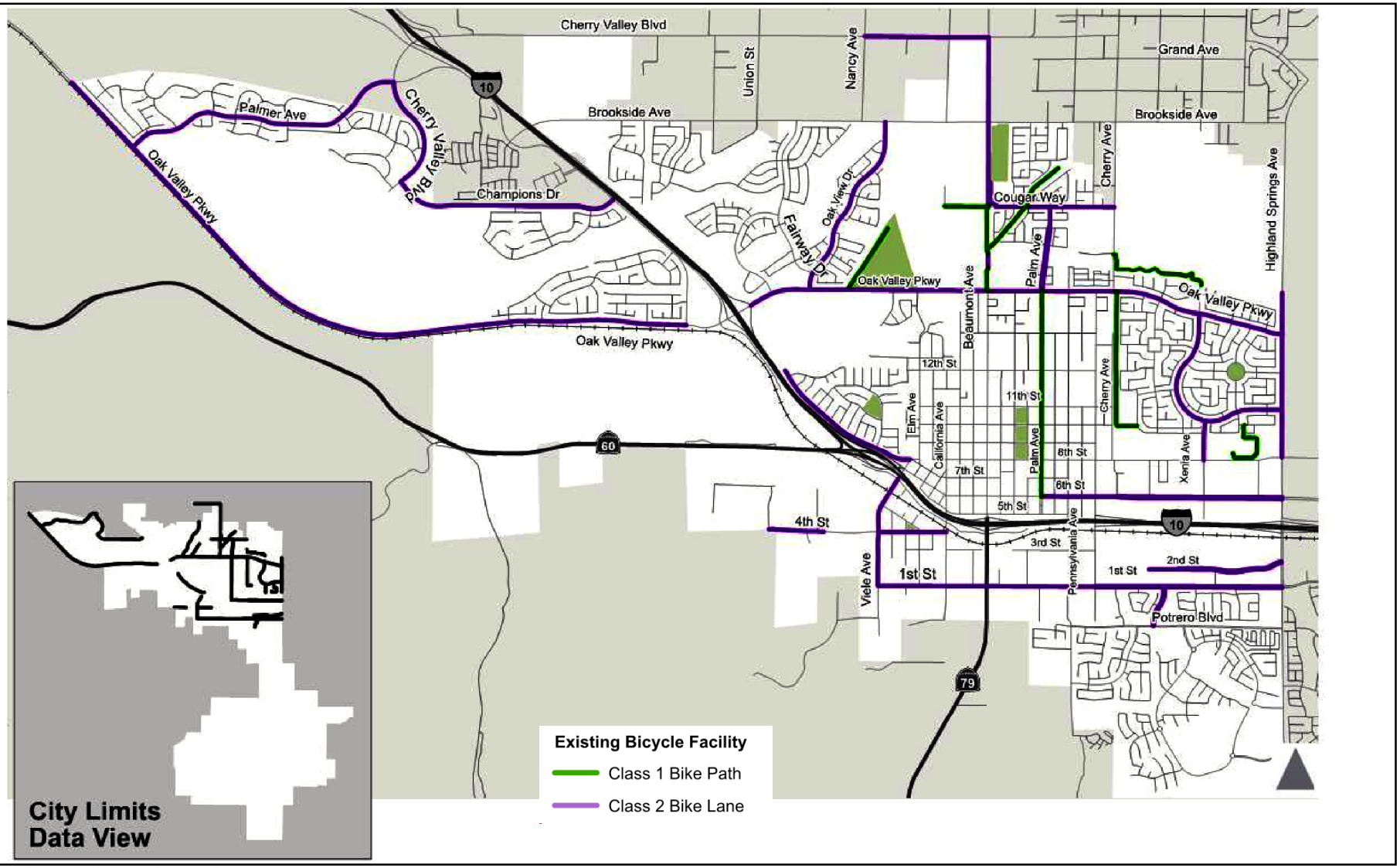
Class I Bikeways (Bike Paths) – Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings, where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

Class II Bikeways (Bike Lanes) – Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

Class III Bikeways (Bike Routes) – Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage on both the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space, denoting that the street is an official bike route.

Class IV Bikeways (Cycle Tracks) – Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, and on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Page intentionally left blank



\\elsinore\WO2\2017\17-0033\GIS\TIA_Exist_Bicycle_Facilities.mxd; Map created Feb. 20, 2020.

Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-1 – Existing Bicycle Facilities

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Golf Cart Network

The City developed a Golf Cart Transportation Plan in 2010 that introduced golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, including retail, medical, and recreational facilities. The designated golf cart routes are proposed along collector streets. The golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones, which are described below. **Figure 5.16-2 – Existing Golf Cart Transportation Plan,** show the existing and proposed golf cart facilities (TIA, p. 30-32).

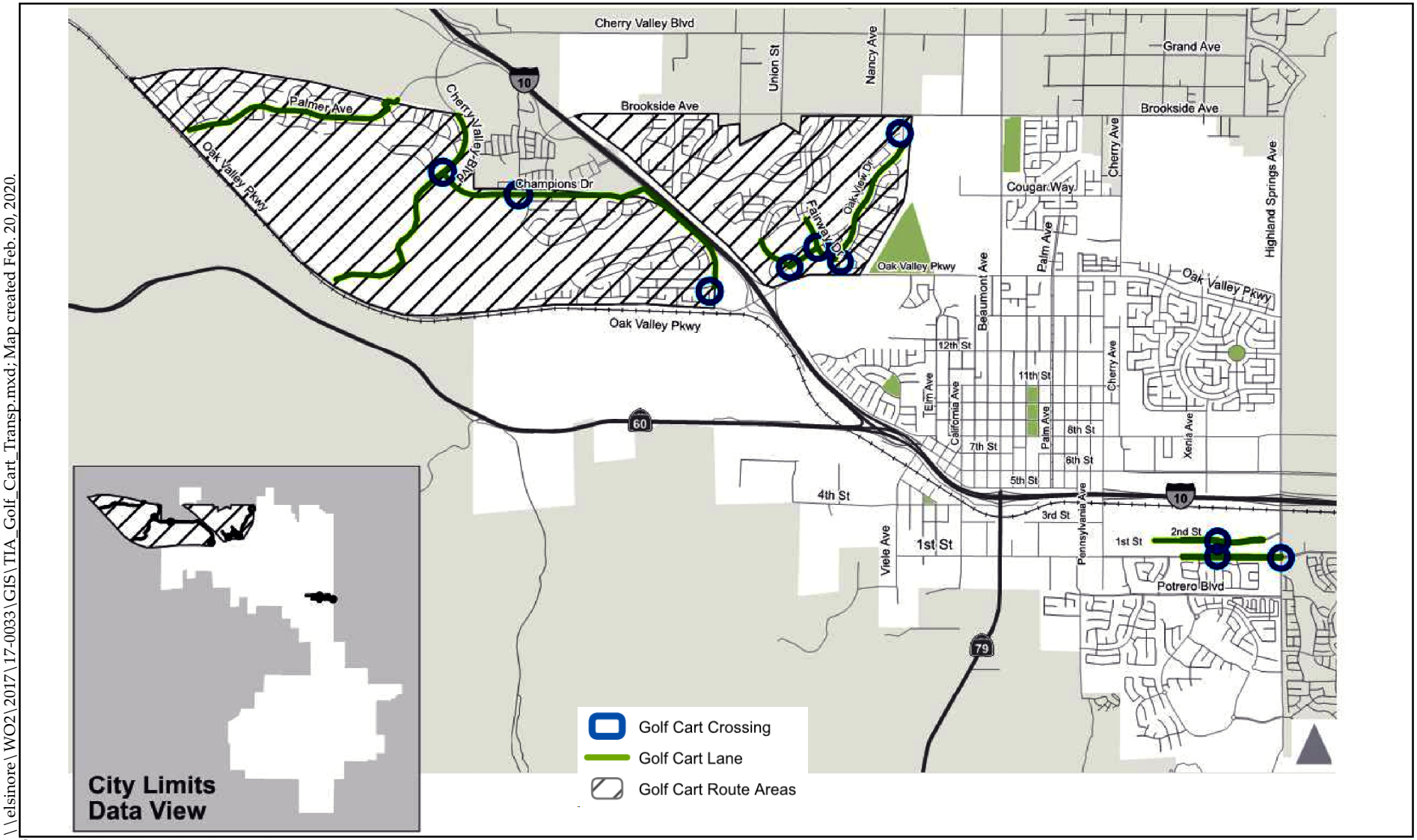
Golf Cart Lanes – Golf cart lanes outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The Golf Cart Transportation Plan states that these lanes allow golf carts to travel adjacent to automobile traffic, but within a separated striped space. Golf cart lanes are allowed to share lanes with bicycles. Second Street has golf cart lanes.

Golf Cart Route Area – Golf cart route areas are travel lanes on residential streets that are shared with pedestrians, bicyclists, and other motorists.

Golf Course Cart Crossing Zones – Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross at any time other than during darkness on any streets, with the exception of highways.

Remainder of page intentionally left blank

Page intentionally left blank



\\elsinore\WO2\2017\17-0033\GIS\TIA_Golf_Cart_Transp.mxd; Map created Feb. 20, 2020.

Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-2 – Existing Golf Cart Transportation Plan

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Bus Services

The City's bus transit service operates six fixed routes generally servicing Beaumont, Banning, Cherry Valley, Calimesa, and Cabazon as well as one commuter link (CBT). The bus route service includes the following routes and is shown on **Figure 5.16-3 – Existing Transit Facilities** (TIA, p. 28-30).

Route 2 – Route 2 provides service from the City to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and the Cabazon Outlet Mall. Bus services along Route 2 operate from 6:30 AM to 7:50 AM at varying headways at least one hour apart on weekdays. Bus services along Route 2 operate from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.

Route 3 – Route 3 provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. Bus services along Route 3 operate from 6:24 AM to 6:02 PM at varying headways, and at least one hour apart on weekdays. On Saturdays, Route 3 operates in conjunction with Route 4.

Route 4 – Route 4 provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. Bus servicers along Route 4 operate from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.

Route 7 – Route 7 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School Route 7 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.

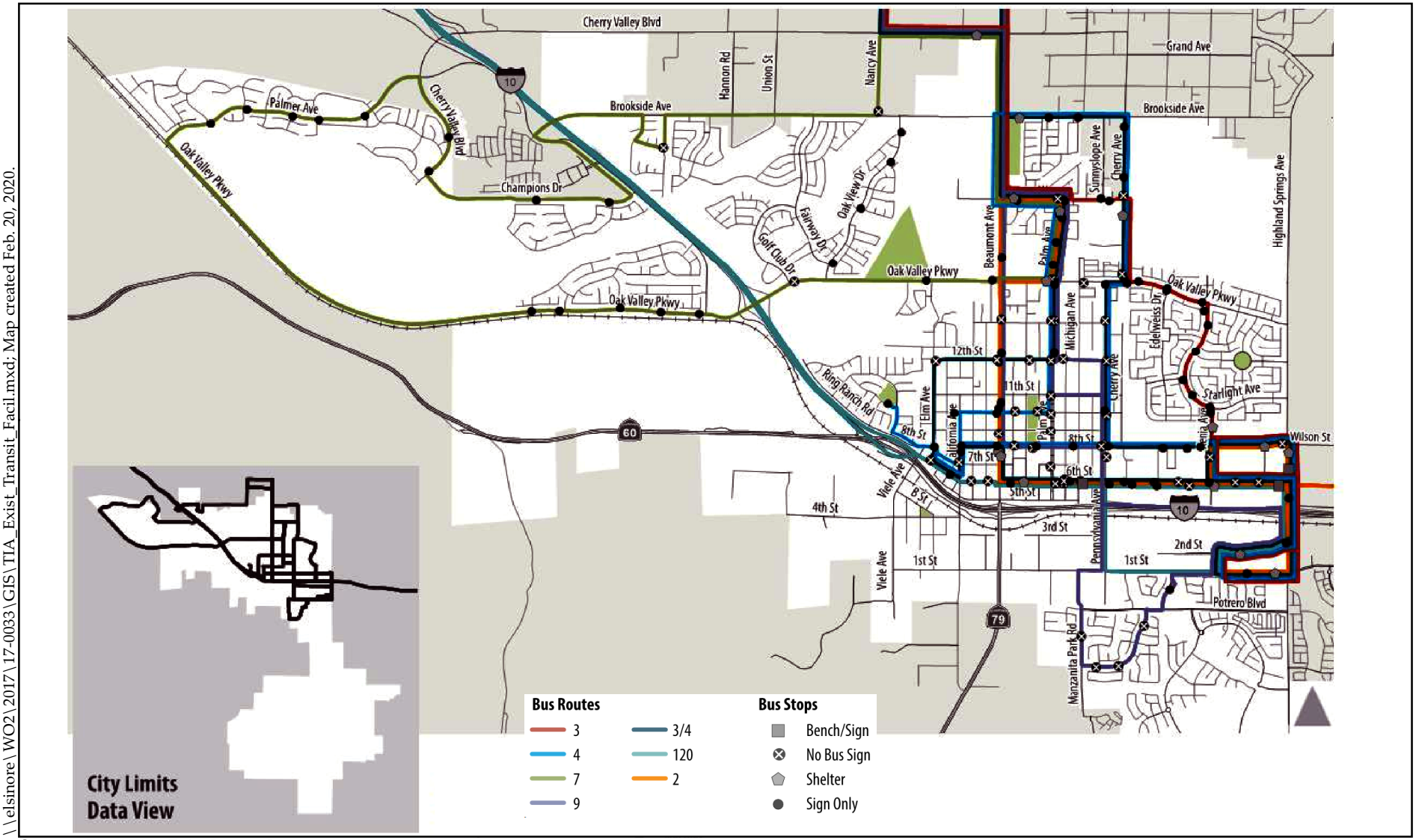
Route 9 – Route 9 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Bus services along Route 9 operate between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.

Route 136 – Route 136 provides service in the City of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Bus services along Route 136 operate between the hours of 7:20 AM to 5:25 PM at varying 30-minute headways.

Commuter Link 120 – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran’s Hospital. The San Bernardino Metrolink Station provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority.

Dial-a-Ride service is available for seniors and disabled riders (CBT).

Page intentionally left blank



\\elsinore\WO2\2017\17-0033\GIS\TIA_Exist_Transit_Facil.mxd; Map created Feb. 20, 2020.

Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-3– Existing Transit Facilities

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Pedestrian Facilities

Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the City. However, there are also several sidewalk gaps along these corridors (TIA, p. 25). Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross and providing good pedestrian access. The all-way and side-street stop-controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection. There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway (TIA, p. 28). **Figure 5.16-4 – Existing Sidewalk Facilities** shows the existing sidewalk facilities.

Railway Facilities

The Union Pacific Railroad traverses the City from the west to east. The railway is located adjacent to San Timoteo Canyon Road/oak Valley parkway to its junction with the I-10 Freeway where it continues parallel to the freeway.[1]

There is no direct access to passenger rail within the City. However, Riverside County Transportation Commission (RCTC) is conducting a study to investigate passenger rail service from Riverside to Coachella Valley with a potential station in the Pass Area (TIA, p. 30).

Remainder of page intentionally left blank

[1] https://www.google.com/earth/

Page intentionally left blank

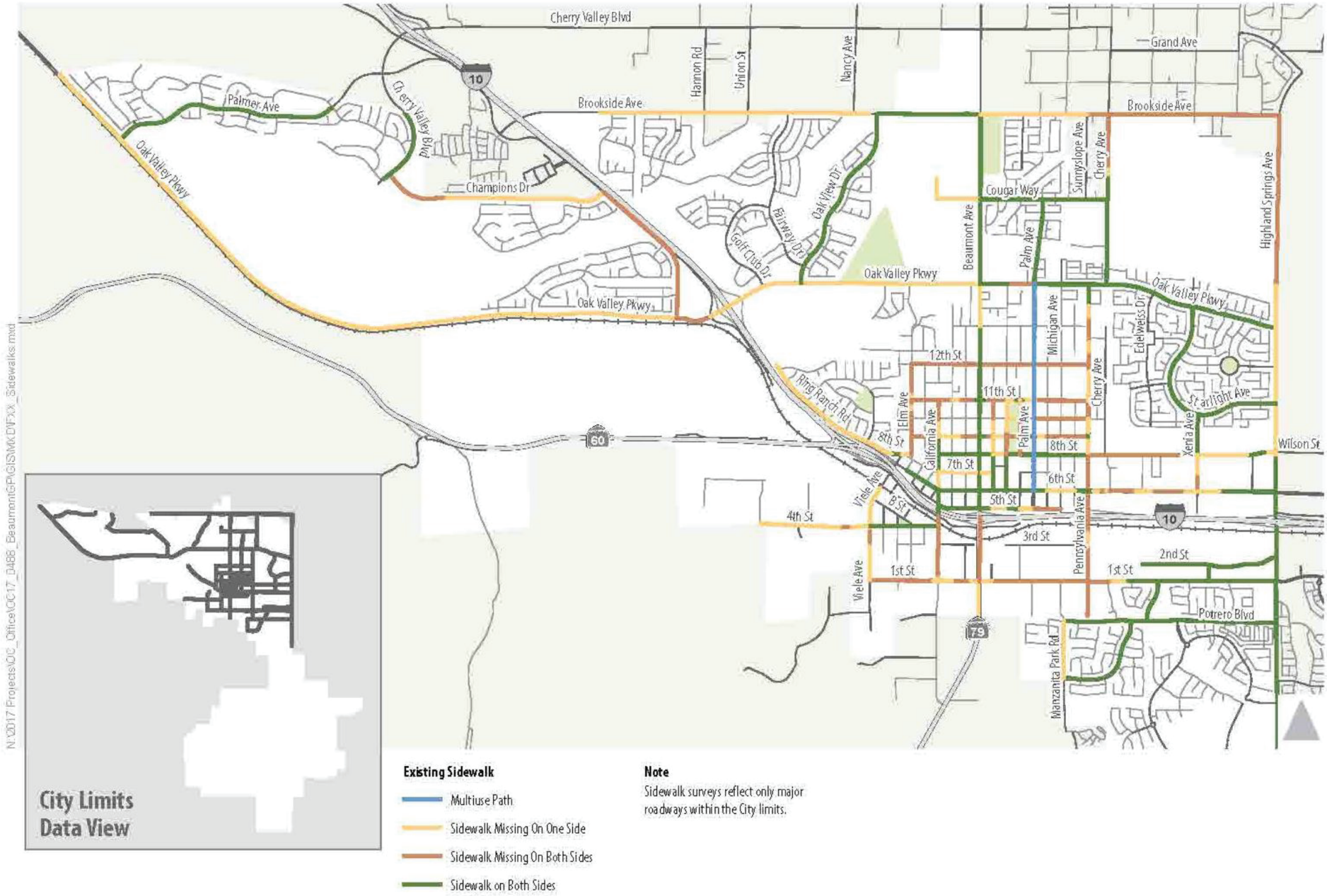


Figure 5.16-4 - Existing Sidewalk Facilities

City of Beaumont General Plan Update

Page intentionally left blank

5.16.2 Related Regulations

Federal Regulations

There are no relevant federal regulations applicable to the proposed Beaumont 2040 Plan.

State Regulations

Assembly Bill 1358 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 (AB 1358) required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. (Beaumont 2040 Plan, p. 88)

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The Act directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32 (CARB 2008, pp. ES-3 – ES-4). AB 32 was followed by Senate Bill 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of greenhouse gas reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing greenhouse gas emissions (GHGs). As such, the Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies (Beaumont 2040 Plan, p. 88).

CARB’s 2017 Scoping Plan builds upon the successful framework established by the Scoping Plan, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2017, pp. 5-6). The 2017 Scoping Plan includes goals and measures that specifically reduce GHG emissions from the transportation sector. These goals and measures focus on using vehicle miles traveled (VMT) as the metric for determining transportation impacts on the environment; encouraging development practices that reduce VMT; enhancing mass transit systems, shared-use mobility, and bicycle and pedestrian networks; and reducing fossil fuels for transportation use, in favor of fuels and energy technology that emits less GHG emissions (CARB 2017, pp. 76-77).

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32 (Beaumont 2040 Plan, p 89).

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016 (Beaumont 2040 Plan, p 89).

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" (Beaumont 2040 Plan, p. 90).

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA Guidelines (Beaumont 2040 Plan, p. 90)

In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service; referred to here as LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years) (CDOT).

Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016–2040 RTP/SCS was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

Connect SoCal includes infrastructure projects that will support short and regional active transportation. These strategies will reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity (SCAG 2020, pp. 68-99).

Analysis conducted by SCAG found that, in comparison to the 2045 Baseline, Connect SoCal will reduce vehicle miles traveled per capita by five percent and vehicle hours traveled per capita by nine percent (for automobiles and light/medium duty trucks) as a result of more efficient land use strategies and improved regional transit service (SCAG 2020, p.118). Daily per capita VMT in the SCAG region is projected to decrease in 2045 from 21.8 miles under the Baseline to 20.7 miles (SCAG 2020, p. 129). the average distance traveled one-way for work trips in the SCAG region is projected to decrease slightly from 17.9 miles under the Baseline to 17.7. The average distance traveled one-way for non-work trips in 2045 is also projected to decrease, from 5.8 miles to 5.7 miles (SCAG 2020, p. 129).

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address transportation:

Title 10 – Vehicle and Traffic, Chapter 10.42 – Transportation Demand Management Requirements
All applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit shall submit a Transportation Demand Management Plan (TDMP) prepared by a traffic engineer, transportation planner or other qualified professional identifying the traffic impacts associated with the proposed project and including design recommendations and

mitigation measures, as appropriate, to address on and off site project impacts. The TDMP shall also indicate specific strategies and guidelines to reduce the amount of trips and increase the amount of non-vehicular transportation. The TDMP also includes operational standards that shall be implemented within 60 days after occupancy of the development by an employer. In addition, all property owners of applicable new development (non-residential development and/or changes of use) shall be subject to the required capital improvement standards as specified in this Section (BMC).

Title 10 – Vehicle and Traffic, Chapter 10.50 – Golf Cart Transportation
The City encourages the increased use of golf carts as a non-polluting local transportation option, and establishes rules and regulations for the operation of golf carts in the City (BMC).

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.08 – Public Works Construction Standards
The City's municipal code adopts Riverside County Ordinance No. 461 as the standard specifications for the construction of public streets (BMC).

Title 15 – Buildings and Construction, Chapter 15.48 – Electric Vehicle Charging Station Streamlined Permitting Process
This code section encourages timely and cost-efficient installation of electric vehicle charging stations via an expedited permitting process (BMC).

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In June 2020, the City of Beaumont's Traffic Impact Analysis Guidelines were revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from the Western Regional Council of Governments (WRCOG) SB 743 Implementation Pathway study (VMT, p. 5).

The City of Beaumont utilized a threshold consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion to reduce VMT by three (3) percent below the City's current average VMT per service population per household, or below the subregion's average VMT (VMT, p. 4). Projects that cannot demonstrate a percent reduction in VMT would be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations (VMT, p. 4).

5.16.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential transportation impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential transportation impacts include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.4 Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.

Policy 3.1.7 Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with pedestrian with quality access to transit, pedestrian and bicycle facilities.

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policy 3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

Policy 3.4.3 Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.

Policy 3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.2 Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.4 Designate truck routes to avoid sensitive land uses, where feasible.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Beaumont 2040 Plan, Chapter 4 – Mobility

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

Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

Policy 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.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Policy 4.1.6 Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.1 Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.

Policy 4.2.2 Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Policy 4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

Policy 4.2.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

Policy 4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.3 Improve safety for all active transportation users.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.2 Periodically evaluate the transit system to ensure its efficient operation.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.

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

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

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal Element

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Policy 5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

Goal 5.8: A financially stable community.

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

Goal 5.9: A community with sustainable and improved infrastructure.

Policy 5.9.3 Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Goal 6.6: A safe City with improved pedestrian, bicycle and vehicular safety and reduced community crime.

Policy 6.6.1 Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.

Policy 6.6.2 Pursue and support local Safe Routes to Schools programs.

Policy 6.6.3 Promote safe routes for aging adults, particularly routes to transit and shopping centers.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Goal 7.10: Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mixt of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Goal 11.7: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.7.5 Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.8 Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.12 Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.

Policy 11.8.13 Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Revised Zoning Ordinance

Chapter 17.03 of the Revised Zoning Ordinance proposes additional requirements for pedestrian connections, access to transit, and Transit Oriented District Overlay, Chapter 17.11 proposes additional requirements for gated communities to provide pedestrian and bicycle connections.

5.16.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- (Threshold B) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- (Threshold C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- (Threshold D) Result in inadequate emergency access.

5.16.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential

transportation impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

***Threshold A: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities*?**

City's Mobility Element introduces and implements various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. The Mobility Element sets out a vision to pursue these key strategies regarding the City's transportation network (Beaumont Plan 2040, p. 91):

- **Manage Traffic:** The City will support the safe and efficient movement of goods and services by providing signal synchronization and allowing optimum flow in automobile prioritized corridors.
- **Encourage Complete Streets:** The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of users of all ages and abilities.
- **Support Active Transportation:** The City will provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, parks, open space, and the downtown area.
- **Promote Transit:** The City will work with SunLine Transit and Riverside County Transit Commission (RCTC) to analyze and forecast commuter traffic trends to develop a more efficient transit system.
- **Ensure Efficient Goods Movement:** The City will identify strategies to encourage timely and efficient goods movement that does not compromise quality of life in Beaumont, by minimizing congestion, air pollution, and noise.
- **Manage Parking:** In key subareas, like the downtown area, the City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements in key subareas, and unbundling parking where appropriate.
- **Integrate Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** Beaumont will plan for and support an increase in the use of TNCs and AVs.

Transit

Bus Transit

The City' existing bus transit routes are generally connected throughout the City and link to destinations within the City (ECR, p. 83). The Mobility Element incorporates goals and policies related to supporting bus transit facilities in the Planning Area. These goals include promoting smooth traffic flows and balance operational efficiency, technological, and economic feasibility;; a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations; and work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities. Policies identified to support those bus transit goals include strengthening partnerships with management organizations, strengthen connection to transit and promote walking to neighborhoods, support Safe Routes to School partnerships, enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers, encourage the use of transit and increased transit services, collaborate with transit agencies to ensure the development of transit facilities in City, evaluate transit system to ensure efficient operations, and work with SunLine transit and RCTC to analyze and forecast commuter traffic trends (Policies 4.1.4, 4.1.5, 4.3.3 ,4.3.4, 4.3.5 4.4.5, 4.5.1, 4.5.2, and 4.5.3 respectively).

Rail Transit

There is no direct access to passenger rail networks within the City of Beaumont (ECR, p. 83). However, the Mobility Element incorporates goals and policies related to supporting rail transit facilities in the Planning Area. This includes working collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities and Policy 4.5.1 which states that the City will collaborate with all transit agencies to focus on the design and implementation of a passenger rail system linking Metrolink in downtown Riverside to Metrolink service in the Coachella Valley. This passenger rail improvement has been proposed to strengthen the connections between Riverside County and Coachella Valley. The City will work with system stakeholders to facilitate the installation of a transit stop in Beaumont. The station would be designed to provide access to multi-modal transportation modes and to connect the station to the City (Beaumont Plan 2040, p. 133). **Figure 5.16-5 – Priority Transit Network** shows Beaumont 2040 Plan transit system.

Roadways

The Mobility Element utilizes a layered network approach to provide a balanced mobility system that identifies, based on the type of street typology, the travel modes for which service levels should be enhanced and maintained. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. This approach also ensures that connectivity for that mode is maintained to ensure mobility throughout the City (Beaumont 2040 Plan, p. 96). The Beaumont 2040 Plan integrates Complete Streets which accommodates pedestrians, bicyclist, motorist, people with disabilities, and people who use public transit. Policies 4.2.1 through 4.2.5 and 4.3.1 through 4.3.4 support Complete Streets.

Figure 5.16-6 – Proposed Roadway Connections, show the roadway network proposed as part of the Beaumont 2040 Plan Mobility Element. **Figure 5.16-7 – Roadway Classification** shows the Roadway classification and below is a summary of the various Beaumont 2040 Plan roadways (Beaumont 2040 Plan, pp. 96-97.):

Freeways and Expressways

Freeways are high-speed facilities designed to accommodate vehicles moving through the City. These facilities provide for interregional and intercity travel by automobile. They are under the jurisdiction of and operated by Caltrans. Freeways can also provide access for transit vehicles, but automobiles are prioritized. Bicycles and pedestrians are prohibited on freeways. Expressways are similar to freeways, except that access is provided at-grade in most cases. Freeways in Beaumont include Interstate 10 (I-10) and State Route 60 (SR-60). SR 79 is a State Highway that serves as an expressway. See **Figure 5.16-8 – Roadway Cross Sections - Expressway.**

Arterial Roadways and Major Highways

These facilities serve as a primary connection for all modes of travel and provide regional mobility, connecting different portions of the region to each other through the City. Arterial roadways and major highways are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. While these streets often prioritize vehicular travel, most of these roadways also provide bicycle and pedestrian facilities. Key facilities include portions of Oak Valley Parkway, portions of Beaumont Avenue, and Highland Springs Avenue. Given the function of these roadways to move vehicles, they typically include medians and other access management treatments to minimize conflict locations. See **Figure 5.16-9 – Roadway Cross Sections- Arterial Highway**.

Secondary Streets

Secondary streets are similar to arterial roadways. These streets are intended to operate with lower speeds and reduced right-of-way to reflect adjacent land uses. They provide a connection between Arterial roadways and Collectors streets. Bicycle and pedestrian facilities are prioritized on most of these streets. On-street parking is generally not provided on these roadways. Brookside Avenue, Cougar Way, and portions of First Street and California Street serve as Secondary streets. See **Figure 5.16-10 – Roadway Cross Sections - Secondary Streets.**

Collector Streets

These are streets that are intended to connect neighborhoods together. Collector streets can serve large volumes of intra-city traffic. These roadways typically direct traffic through major development nodes. They should provide accessibility for bicycles, pedestrians, and vehicles however, speeds should be managed to ensure that all modes safely travel together. This street type is specified along numerous streets throughout the City and can substantially vary in terms of width to encourage pedestrian activity. Palm Avenue and portions of 8th Street serve as connector streets that provide access throughout the City, as well as neighborhoods. See **Figure 5.16-11 – Roadway Cross Sections - Collector Streets**.

Local Streets

Local streets are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed. These streets prioritize pedestrians walking on sidewalks and cyclists typically take the lane within the roadway. Traffic calming attributes (such as bulb-outs, speed bumps, or other devices that minimize speeds) may be present.

Downtown Streets

Downtown streets shall all be complete in nature and shall serve the area designated in the Beaumont Downtown Area Plan, specifically the Beaumont Avenue and Sixth Street corridors. Travel speeds shall be slow. Bicycles and pedestrians should be prioritized in these areas. On-street parking should be provided and enhanced. Pedestrian facilities shall be provided and include wide sidewalks, pedestrian scale lighting, and street furniture. These streets may also allow median parking and facilitate special events, such as farmers markets and street fairs. Streets should provide two travel lanes to limit pedestrian crossing distances and improve safety. See **Figure 5.16-12 – Roadway Cross Sections - Downtown Streets: Beaumont Avenue** and **Figure 5.16-13 – Roadway Cross Sections - Downtown Streets: Sixth Street.**

Remainder of page intentionally left blank

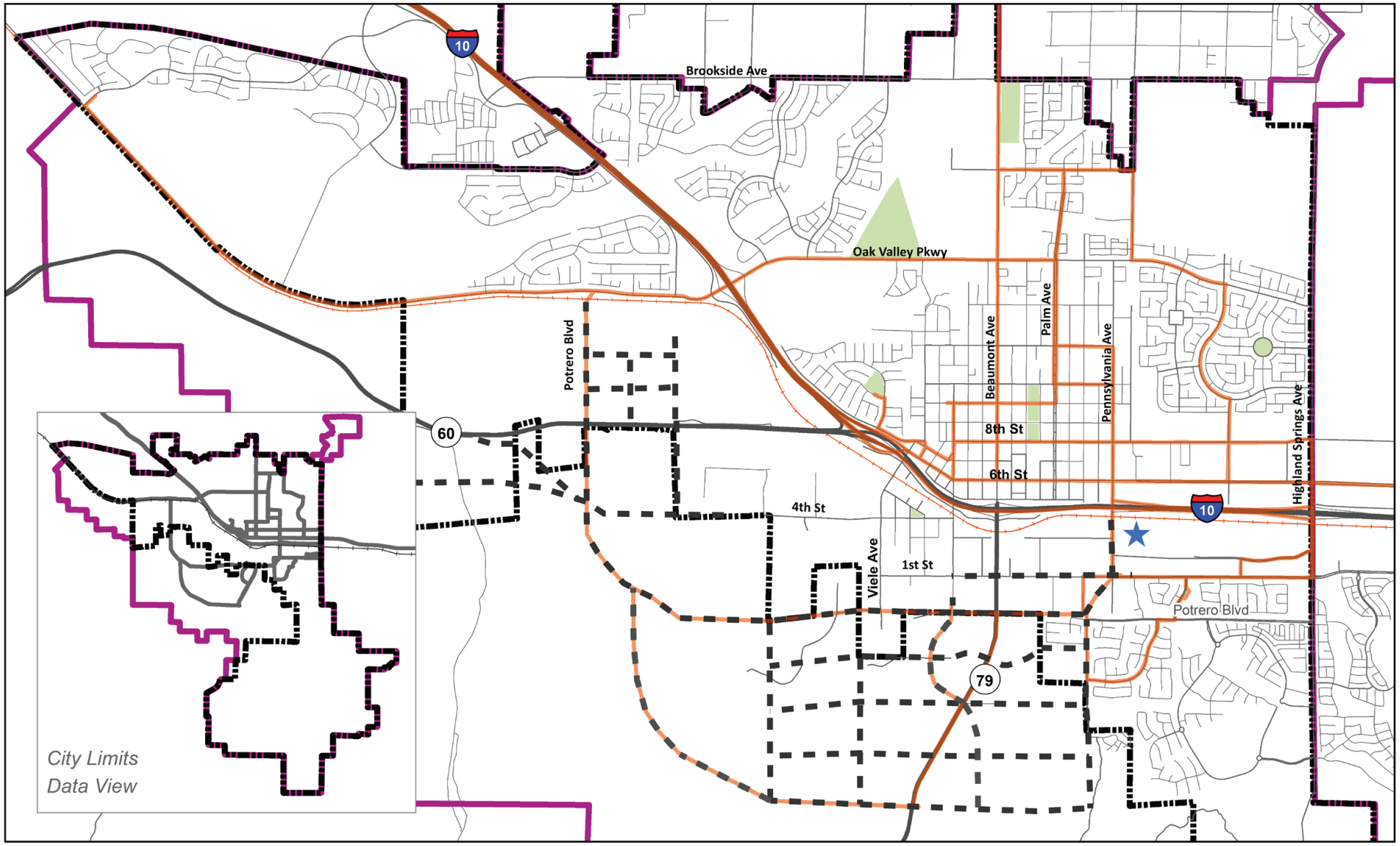


Figure 5.16-5 - Priority Transit Network

City of Beaumont General Plan Update

Page intentionally left blank

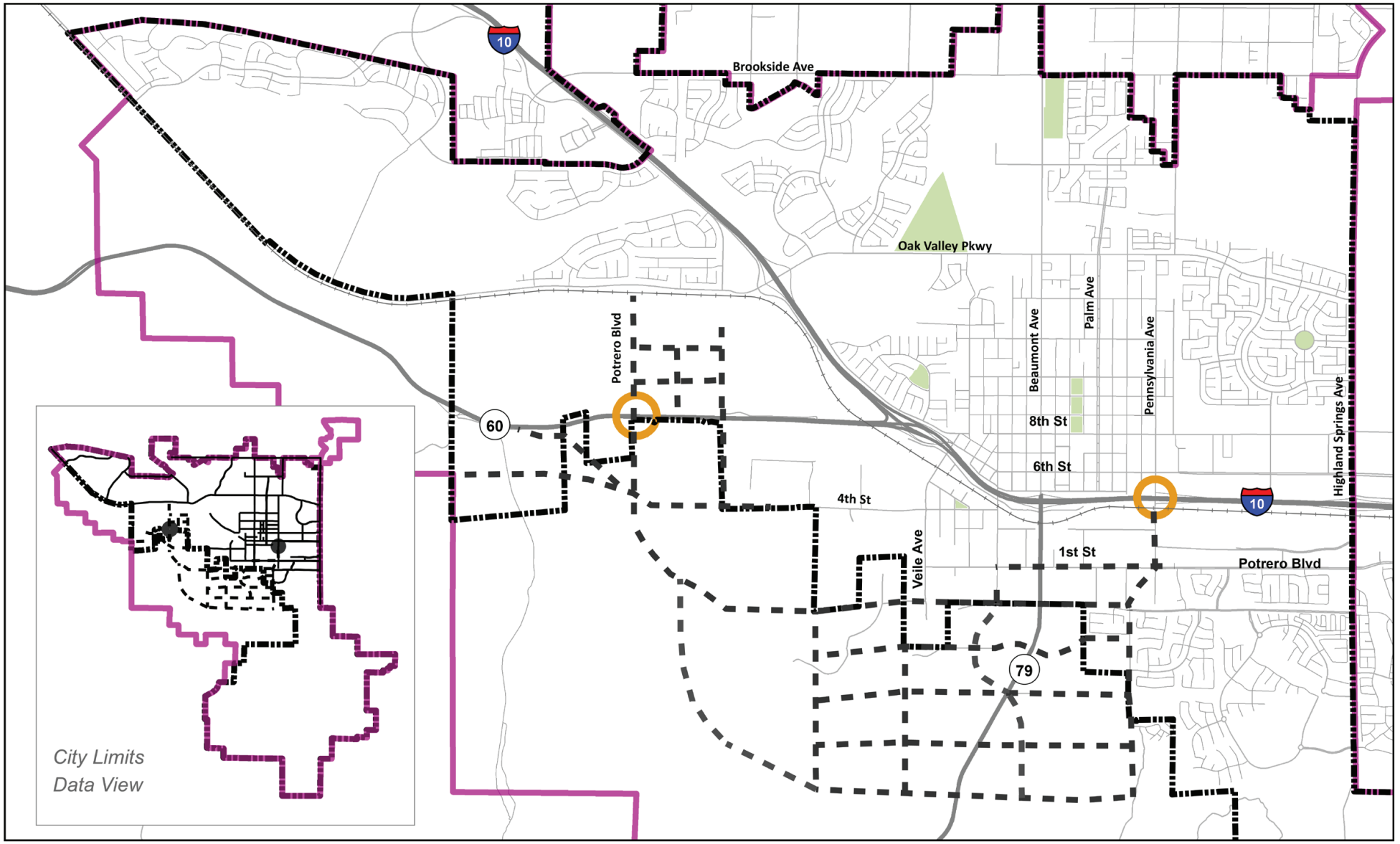
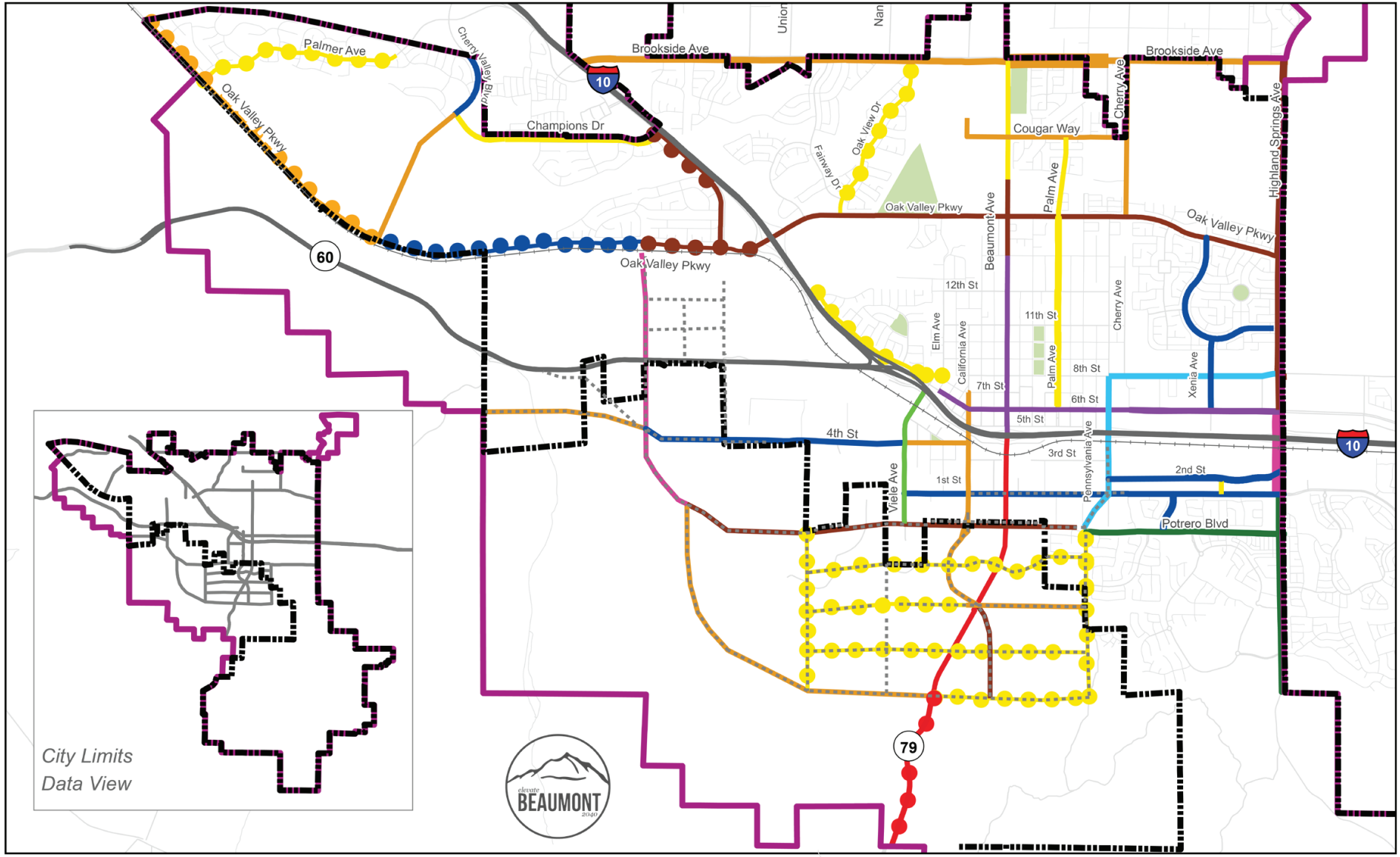


Figure 5.16-6 - Proposed Roadway Connections

City of Beaumont General Plan Update

Page intentionally left blank



City Boundary
Sphere of Influence
Proposed Roadways
Freeway
Expressway A
Expressway B
Urban Arterial Highway
Arterial Highway (4 Lanes)
Arterial Highway Frontage
Arterial Highway (2 Lanes)
Major Highway (Painted Median)
Major Highway (Raised Median)
Major Frontage
Downtown Streets
Secondary Streets
Secondary Frontage
Collector Streets (4 Lanes)
Industrial Collector (Painted Median)
Industrial Collector (Raised Median)

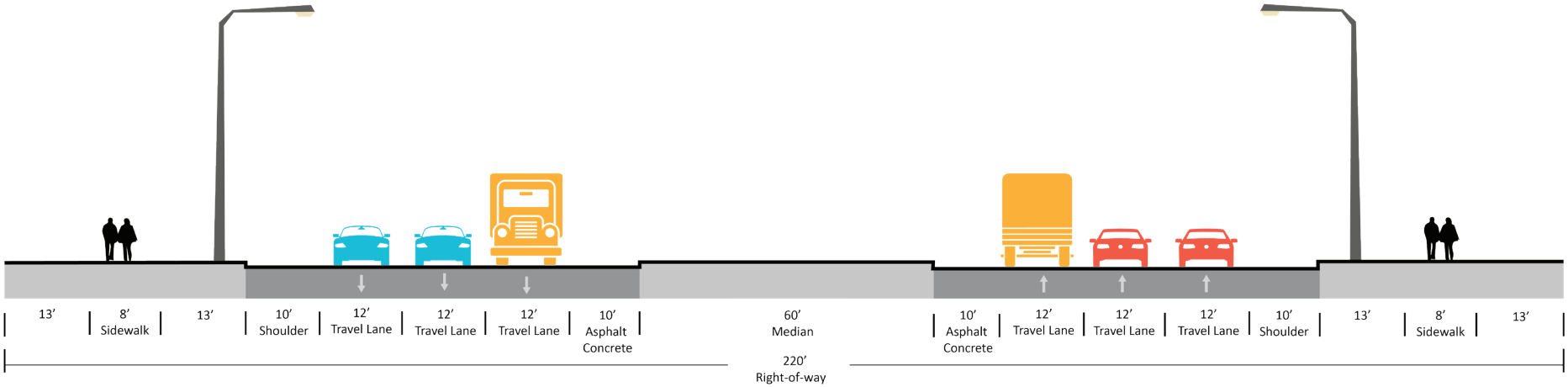
0 1 2 Miles

Figure 5.16-7 - Roadway Classification

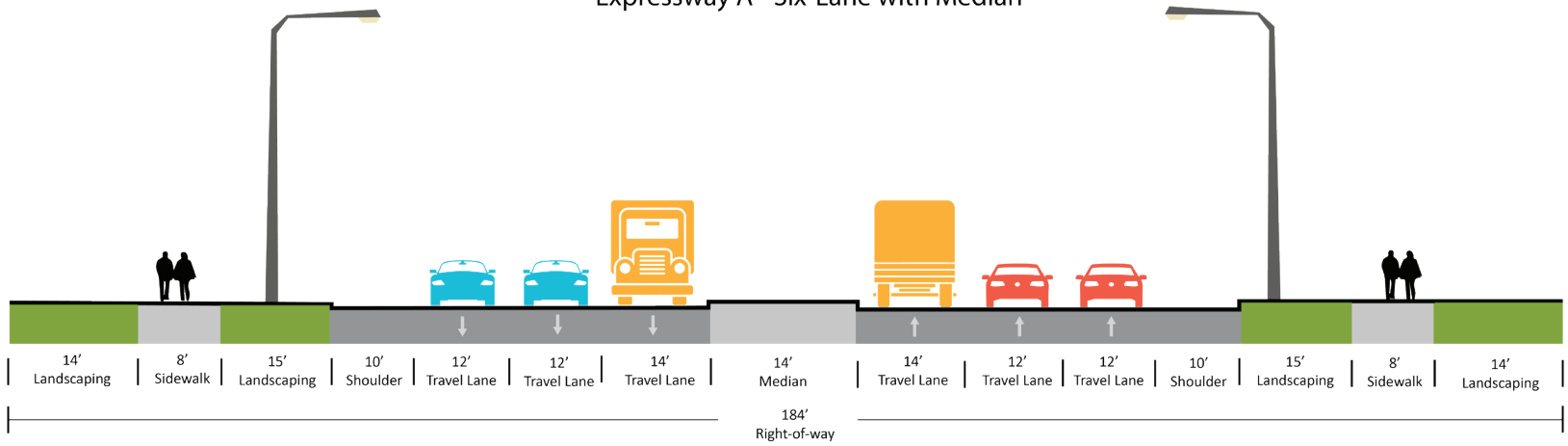
City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



Expressway A - Six-Lane with Median



Expressway B - Six-Lane with Median

*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

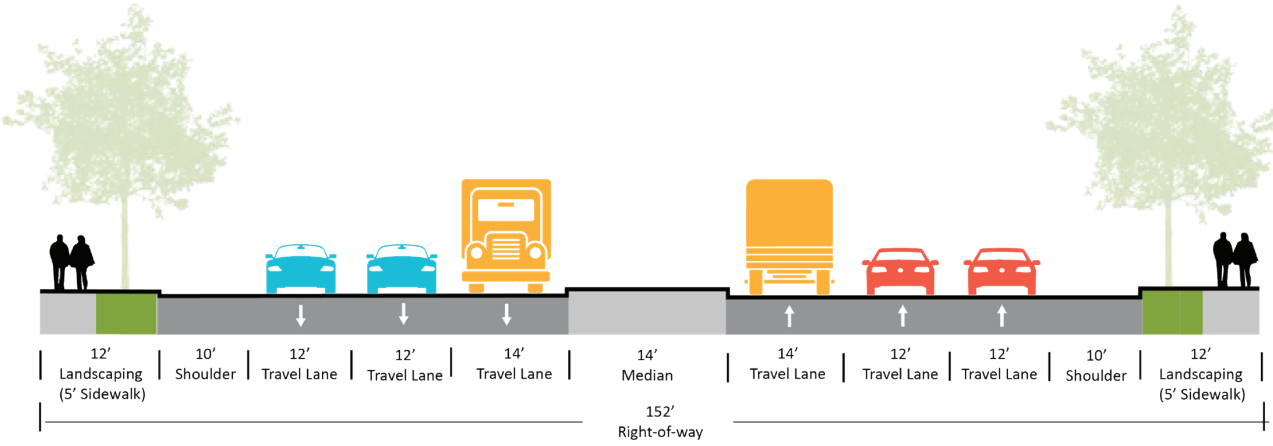
Figure 5.16-8 - Roadway Cross Sections - Expressway

City of Beaumont General Plan Update

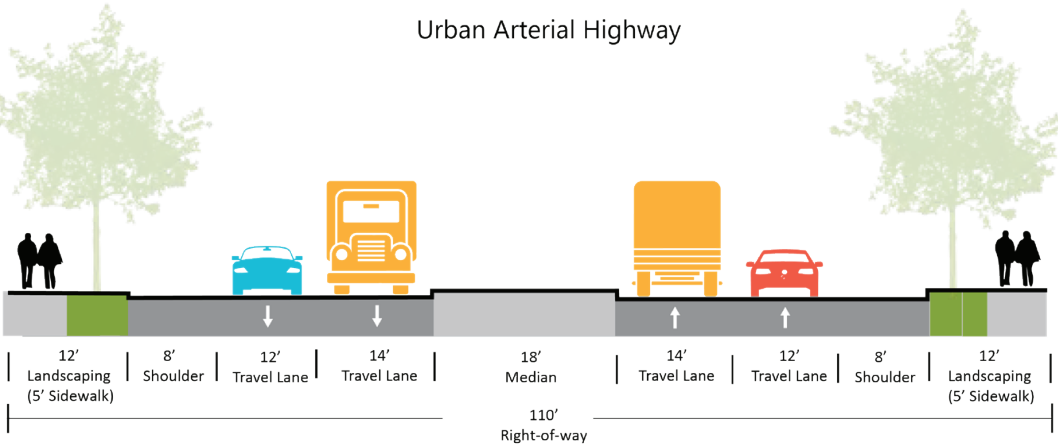
ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

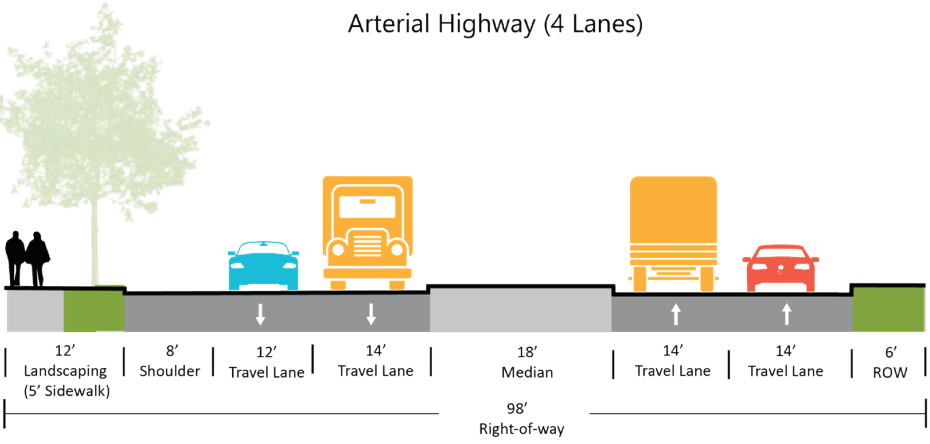
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Urban Arterial Highway



Arterial Highway (4 Lanes)



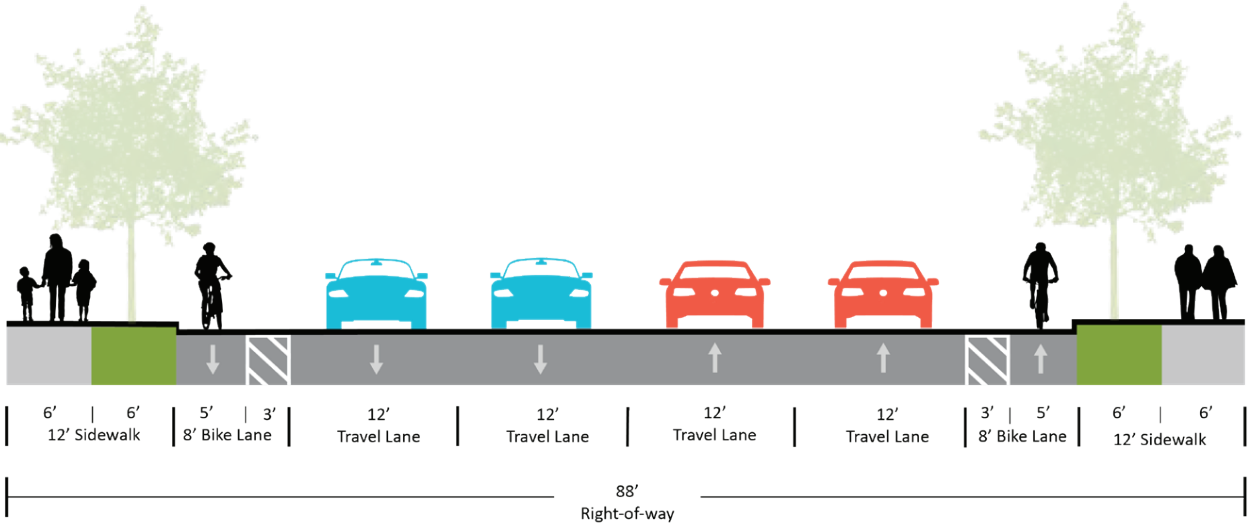
Arterial Highway Frontage

Figure 5.16-9 - Roadway Cross Sections - Arterial Highway

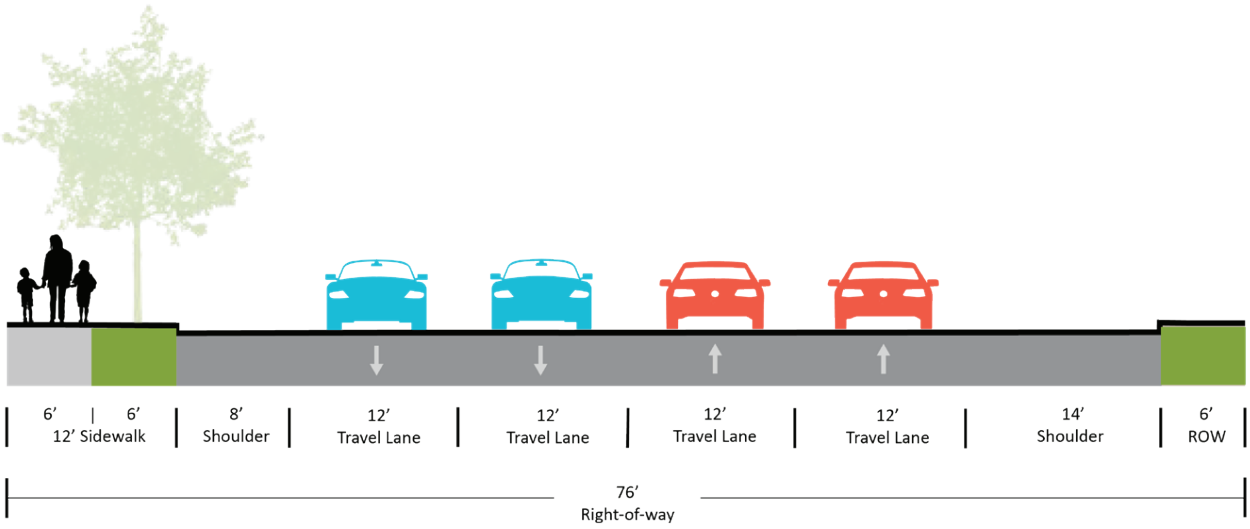
City of Beaumont General Plan Update

Page intentionally left blank

*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Secondary Streets



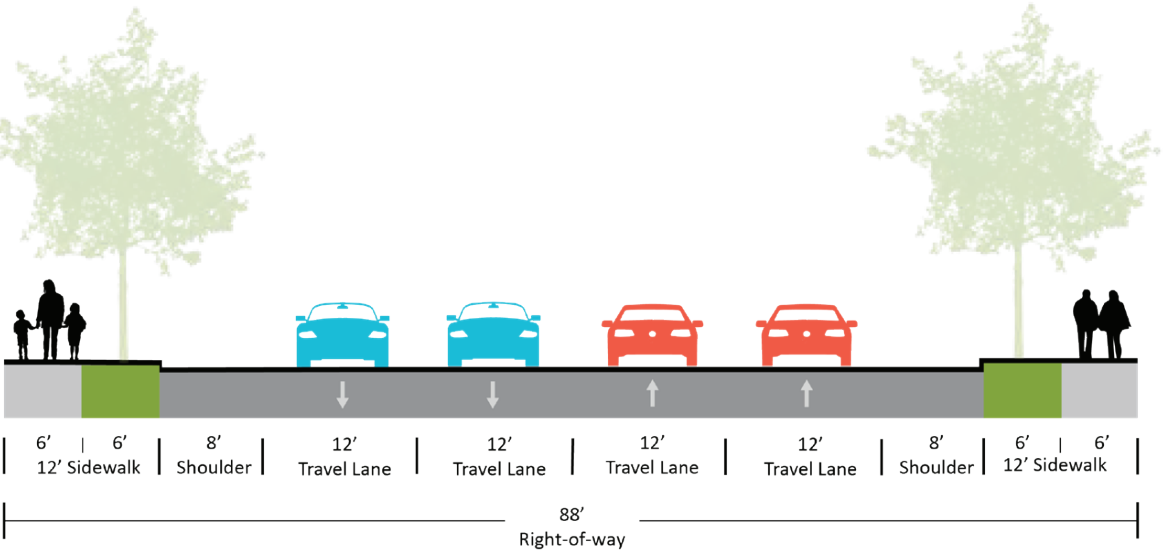
Secondary Frontage Road

Figure 5.16-10 - Roadway Cross Sections - Secondary Streets

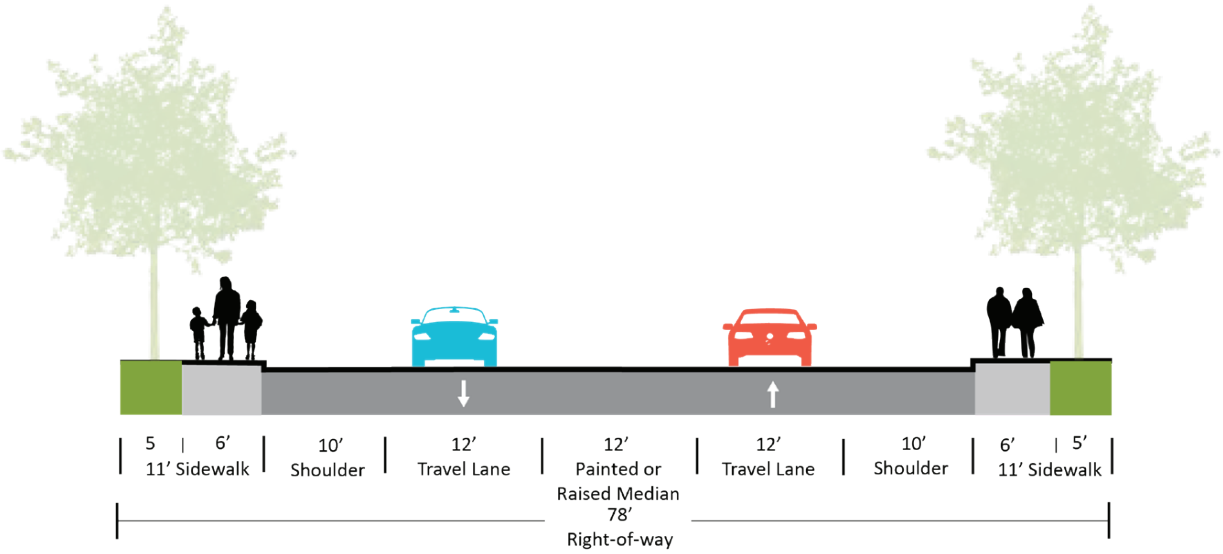
City of Beaumont General Plan Update

Page intentionally left blank

*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Collector Street (4 Lanes)



Industrial Collector Streets

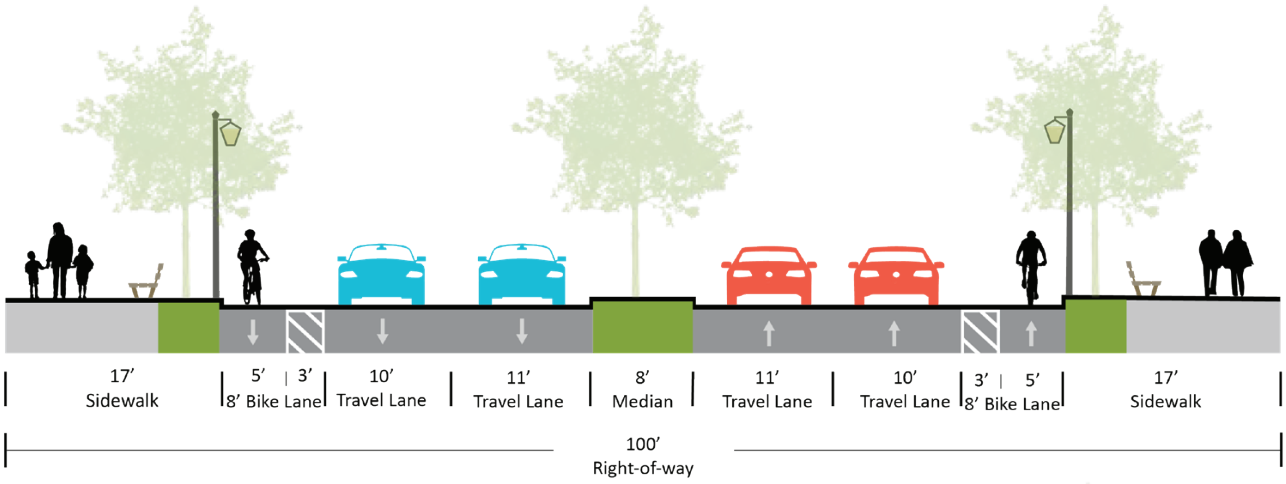
Figure 5.16-11 - Roadway Cross Sections - Collector Streets

City of Beaumont General Plan Update

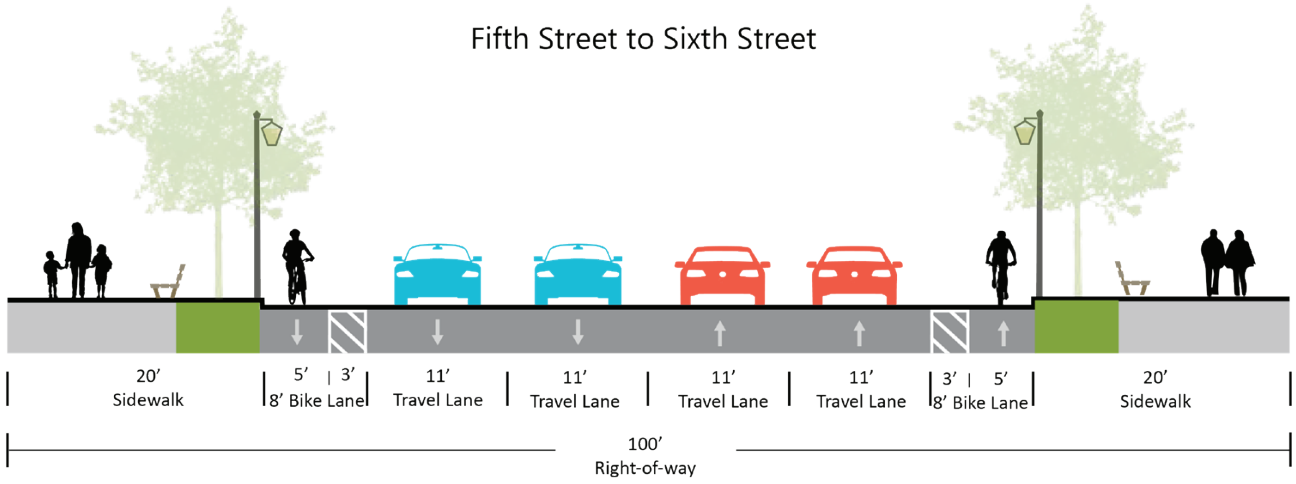
ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

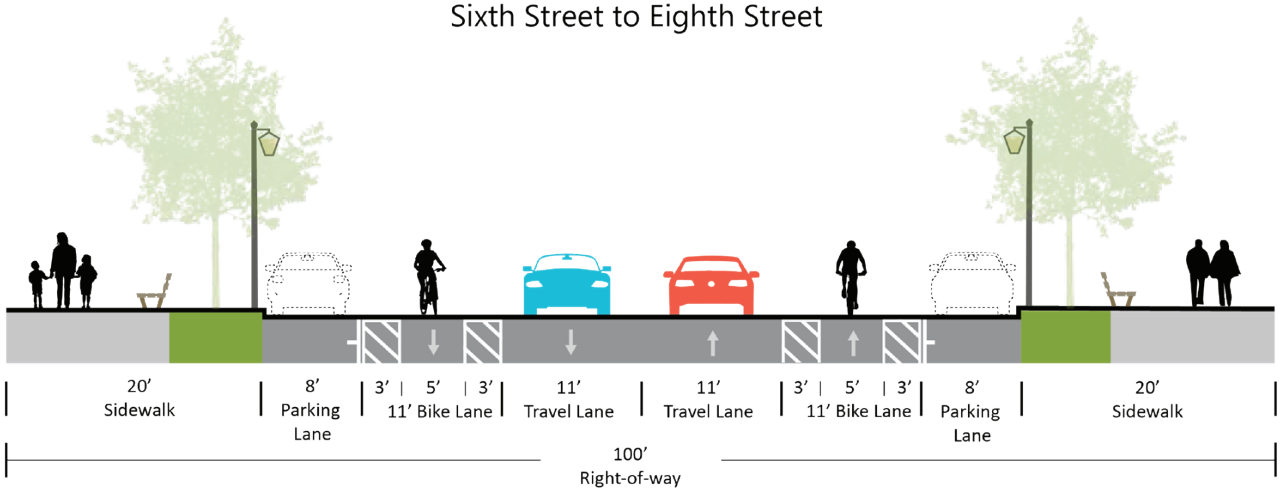
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Fifth Street to Sixth Street



Sixth Street to Eighth Street



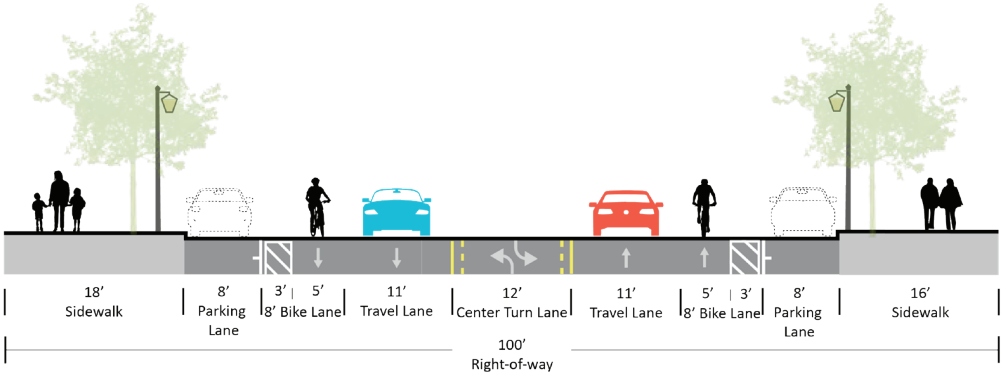
Eighth Street to Twelfth Street

Figure 5.16-12 - Roadway Cross Sections - Downtown Streets: Beaumont Ave.

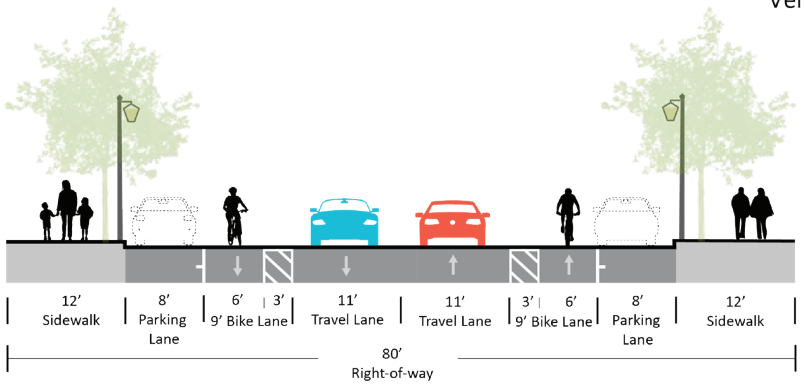
City of Beaumont General Plan Update

Page intentionally left blank

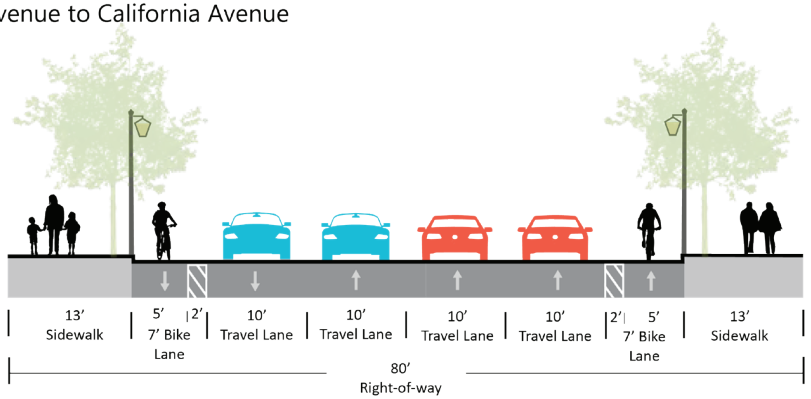
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



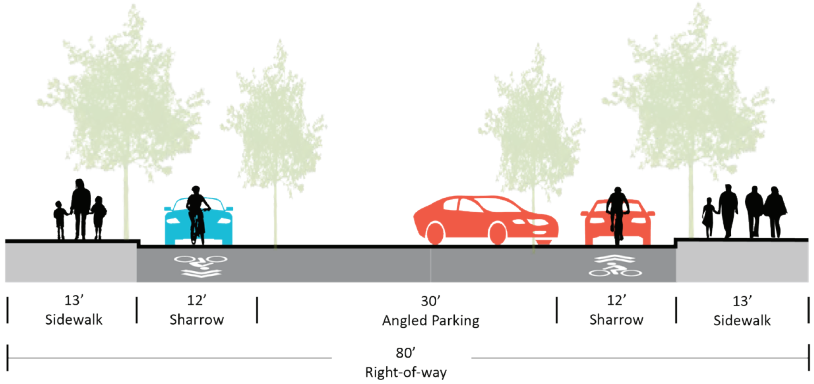
Veile Avenue to California Avenue



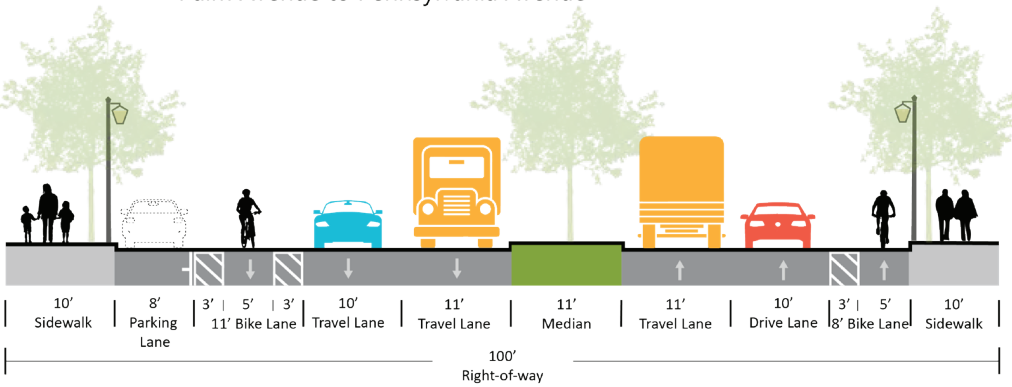
California Avenue to Beaumont Avenue



Palm Avenue to Pennsylvania Avenue



Beaumont Avenue to Palm Avenue



Pennsylvania Avenue to Highland Springs Avenue

Figure 5.16-13 - Roadway Cross Sections - Downtown Streets: Sixth Street

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

As described, the future development of the City will include a network of multi-modal streets, including a comprehensive system of bicycle, pedestrian, and transit access. In addition, the City's Municipal Code sets requirements for funding and design of transportation improvements (see applicable Beaumont Municipal Code sections under section 5.16.2 of this PEIR).

In addition to the roadway network connectivity proposed in the General Plan Mobility Element as discussed above and shown in **Figure 5.16-6** the DAP proposes intersection and roadway modifications to promote a downtown district within the City (which prioritizes bicycles and pedestrians). The DAP recommends that Beaumont Avenue, between 12th Street and Eighth Street, be reduced to two-lanes; and that Sixth Street, between California Avenue and Palm Avenue, be reduced to two-lanes. (TIA, pp. 37-40)

As required by Complete Streets Act, general plans of California cities are required to include planning for complete streets—that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The proposed Beaumont 2040 Plan is consistent with the Complete Streets Act because the roadways provide multimodal roadways to accommodate motorist, bicyclist, users of public transit, and pedestrians. Additionally, as further described in the following Golf Cart subsection, residential roadways include golf cart route areas for golf carts to share with pedestrians, bicyclists, and motorists.

Bicycle Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting bicycle facilities in the Planning Area. These include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations. Polices identified to support those bicycle network goals include the support of the Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school and (Policy 4.3.3) and improve safety for all active transportation users (Policy 4.4.3).

Future bicycle network facilities are a mixture of Class I, Class II, Class III, and Class IV facilities. Future bicycle network facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.** This Figure outlines the areas where the City would focus on developing new or maintaining existing bicycle facilities (Beaumont 2040 Plan, pp. 108-110).

In addition to the four bicycle facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, may be adequately safe and efficient as bike routes. The proposed Beaumont 2040 Plan is consistent with the Beaumont's Bikeway and Pedestrian Master Plan and it also focuses on improving bicycle facilities and connectivity throughout the City.

Golf Cart Network

The Beaumont 2040 Plan incorporates the Golf Cart Transportation Plan (GCTP) which includes facility improvements and safety initiatives for golf cart users. Designated routes are planned to be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings, and are shared with pedestrians, bicyclists, and other motorists in the Planning Area. Golf cart facilities are separated into the following three categories: golf cart lanes, golf cart route areas, and golf course cart crossing zones. Policies identified to support the golf course network include implementation of complete streets to accommodate users of all ages and abilities (Policy 4.2.1) and design residential

streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3). **Figure 5.16-2 – Golf Cart Transportation Plan** shows the golf cart network.

Remainder of page intentionally left blank

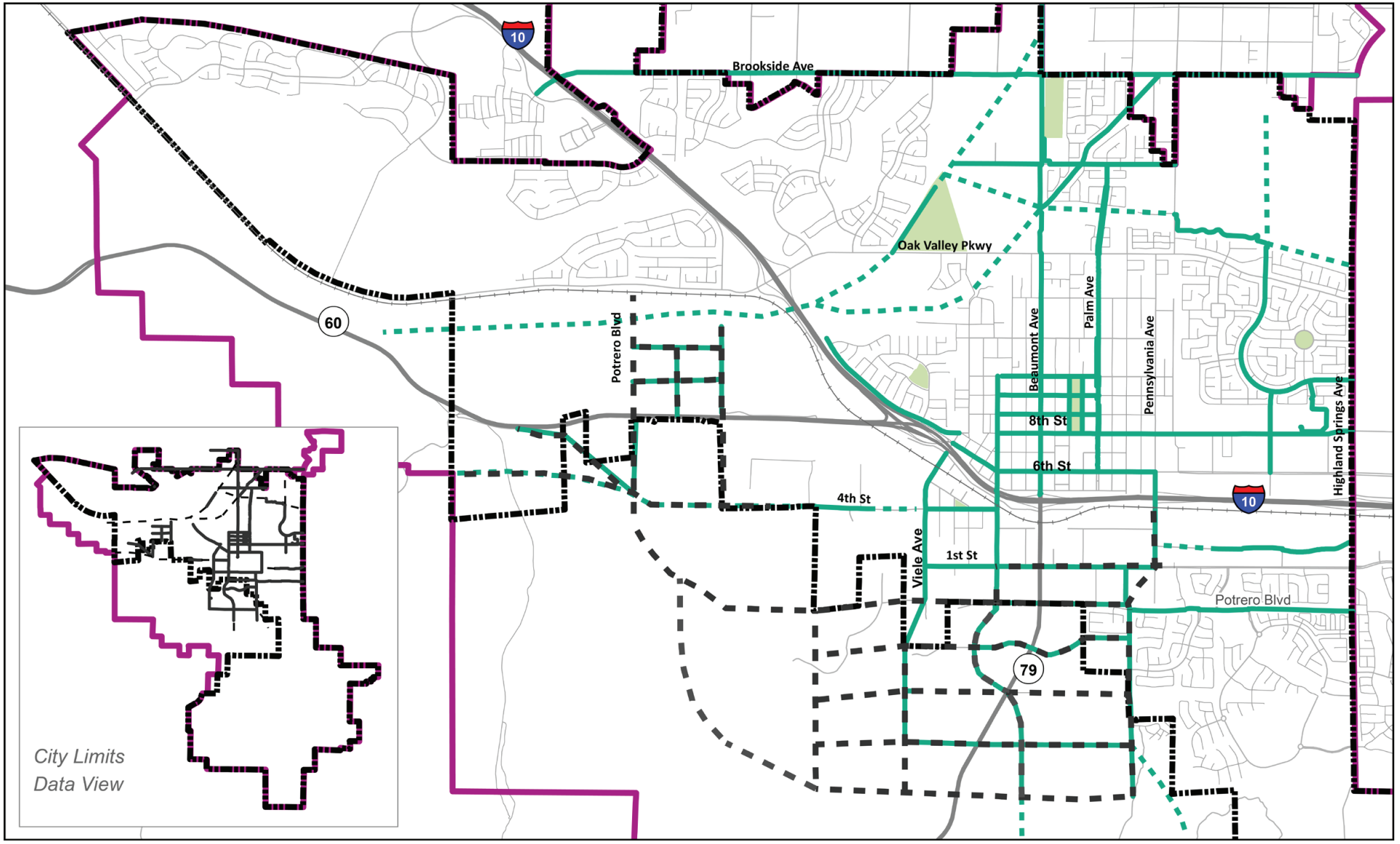


Figure 5.16-14 - Bicycle and Pedestrian Priority Network

City of Beaumont General Plan Update

Page intentionally left blank

Pedestrian Facilities Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting pedestrian facilities (sidewalks, crosswalks, and trails) in the Planning Area. These goals include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds. Policies identified that support the pedestrian facility network include requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (Policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1). Pedestrian facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.**

Implementing pedestrian facilities would provide a well-connected, walkable pedestrian environment that enhances both personal and social wellbeing. The pedestrian facilities would be in compliance with the complete street efforts to provide connectivity to existing local and reginal facilities Beaumont 2040 Plan, p. 108).

Conclusions

In summary, the Beaumont 2040 Plan provides a comprehensive circulation system that would accommodate increased demand for public transit, bicycle, and pedestrian facilities. As described above, the Beaumont 2040 Plan is not inconsistent with nor does it conflict with any policies, plans, or programs regarding public transit, roadway, bicycle, golf cart network, or pedestrian facilities or the performance or safety of those facilities. The Beaumont 2040 Plan incorporates expanded networks and policies related to supporting transit, bicycles, golf carts, and pedestrians in the city. These networks are consistent with regional and local planning efforts supporting these modes of travel. Additionally, the Beaumont 2040 Plan includes policies supporting complete streets (providing accessibility for all users of all ages and abilities) and active transportation. Therefore, impacts related to conflicting with a program, plan, ordinance, or policy on the circulation system promoting transit, roadway, bicycle, and pedestrian facilities will be **less than significant and no mitigation is necessary**.

Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As discussed under section 5.16.2, in December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). SB 743 required OPR and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA (SB 743). Section 15064.3 of the updated 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. To provide guidance for VMT thresholds, OPR recommended residential and office development projects have a VMT ratio of 15 percent below existing conditions in order to have a less than significant impact.

Retail which increases VMT compared to previous shopping patterns may be considered significant, such as large shopping centers with intended regional draw. (TIA, p. 50).

However, the OPR Guidelines recognize that land use context matters when it comes to VMT mitigations options, thresholds, and effectiveness. The City of Beaumont adopted Traffic Impact Study (TIS) guidelines in June 2020 that address VMT impact criteria and analysis methodology. VMT per service population (total employment plus population) was utilized and compared back to the City's existing VMT per Service Population ratio. The City's VMT threshold indicates that a project impact would be less-than-significant if the resulting project's VMT is 3 percent below the existing citywide VMT. (TIA, pp. 50-51).

The RIVTAM travel demand forecasting model was used to estimate VMT for the Project and the City. The VMT estimates incorporate the "full accounting" methodology in that it accounts for the complete length of the trip from the origin to the destination and assigns 100 percent of that trip distance to the City. To establish the existing VMT, the VMT for both the Base Year (2016) and Future Year (2040) horizons were estimated in the RIVTAM Model. The VMT per service population was estimated for both of these horizons and then linear interpolation was utilized to estimate the existing (2018) VMT for the Project (TIA, p. 51). **Table 5.16-A – VMT per Service Population Analysis** shows the existing and 2040 VMT per service population in the City, the Sphere of Influence (SOI), and Planning Area (City and SOI).

Table 5.16-A – VMT per Service Population Analysis

Scenario	VMT (2018)	Future (2040)	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	24.4	28.9	4.5 (16 %)
Sphere of Influence Only VMT	37.00	33.3	-3.7 (-11%)
Total Beaumont Planning Area (City and SOI)	25.6	29.7	4.1 (14 %)

Source TIA, Table 7-2

Table 5.16-B – Future Year VMT Service Population Comparisons shows the Future Year VMT for the Planning Area with and without the Beaumont 2040 Plan. The Beaumont 2040 Plan significantly reduces the VMT per service population by approximately 50 percent in the future year condition. The mixed used development associated with Beaumont 2040 Plan improves VMT by providing more availability to different land uses within the City and shortening travel trips (TIA, p. 51).

Table 5.16-B – Future Year VMT Service Population Comparisons

Scenario	Future (2040) No Build	Future (2040) General Plan Buildout	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	43.8	28.9	14.9 (-51%)
Sphere of Influence Only VMT	158.9	33.3	-125.6 (-377%)
Total Beaumont Planning Area (City and Sphere)	52.1	29.7	-22.4 (-75%)

Source TIA, Table 7-3

The base year, existing year, and future year VMT estimates are summarized in **Table 5.16-C – Beaumont 2040 Plan Summary**. (TIA, p. 52).

Remainder of page intentionally left blank

Page intentionally left blank

Table 5.16-C – Beaumont 2040 Plan Summary

Scenario	2016 Base Year			2018 Interpolated Conditions			2040 Future Year		
	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population
City of Beaumont (Citywide) VMT	1,085,515	46,806	23.2	1,318,032	54,093	24.4	3,875,716	134,255	28.9
Sphere of Influence (SOI) Only VMT	138,764	3,456	40.2	218,563	5,914	37.0	1,096,347	32,949	33.3
Total Beaumont General Plan Area (Citywide plus SOI)	1,224,279	50,262	24.4	1,536,594	60,007	25.6	4,972,063	167,204	29.7[1]
WRCOG VMT	67,556,043	2,263,510	29.8	71,464,388	2,374,232	30.1	114,456,180	3,411,485	33.6[1]

Source: TIA, Table 7-1

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

[1] Subsequent to the preparation of the TIA, the City proposed a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania Avenue. Fehr & Peers completed a network based assessment to evaluate how this change would affect the transportation network, including VMT. This evaluation, the TIA Memo, is included as Appendix F.2. The addition of the roadway connection improves VMT in the Beaumont General Plan area reducing VMT per service population by approximately 0.2 miles or 0.6 percent. The new roadway connection also slightly reduces the VMT per service population for WRCOG by approximately 0.1 miles or 0.2 percent. Therefore, assessment indicates that the new connection would not significantly change the analysis or results of the TIA.

Page intentionally left blank

As shown in **Table 5.16-C**, the existing VMT per service population in the City is 24.4. Using the three (3) percent below the Citywide average threshold established by the City would mean that the Beaumont 2040 Plan would result in a significant impact if the VMT per service population was greater than 23.7. The Project (implementation of the Beaumont 2040 Plan including the SOI area) results in VMT per service population of 29.7, which is 25 percent higher than the threshold of significance established by the City. Based on the City's thresholds, this results in a significant impact and would be subject to mitigation. (TIA, p. 51).

Table 5.16-D shows that even though the Beaumont 2040 Plan buildout will result in a significant impact, the City's VMT per service population will be 12 percent lower than the WRCOG regional average and development in Beaumont (instead of other areas in the WRCOG region) would generally benefit the environment. (TIA, p. 51). Additionally, VMT per service population in Beaumont is lower than most areas within Riverside County (TIA, p. 51).

Table 5.16-D – VMT Comparison: Future Year

Area	VMT	VMT per Service Population
Beaumont	3,875,716	28.9
Sphere of Influence Only VMT	1,096,347	33.3
Total Beaumont General Plan Area	4,972,063	29.7
Regional Comparison		
WRCOG	114,456,180	33.6
Nearby City Comparison		
Banning	2,055,092	31.3
Calimesa	946,917	36.2
San Jacinto	3,245,972	33.1
Moreno Valley	8,424,484	27.6
Hemet	4,216,271	28.4

Source: TIA, Table 7-4

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

Transportation Demand Management (TDM) measures are effective ways to reduce VMT, daily vehicle trips, and peak hour vehicle trips. These measures are not captured in the travel demand model (such as RIVTAM) utilized in this analysis. As the Beaumont 2040 Plan results in a significant impact, goals listed in the Mobility Element that promote TDM policies could further reduce the VMT. These goals include policies that require new residential and retail developments implement TDM measures to reduce VMT. Many TDM programs can be residential, employment, and transit specific and should be tailored to meet the suburban needs of the City. The California Air Resource Board's Zero Carbon Buildings Study identified TDM strategies and programs that can be used to reduce VMT and shorten trip lengths (TIA, pp. 54-55). The Beaumont 2040 Plan Policies identified that support the reduction of VMTs include, but are not limited to: partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options (Policy 4.1.4); requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); work with regional agencies to implement

complete streets that are designed to accommodate users of all ages and abilities that will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities (Policy 4.2.1); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1).

These TDM strategies do not take into consideration some foreseeable travel changes including increased use of TNCs, such as Uber and Lyft, nor the potential for autonomous vehicles. Although the technology for autonomous vehicles is expected to be available over the planning horizon, the federal and state legal and policy frameworks are uncertain. Initial modeling of an autonomous future indicates that with automated and connected vehicles, the capacity of the existing transportation system would increase as vehicles can travel closer together; however, these efficiencies are only realized when a high percentage of vehicles on the roadway are automated and connected. There is also the potential for vehicle travel to increase with zero-occupancy vehicles on the roadway (TIA, p 55).

The California Air Pollution Control Officers Association (CAPCOA) documentation identifies the maximum achievable VMT reduction with TDM measures to be 10 percent in a suburban setting (TIA, p. 56). Given that the Beaumont 2040 Plan is estimated to generate VMT per service population that is approximately 25 percent higher than the threshold of significance, TDM measures (and the Beaumont 2040 Plan policies outlined above in Section 5.16.3) would likely not reduce VMT per service population to a level below the City's threshold of significance (TIA, p. 55). Additionally, besides the policies and TDM measures there are no other features or mitigation measures that could be implemented on a General Plan level to reduce VMT to less than significant levels. Future projects consistent with the General Plan would be required to implement the policies identified above, and those would be the means to reduce impacts from their projects. Therefore, impacts related to inconsistency with CEQA Guidelines section 15064.3 are considered **significant and unavoidable because thresholds are exceeded and no feasible mitigation measures can be implemented to reduce this impact**.

Threshold C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

City policies and design standards (see Beaumont municipal code sections cited under section 5.16.2 of this Draft PEIR) currently reflect state and federal rules, regulations and standards with respect to roadway design. The Beaumont 2040 Plan includes transportation network improvements that would be subject to review and future consideration by the City's Public Works engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Transportation network improvements would be made in accordance with the City's Mobility Element which address the transportation system from a multi-modal perspective for all users including children, adults, seniors, and people with disabilities (Beaumont 2040 Plan, p. 88). The Land Use and Community Design, Mobility, and Health and Environmental Elements include policies to improve the safety of all

users of the transportation system in the City. The Beaumont 2040 Plan Policies identified that support the reduction of hazards or incompatible uses include, but are not limited to: design and construct pedestrian friendly neighborhoods and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles (Policy 3.7.1); design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving (Policy 3.8.3); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence (Policy 4.3.1); support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1); improve safety for all active transportation users (Policy 4.4.3); strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions (Policy 6.6.1); pursue and support local Safe Routes to Schools programs (Policy 6.6.2); and remote safe routes for aging adults, particularly routes to transit and shopping centers (Policy 6.6.3).Therefore, with compliance with existing laws, rules and regulations, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses; impacts will be **less than significant and no mitigation is necessary**.

Threshold D: Result in inadequate emergency access?

The Beaumont 2040 Plan will not result in inadequate emergency access. The Beaumont 2040 Plan would continue to provide access to major routes including I-10, SR-60, Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue would not be obstructed. Additionally, the Beaumont 2040 Plan includes a planned extension of Potrero Road eastward to connect to Highland Springs Avenue. Polices that support access include maximizing the use of alleys and rear buildings to provide access and reduce congestion on the street system (Policy 11.8.9) and municipal code updates requiring new development to provide emergency access (two viable points of ingress and egress) (Implementation S13).

Future development projects would be reviewed for adequate infrastructure and access to ensure the safety of City residents and the physical environment. Therefore, implementation of existing laws and regulations, and compliance with applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions previously discussed during individual project review would ensure that impacts regarding impairing the implementation of emergency response and evacuation plans will be **less than significant and no mitigation is necessary**.

5.16.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds. At a program level, there are no feasible mitigation measures that have not been incorporated as policies or implementation actions in the Beaumont 2040 Plan.

5.16.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds (Threshold B). Although Beaumont 2040 Plan policies and implementation actions contained in the Mobility Element would reduce these impacts to the fullest extent feasible, impacts, at a program level remain **significant and unavoidable**.

The significance of transportation impacts from specific future development and public improvement projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.16.8 References

The following references were used in the preparation of this section of the Draft PEIR:

AB 32 California State Legislature. *Assembly Bill No. 32,* September 2006. (Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed August 12, 2019.)

AB 1358 California State Legislature. *Assembly Bill No. 1358*, September 30, 2008. (Available at http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf, accessed August 12, 2019.)

BMC City of Beaumont. *City of Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed September 19, 2019.)

Beaumont 2040 Plan *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CARB 2017 California Air Resources Board. *California's 2017 Climate Change Scoping Plan,* November 2017. (Available at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 12, 2019.)

CBT City of Beaumont. *Transit*. (Available at https://www.beaumontca.gov/index.aspx?NID=90, accessed August 8, 2019.)

CDOT California Department of Transportation. *State Transportation Improvement Program (STIP).* (Available at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program, accessed August 12, 2019.)

CGOPR California's Office of Planning and Research. *Current CEQA Guidelines Update*. (Available at http://www.opr.ca.gov/ceqa/updates/guidelines/, accessed August 12, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

SB 32 California State Legislature. *Senate Bill No. 32*, September 30, 2008. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32, accessed August 12, 2019).

SB 375 California State Legislature. *Senate Bill No. 375*, September 2016. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, accessed August 12, 2019.)

SB 743 California State Legislature. *Senate Bill No. 743*, September 27, 2013. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743, accessed August 12, 2019).

SCAG 2016 Southern California Association of Governments. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 12, 2019).

SCAG 2020 Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

TIA Fehr & Peers, *Final Transportation Impact Analysis, Beaumont General Plan Update and Beaumont Downtown Area Plan*, July 2020. (Included as Appendix F.1.)

TIA Memo Fehr & Peers, *City of Beaumont General Plan Update Roadway Network Assessment Memorandum*, July 23, 2020. (Included as Appendix F.2.)

VMT City of Beaumont, *SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis Staff Report*, June 16, 2020. (Available at https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumntca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf, accessed August 2020.