

October 18, 2021

Mr. Matthew Fagan
MATTHEW FAGAN CONSULTING SERVICES, INC.
42011 Avenida Vista Ladera
Temecula, CA 92591

**Subject: 2nd Street Improvement Project Traffic Assessment, City of
Beaumont, CA**

Dear Mr. Fagan:

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this qualitative traffic assessment for the proposed 2nd Street extension and improvement project in the City of Beaumont.

Under current and existing conditions, 2nd Street begins at its easterly limit at South Highland Springs Avenue and trends in an east-west direction serving a number of large commercial land uses located west of South Highland Springs Avenue. The roadway extends west to its existing terminus located approximately 1,200 feet west of the existing Home Depot commercial site. The roadway terminates approximately 1,700 feet east of Pennsylvania Avenue.

The project consists of extending 2nd Street, from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue. The improvements include extending 2nd Street approximately 1,622 linear feet from the current terminus at the westerly boundary of First Street Self and RV Storage, to Pennsylvania Avenue to add 4 new travel lanes. Also, this project entails widening approximately 846 linear feet of 2nd Street from its current terminus to the westerly boundary of the Home Depot shopping center. The project will require construction of a new storm drain facility and may require improvements to existing drainage.

The extension of 2nd Street is consistent with the City's General Plan Roadway Classification Map. However, the General Plan classifies 2nd Street as a Major Highway (Raised Median), but the project is only proposing to build the roadway to meet the Secondary Streets classification.

Exhibit A shows the project area and the limits of the proposed extension.

Project Change in Traffic Volumes & Effect on Roadway Network Operations

Since the proposed project is not a land use project that generates and/or attracts new vehicle trips by creating a new destination or place of activity, the project is generally not expected to result in generation of new vehicle trips.

However, the roadway extension can be expected to result in a shift in existing traffic volumes along the roadways that parallel this new extension and other connecting major roadways including:

- Ramsey Street between Pennsylvania Avenue and Highland Springs Avenue;
- 2nd Street between Pennsylvania Avenue and Highland Springs Avenue;
- 1st Street between Pennsylvania Avenue and Highland Springs Avenue;
- Pennsylvania Avenue between Ramsey Street and 1st Street; and
- Highland Springs Avenue between Ramsey Street and 1st Street.

Under current conditions vehicles accessing the Home Depot and other commercial land uses in the area from the west cannot directly access these land uses via Pennsylvania Avenue.

Instead, the vehicles are required to travel further east towards South Highland Springs Avenue via one of the nearby east-west roadways such as Ramsey Street, I-10 Freeway, or 1st Street. These vehicles will need to travel through one or more of the following intersections, creating additional traffic volume that would otherwise not be present at these intersections if a direct access was available via Pennsylvania Avenue:

- South Highland Springs Avenue / Ramsey Street;
- South Highland Springs Avenue / I-10 Westbound Ramps;
- South Highland Springs Avenue / I-10 Eastbound Ramps; and

- South Highland Springs Avenue / 1st Street.

Constructing the 2nd Street extension would eliminate this condition and allow vehicles from the west to directly access the Home Depot and other commercial sites from Pennsylvania Avenue, without having to drive all the way east to South Highland Springs Avenue and create the current unnecessary traffic patterns and increased volumes.

Hence, **providing the 2nd Street connection is expected to alleviate traffic conditions at South Highland Springs Avenue, 6th Street, I-10 Freeway, 1st Street and the intersections previously listed above resulting in improved traffic operations at these locations and the overall roadway network.**

Since the project is expected to improve the overall level of service and operation of the major intersections in the project vicinity, a qualitative evaluation and approach has been taken for this traffic evaluation instead of a quantitative approach.

A quantitative analysis would show the amount of level of service and operations improvements of the intersections, if needed.

For the intersection of Pennsylvania Avenue / 2nd Street which will be created after the extension, a more detailed analysis might be required to identify the appropriate intersection control (traffic signal, stop signs, etc.), intersection geometry and number of turn lanes to ensure acceptable operation at this new intersection.

Project Effect on Vehicle Miles Traveled

On June 16, 2020, the City of Beaumont Council has discussed the City's VMT criteria and thresholds for compliance with the new requirements of the California Environmental Quality Act (CEQA).

Recommendations were provided by staff to the Council for adaptation of appropriate guidelines and thresholds during that hearing.

As previously noted, since the proposed project is not a land use project that generates and/or attracts new vehicle trips by creating a new destination or place of activity, the

project is generally not expected to result in generation of new vehicle trips and new travel miles associated with new trips.

The extension of 2nd Street is consistent with the City's General Plan Roadway Classification Map. However, the General Plan classifies 2nd Street as a Major Highway (Raised Median), but the project is only proposing to build the roadway to meet the Secondary Streets classification.

However, the roadway extension can be expected to result in a shift in existing traffic volumes along the roadways that parallel this new extension and other connecting major roadways.

As previously noted and discussed in the previous section of this report, under current conditions vehicles accessing the Home Depot and other commercial land uses in the area from the west cannot directly access these land uses via Pennsylvania Avenue.

Instead, the vehicles are required to travel further east towards South Highland Springs Avenue via one of the nearby east-west roadways such as Ramsey Street, I-10 Freeway, or 1st Street. These vehicles will need to travel through one or more of the following intersections, creating additional traffic volume that would otherwise not be present at these intersections if a direct access was available via Pennsylvania Avenue:

- South Highland Springs Avenue / Ramsey Street;
- South Highland Springs Avenue / I-10 Westbound Ramps;
- South Highland Springs Avenue / I-10 Eastbound Ramps; and
- South Highland Springs Avenue / 1st Street.

Constructing the 2nd Street extension would eliminate this condition and allow vehicles from the west to directly access the Home Depot and other commercial sites from Pennsylvania Avenue, without having to drive all the way east to South Highland Springs Avenue and create the current unnecessary traffic patterns and increased volumes.

Hence, **providing the 2nd Street connection is expected to potentially reduce current driving distances and VMT by providing a more direct access route for vehicles accessing Home Depot and the nearby commercial uses from the west.**

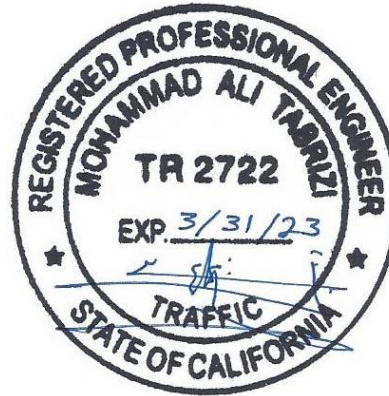
If you have any questions regarding this letter, please call me at (949) 474-0809.

Respectfully submitted,
RK ENGINEERING GROUP, INC.



Alex Tabrizi, PE, TE
Principal

CA Licensed Civil Engineer #78923
CA Licensed Traffic Engineer #2722



Attachments



Legend:

— = Proposed 2nd Street Extension & Improvement