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Governor's Office of Planning & Research

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SCH #2020029007

SENT VIA EMAIL

Mr. Steve Esselman
City of Bakersfield
1715 Chester Avenue
Bakersfield, CA 93301

Dear Mr. Esselman:

Thank you for the opportunity to review the Traffic Impact Study (TIS) for a proposed Love's Travel Stop. The project proposes a travel center that will consist of 16 auto fueling positions and 8 truck fueling positions, a 3,485 sq ft fast food restaurant, 11,166 sq ft convenience store and a 10,992 sq ft maintenance building. The project is located on the east side of State Route (SR) 99, in the northeast quadrant of "H" Street and SR 119, near the City of Bakersfield. Caltrans previously reviewed this project and provided comments on June 4, 2019 (Enclosed).

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. The ITE Trip Generation Handbook was not used to estimate traffic volumes due to the limited information for a Truck Stop. Instead, a study from six different locations with similar land uses was used to estimate traffic volumes.

The TIS did not provide the referenced studies, as it was not included in the appendix. Therefore, the trip generation could not be verified. Caltrans requests that the traffic consultant provide the studies used to complete our review.

2. Synchro software was utilized for the capacity analysis. Please provide electronic files for all scenarios.
3. The study determined that approximately 88% of the trips will be diverted link trips generated from the SR 119 & SR 99 Interchange and an estimated 10% of the project traffic would be pass-by-trips. Therefore, 88% of the trips should be applied to the SB/NB off-ramps. Values in the Project Trip Distribution Table 2, Project Peak Hour Traffic Figures 4-10 and Intersection Analysis should be adjusted accordingly.
4. Annual growth rates of 0.15% to 3.0% as stated on page 7 were applied. The growth rates were determined based on existing developments and Kern COG traffic model data. Caltrans reviewed the annual growth rates and it appears that most (or some) intersections are within the growth rate range stated on page 7. However, at least one movement reviewed showed a growth rate higher than 3 percent. Additionally, no counts were provided for ramp movements. Caltrans recommends a complete traffic count information be provided to include the ramp movements and future impact.
5. Per the study, it was determined improvements may be needed by the year 2035 in order to maintain acceptable operations. The TIS indicated that improvements are already included in the City of Bakersfield's Traffic Impact Fee Program. Please verify that SR 119 & SR 99 interchange improvements are included in the City's Fee Program.
6. Per the study, the roadway segment from the SR 99 SB Off-Ramp to South H Street, is currently experiencing longer traffic delays. Also per the study, mitigation is needed when a project increases the delay in traffic.

If you have any other questions, please contact Lupita Mendoza, Transportation Planner, at (559) 488-4260.

Sincerely,



LORENA MENDIBLES, Chief
Transportation Planning –South