

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 445-5421

FAX (559) 488-4088

TTY 711

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Governor's Office of Planning & Research

MAY 30 2019

STATE CLEARINGHOUSE

06-KER-99-18.289

HOSKING AVE CENTER

GPA / ZC #18-0457

SCH #2019059036

May 29, 2019

Ms. Cassandra Nearn
City of Bakersfield
1715 Chester Avenue
Bakersfield, CA 93301

Dear Ms. Nearn:

Thank you for the opportunity to review General Plan Amendment / Zone Change #18-0457 for the proposal to develop a gas station, convenience store, fast food restaurant, self-storage facility, and a dump. The project site is located in the southeast quadrant of Hosking Avenue and South H Street, in the city of Bakersfield.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. 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:

Caltrans recommends that a Transportation Impact Study (TIS) be completed for this project. Caltrans has been entrusted to protect the State Highway system to ensure the safe and efficient movement of people and goods throughout the State. Our task is to protect California's transportation system, essential for the continued economic vitality of the State and the safety of the general motoring public. Our recommendation for a TIS is based on our need to fully assess this project's impacts, and to recommend mitigation for any and all project-related impacts to the State Highway System.

Given that Caltrans current TIS guidelines are in the process of being updated, a SCOPING meeting with Caltrans staff is highly suggested to discuss the most appropriate methodology for this analysis. At a minimum, the analysis should provide the following:

- a. Vicinity maps, regional location map, and a site plan clearly showing project access in relation to nearby roadways and key destinations. Ingress and egress for all project components should be clearly identified. Clearly identify and map: the State right-of-way (ROW), project driveways, the State Highway System and local

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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roads, intersections and interchanges, pedestrian and bicycle routes, car/bike parking, transit routes and transit facilities.

- b. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages, AM / PM peak periods volumes as well as intersection geometrics (i.e. lane configurations, etc). Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT.

If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,



LORENA MENDIBLES, Chief
Transportation Planning - South