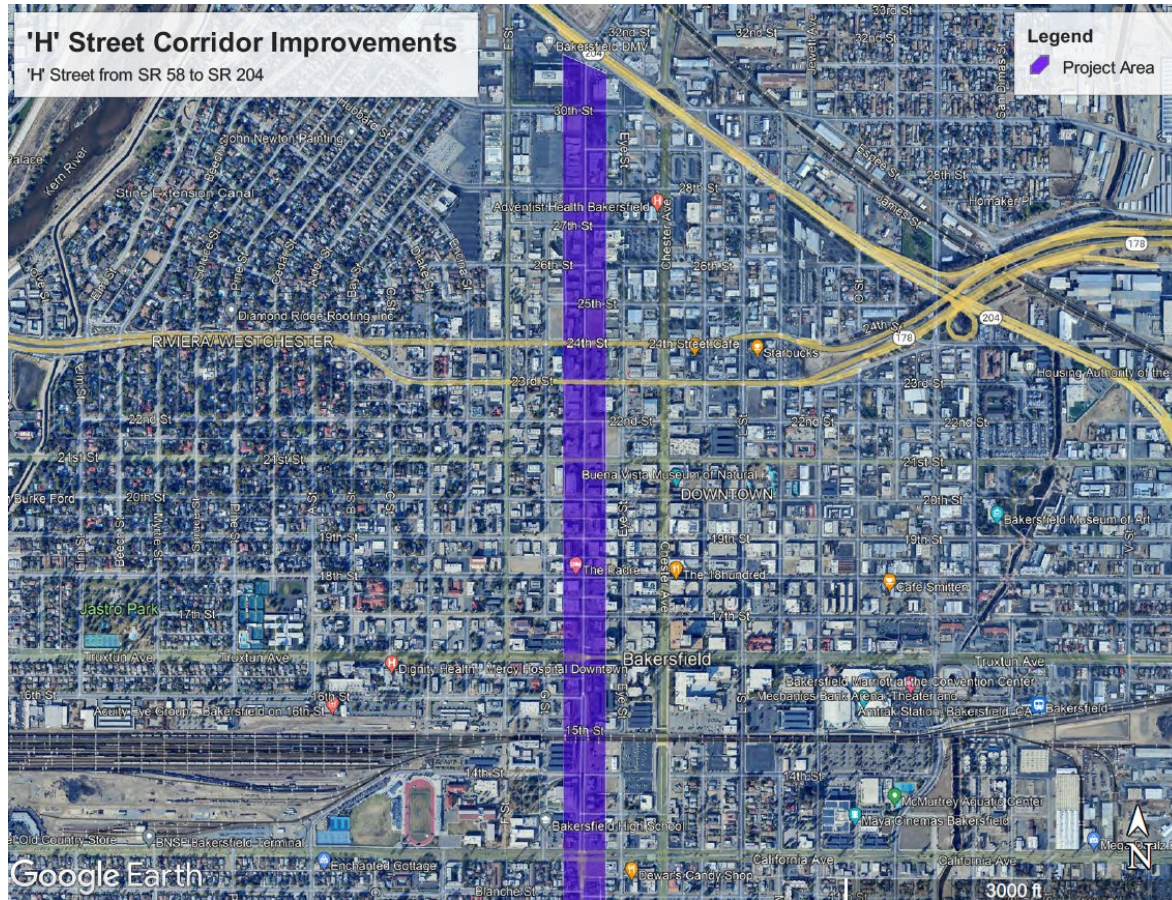


H Street Corridor Improvements



San Joaquin Valley Project Level Conformity Group Presentation

April 2, 2025



Project Overview

- Project Description
- Location and Other Background Information
- Purpose and Need
- Project Listing in the FTIP/CTIPS¹
- Traffic Data and a Summary of Traffic Findings
- Project Schedule
- Project-level Conformity Summary

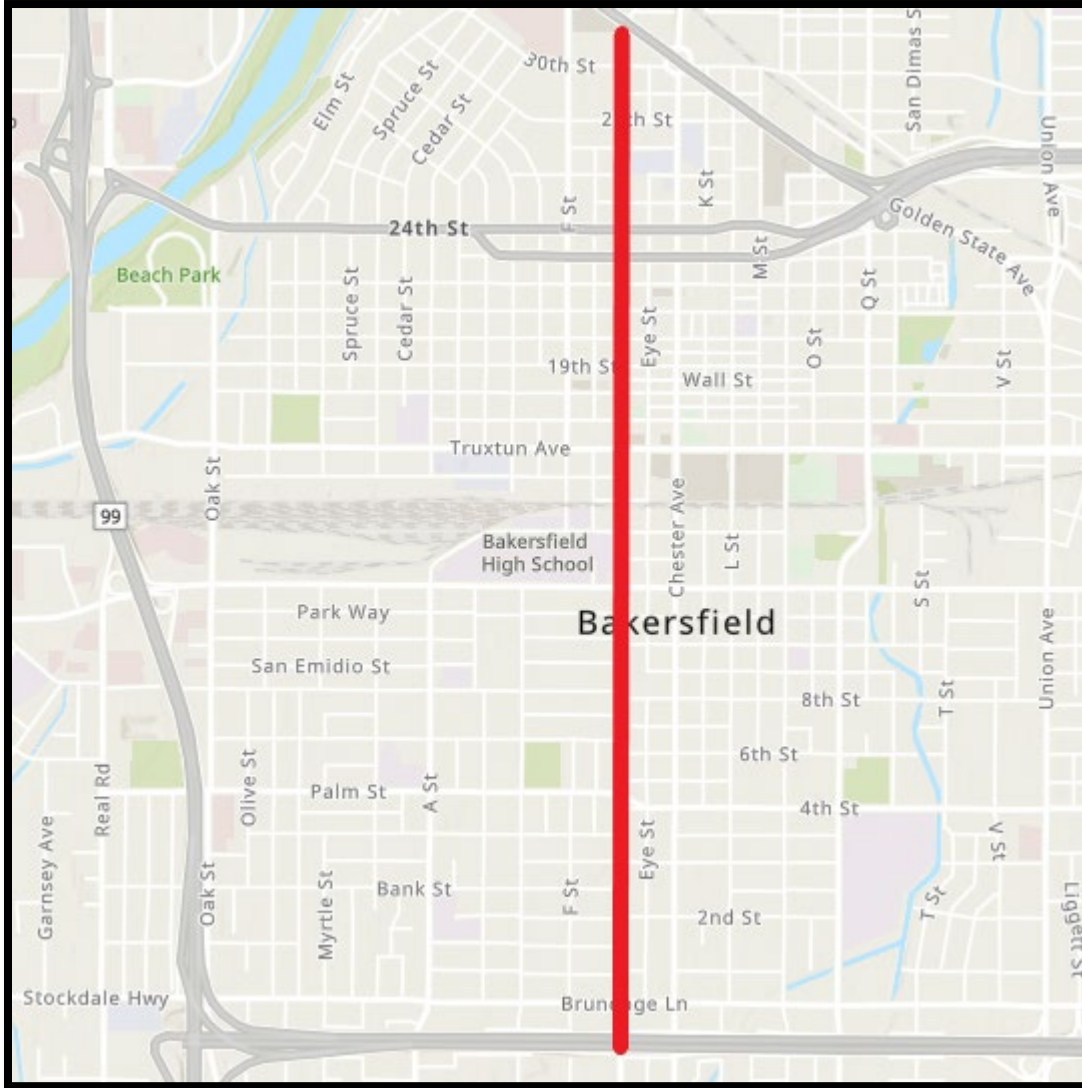
¹FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

Project Description

H STREET CORRIDOR (SR-204 TO HWY 58) (IN BAKERSFIELD: ON H ST BETWEEN SR 204 AND SR 58; CONSTRUCT CURB CUTS, ADA RAMPS, HIGHVISIBILITY CROSSWALKS, ADVANCED STOP AND TURN LINE MARKINGS, AND PEDESTRIAN FIRENDLY STREETSCAPING

- ❖ The City of Bakersfield proposes a complete overhaul for the H Street Corridor stretching from SR 58 to SR 204 including conversion from 4 lanes to 3 lanes (1 lane each direction with a striped two-way center left turn lane) from Brundage Lane (SR 58) to 24th Street and addition of several pedestrian and bicyclist safety enhancements with the purpose of creating an accessible passage for all modes of transportation to the City of Bakersfield Downtown urban core across the entire project boundary.
- ❖ The proposed enhancements include:
 - ❖ Road Diet (4 lanes → 3 Lanes (1 lane each direction and dual left turn lane)
 - ❖ Curb Bulb Outs and Intersection Channelizers (2nd Street, Palm Street, and 28th Street)
 - ❖ Installation of Class II bicycle lanes throughout
 - ❖ High Visibility Crosswalks
 - ❖ Landscaping and Lighting Enhancements

Project Location



Project Purpose and Need

Purpose:

- To provide safe, reliable, and accessible transportation infrastructure to students, commuters, and residents to and from the downtown urban core, while simultaneously maintaining access to the homes and businesses along the corridor
- Reduce the number of collisions and pedestrian and bicyclist involved incidents (3 collisions per month per mile)
- Install traffic calming measures (road diet)
- Provide non-motorized alternative transportation to reduce vehicle miles traveled and thereby emissions

The project is needed because:

- Pedestrians and cyclists currently do not have the means to navigate the corridor effectively or safely due to inconsistencies
- Collisions and incidents occur along the corridor regularly
- The large student population who travel to and from school in the area need reliable crossing points across the corridor
- Updates are needed to meet current ADA standards

Project Listing in the TIP

Caltrans Summary of Changes

Existing or New Project	MPO FTIP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	DESCRIPTION OF CHANGE
New	KER231003	BAKERSFIELD: H ST FROM SR 58 TO SR 204; CONSTRUCT CURB EXTENSIONS AND CUTS, HIGH-VISIBILITY CROSSWALKS, ADDITIONAL STRIPING, AND INSTALL CLASS II BIKE LANES	FFY 24/25	FFY 24/25	CON	Local	N/A	Delete \$2,238,816
			FFY 24/25	FFY 24/25	CON	CMAQ	N/A	Add \$8,405,378
			FFY 24/25	FFY 25/26	CON	Local	N/A	Add \$343,825
			FFY 24/25	FFY 25/26	CON	CMAQ	N/A	Add \$2,653,780

* <https://www.kerncog.org/category/docs/ftip/>

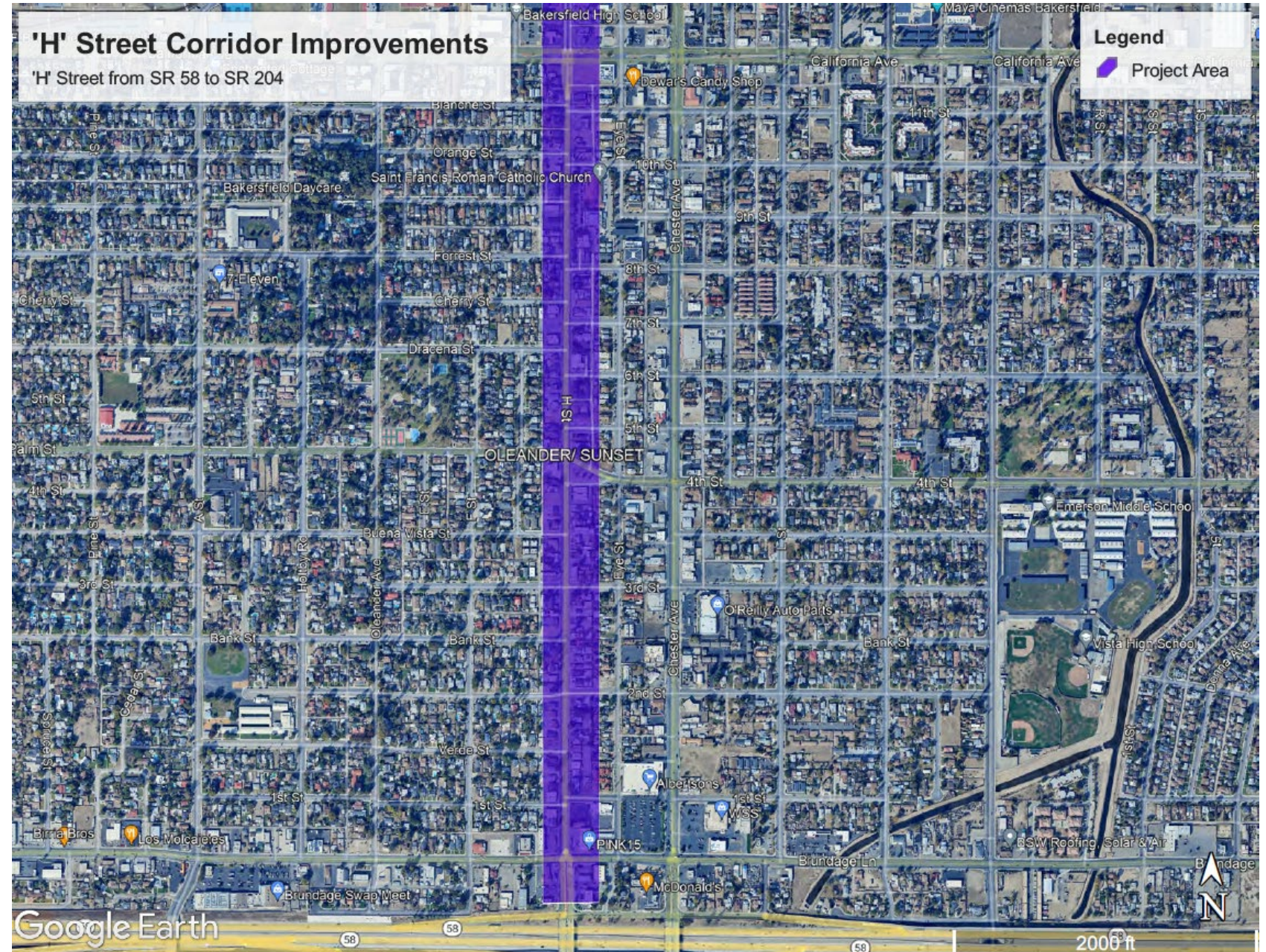
Legend:

CMAQ	Congestion Mitigation and Air Quality Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
FTA Sec. 5307	Federal Transit Administration Section 5307
FTA Sec. 5310	Federal Transit Administration Section 5310
HPP	High Priority Projects Program
RSTP	Regional Surface Transportation Program

- The proposed project is listed in the KCOG 2023 Federal Transportation Improvement Program (added in Amendment 12) and was adopted on February 20, 2024
- Funding includes Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Active Transportation Program (ATP) funding alongside local dollars
- The design, concept, and scope of the project are consistent with the description found in the 2023 FTIP and the 2022 Regional Transportation Plan / Sustainable Communities Strategy

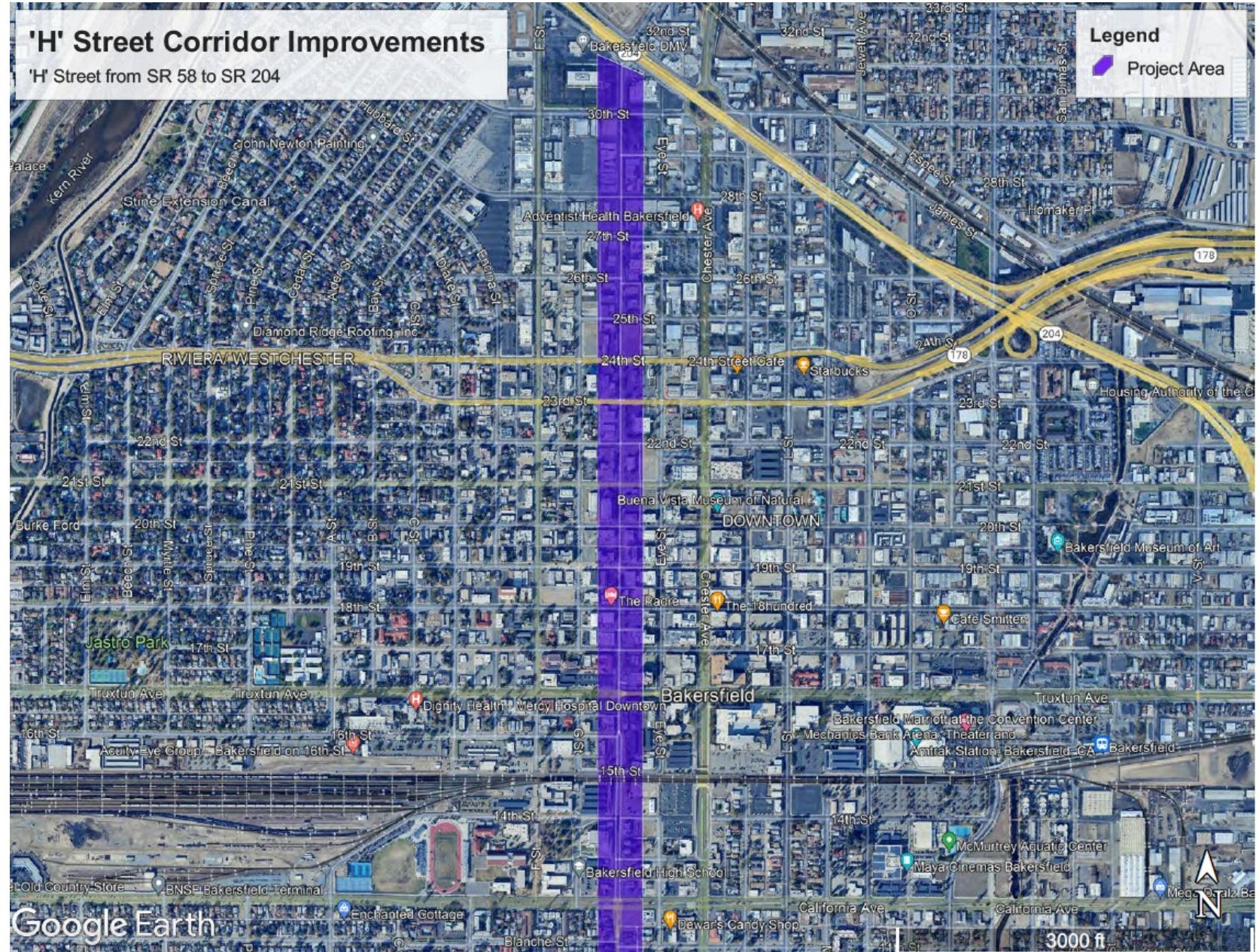
Project Features or Alternatives

**Only one build-
case scenario was
considered for
this project**



Project Features or Alternatives

Only one build-case scenario was considered for this project



Traffic Data

Years Considered: Three years are considered for assessment of traffic data. 2023 data is utilized as our existing data, 2026 is utilized as our opening data, and 2046 is our analysis year. The analysis year was selected through consideration of Bakersfield’s continuing population growth and investment in the downtown urban core.

Existing Data Year: Average Daily Traffic (ADT), trucks ADT, and proportion of truck traffic is seen below

Existing Year, Currently Available (2023) ADT Volumes on H Street from Brundage Lane to SR 204

H STREET 2023			
FROM BRUNDAGE LANE TO SR 204	<u>Existing Conditions</u>		
	<i>TOTAL ADT</i>	<i>TRUCKS ADT</i>	<i>TRUCKS %</i>
	13,527	147	1.09%

Traffic Data

Opening Year: Data consisting of ADT, truck ADT and proportion of truck traffic for the opening year 2026 is shown below

Opening Year (2026) ADT Volumes on H Street from Brundage Lane to SR 204

The City used a conservative approach of using the growth rate as presented by KernCOG's 2046 projected ADT. There are no future residential development in this area. ADT growth rate is minimal.

H STREET 2026			
FROM BRUNDAGE LANE TO SR 204	<u>No Build / Build Condition</u>		
	<i>TOTAL ADT</i>	<i>TRUCKS ADT</i>	<i>TRUCKS %</i>
	13,760	150	1.09%

Traffic Data

Analysis Year: Data consisting of ADT, truck ADT and proportion of truck traffic for the analysis year 2046 is shown below

Analysis Year (2046) ADT Volumes on H Street from Brundage Lane to SR 204

H STREET 2046			
FROM BRUNDAGE LANE TO SR 204	<u>No Build / Build Conditions</u>		
	<i>TOTAL ADT</i>	<i>TRUCKS ADT</i>	<i>TRUCKS %</i>
	23,993	262	1.09%

Summary of Traffic Findings

- No significant increases in daily truck trips would occur under build conditions
 - This project does not develop a new or expanded highway
 - Project is located near the City urban core, not a major trade/logistics route
 - Build conditions do not have an impact on truck percentage of total ADT
 - Truck (%) remains at 1.09%
 - Project scope contains road diet and curb bulb outs, narrowing intersection approaches
 - The project does not change the traffic and truck traffic. The increase in traffic is due to population growth and not due to project.

H STREET CORRIDOR					
INTERSECTION CHANNELIZERS					
LOCATION		LOS (CURRENT)		LOS (With Modifications)	
H St. & 2nd St		AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB		C		A
	SB		A		B
	EB	F	A	E	A
	WB	E	A	C	A
LOCATION		LOS (CURRENT)		LOS (With Modifications)	
H St. & 4th St		AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB	B	B	F	A
	SB	B	B	A	E
	EB	B	C	A	B
	WB	C	C	B	A
LOCATION		LOS (CURRENT)		LOS (With Modifications)	
H St. & 28th St		AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB		A		A
	SB		A		A
	EB	B	A	A	A
	WB	A	A	A	A

The table shows comparative analysis using the City's May 7, 2024 turning movement data.

Project Schedule

Project Study Report Approved	TBD
Target Environmental Documents Approval	03/14/2025
Target Project Design Completion	03/21/2025
Award Contract	Summer 2025
Approve Contract	Summer 2025
Construction Begins	Fall 2025
Construction Ends	Spring 2026

Project-level Conformity Conclusion

Under 40 CFR 93.123(b)(1)(i) and (ii), and as outlined in Appendix B of “Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas” this project does not meet the criteria for a POAQC per the following:

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions.

Additional reasons:

- Under the build conditions, there will be no significant increase in daily truck activities
- There is no expansion or addition of any bus or rail terminals with this project. All buses in the corridor run on CNG
- The project will maintain acceptable traffic flow while simultaneously accommodating several modes of transportation
 - Increased Active Transportation activity will have a positive impact on air quality

Questions?

Contact Information

City of Bakersfield – Public Works Department

Paul Archer – Civil Engineer IV

parcher@bakersfieldcity.us

661-326-3350