

APPENDIX 3.8

Traffic Impact Analysis

Bakersfield LDS Church Project Traffic Impact Analysis

Prepared for:
The Church of Jesus Christ of Latter-Day Saints

November 2025

OC25-1111

FEHR  PEERS

Table of Contents

Executive Summary	3
Site Access and Non-Automotive Assessment	3
Vehicle Miles Traveled.....	3
Project Conditions	4
Purpose	4
Project Description	4
Trip Generation.....	4
Site Access and Non-Automotive Assessment	6
Site Access	6
Pedestrians	6
Bicycles.....	6
Class I - Bike Path or Bike Trail	6
Class II - Bike Lane.....	7
Class III – Bike Routes.....	7
Class IV – Separated Bikeway.....	7
Transit	7
Vehicle Miles Traveled Analysis	8
Conclusion	11

Appendices

Appendix A: Signal Warrant Worksheets

List of Tables

Table 1: Project Site Trip Generation	5
Table 2. VMT Comparison Between Existing and Proposed Temples.	9
Table 3. Trip Length Comparison Between Existing and Proposed Meetinghouses.	10

Executive Summary

This study provides a summary of the potential transportation-related impacts from the proposed site located on the northwest corner of Stockdale Highway and Jewetta Avenue in Bakersfield, CA.

The proposed project includes two driveway accesses, located on Jewetta Avenue. The proposed project will be built out over two phases. The first phase will construct a temple, and the second phase will construct a meetinghouse for the Church of Jesus Christ of Latter-day Saints (the Church).

Trip generation for Phase I was determined based on the traffic counts collected at four other similar temple and meetinghouse sites. The Bakersfield proposed project is expected to generate the following traffic volumes:

- 71 trips in the weekday AM peak hour
- 139 trips in the weekday PM peak hour
- 191 trips in the Saturday peak hour

Site Access and Non-Automotive Assessment

California Manual on Uniform Traffic Control Devices (CA MUTCD) peak hour signal warrants were evaluated for both Project driveways. Neither driveway meets signal warrants. No traffic signals or other site access controls are recommended.

There are no existing sidewalks on project frontage. Sidewalks will be included as part of the project buildout on the site frontage.

The project will not interfere with the existing Class II bike facilities on Stockdale Highway and Jewetta Avenue. It will also not interfere with the existing GetBus Route 82 bus service and stops on Stockdale Highway and Jewetta Avenue. There are no potential impacts to existing or planned non-automotive modes.

Vehicle Miles Traveled

This analysis indicates that the proposed project will shorten the length that church members travel to the Temple in eight of the nine stakes assigned to the Temple and will shorten the length that church members travel to the meetinghouse for two of the three wards assigned to the meetinghouse, which will reduce overall vehicle miles traveled (VMT). Therefore, there would be a less than significant impact on VMT.

Project Conditions

Purpose

The project conditions analysis explains the type and intensity of the proposed development.

Project Description

The proposed site will be located on the northwest corner of Stockdale Highway and Jewetta Avenue in Bakersfield, CA. The site plan proposes two right-in-right-out driveway accesses, with the first located on the west side of Jewetta Avenue 500 ft north of Stockdale Highway, and the second located at an existing access location on the north side of Stockdale Highway 550 ft west of Jewetta Avenue. This existing access will likely be a local roadway that connects this site with other sites north of Stockdale Highway. For the purposes of this analysis, it is assumed that the existing access will only serve the proposed project site and no other sites.

The proposed project will be built out over two phases. The first phase will construct a temple, and the second phase will construct a meetinghouse for the Church of Jesus Christ of Latter-day Saints (the Church). Church members are assigned to temple and meetinghouse services based on their home location. This is discussed further in the VMT section of this report.

Trip Generation

Trip generation for the proposed project was determined based on traffic counts completed at four other similar sites with a temple and meetinghouse. These four sites contain a temple and meetinghouse of the same size as the proposed project, a 30,000 square foot temple and 16,500 square foot meetinghouse:

- Gilbert, AZ
- Draper, UT
- Newport Beach, CA
- Redlands, CA

The traffic counts at each temple and meeting house site were grouped by hour to determine the trip generation of each site, and then the trip generation of all sites were averaged to obtain an average trip generation for sites with similar characteristics. For this analysis, the number of trips expected to be generated by the proposed project was based on the number of seats in the site. The project is expected to generate 71 trips in the weekday AM peak hour, 139 trips in the weekday PM peak hour, and 191 trips on the Saturday peak hour. The project trip generation is shown in **Table 1**.

Table 1: Project Site Trip Generation

Peak Hour	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting
Weekday AM	71	72%	28%	51	20
Weekday PM	139	43%	57%	60	79
Saturday	191	36%	64%	70	122

Source: Fehr & Peers, 2025.

Site Access and Non-Automotive Assessment

Site Access

The California Manual on Uniform Traffic Control Devices (CA MUTCD) Chapter 4C identifies nine signal warrants to guide the justification for a new traffic signal. Fehr & Peers focused on Peak Hour signal warrant (Warrant 3) as traffic volumes can be forecasted using standard industry practices and it is typically the first volume-related warrant satisfied.

Per the CA MUTCD, the Peak Hour signal warrant is intended for use at a location where traffic conditions are such that, for a minimum of one hour (any four consecutive 15-minute periods) on an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The warrant reviews total stopped time delay experienced on the minor street approach, minor-street approach volumes, and total intersection volumes.

As shown in the worksheets in **Appendix A**, peak hour signal warrants were evaluated for both Project driveways to assess the need for intersection control. Neither driveway met the peak hour signal warrants under the existing plus project or future plus project conditions. No traffic signals are recommended for either driveway.

Pedestrians

Sidewalks are provided in the study area on both sides of the street on Allen Road, Stockdale Highway, and Jewetta Avenue, except for the project site frontage which has no existing sidewalks along Stockdale Highway or Jewetta Avenue. Marked crosswalks and pedestrian signal heads and push buttons are available at signalized intersections.

Sidewalks will be included as part of the project buildout and should tie in with the marked crosswalks at the intersection of Stockdale Highway and Jewetta Avenue.

Bicycles

Bicycle facilities are typically classified as follows:

Class I - Bike Path or Bike Trail

Class I facilities are bicycle trails or paths that are essentially off-street and separated from automobiles. They are a minimum of eight feet in width for 2-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 separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

Class II - Bike Lane

Class II Bike Lanes 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 – Bike Routes

This is a street for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

Class IV – Separated Bikeway

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, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

There are existing Class II bike lanes in the study area on Allen Road, Stockdale Highway, and Jewetta Avenue. The proposed Project will not modify any existing or planned bicycle facilities within the study area.

Transit

GetBus provides local transit service throughout Kern County, including the City of Bakersfield. Route 82 currently serves the study area with service and bus stops on Stockdale Highway and Jewetta Avenue. Route 82 provides service from California State University Bakersfield campus to the downtown Transit Center with 60-minute headways on weekdays and no weekend service. The proposed Project will not modify the bus stops or transit service.

Vehicle Miles Traveled Analysis

In accordance with the updated California Environmental Qualities Act (CEQA) requirements, Vehicle Miles Traveled (VMT) analysis must be considered for new developments.

The City of Bakersfield has not established VMT thresholds of significance or recommendations for VMT analysis methodology. Based on communication with City staff, the project team discussed the VMT approach with Kern COG. Kern COG has also not established VMT thresholds, VMT screening criteria, or guidelines for VMT analysis methodology. VMT analysis for the project is presented below.

Phase I of the proposed project is a temple that will serve nine geographic units, known as stakes, of the Church of Jesus Christ of Latter-Day Saints. Currently, the nearest temples to Bakersfield that members of the Church can attend are in Los Angeles, Redlands, and Fresno. Worship services are provided only to members of the Church, which provides a degree of certainty regarding the location of trips to and from the temple site. Each of these stakes currently attends the existing temples, and a portion of the people currently attending these temples will be reassigned to the Bakersfield Temple. Most trips accessing the Bakersfield California Temple will be diverted trips from the existing temples. Fehr & Peers compiled data on the distance of vehicular trips between each stake and the existing temple locations and compared that to the distance to the proposed temple location. **Table 2** shows the distance from each stake to the existing temples and the proposed Bakersfield Temple.

The analysis shows that Church members from eight out of the nine stakes assigned to the proposed temple will travel a shorter distance to the proposed temple than to an existing temple. The only exception is the Lancaster California East stake, which is located 29.9 miles closer to the Redlands Temple. However, the Lancaster California East stake represents the fewest members of the nine stakes assigned to the Bakersfield Temple, and the overall effect of the redistribution of all nine stakes is a reduction in VMT.

Table 2. VMT Comparison Between Existing and Proposed Temples.

Stake	Zip Code	Distance to Nearest Existing Temple (miles)	Distance to Bakersfield Temple (miles)	Reduction in Miles	Number of Visits per Year from Members	Annual VMT Reduced (miles)
Bakersfield California East Stake	93306	124	23.2	100.8	2,656	148,736
Bakersfield California South Stake	93304	105	7.1	97.9	2,636	143,369
Bakersfield California Stake	93308	124	24.1	99.9	2,579	143,135
Bakersfield California West Stake	93312	112	1.7	110.3	2,019	123,720
Lancaster California East Stake	93535	77.1	107	-29.9	957	(15,897)
Porterville California Stake	93257	78.8	53.5	25.3	2,676	37,613
Ridgecrest California Stake	93555	146	117	29	1,601	25,794
San Luis Obispo California Stake	93401	154	136	18	2,918	29,180
Santa Maria California Stake	93454	150	107	43	3,456	82,560
Total						718,209

Notes:

1. The number of visits per year from Members was provided by the Church. This represents the number of visits to existing temples made each year by members in each stake. Temple visits are tracked by member, and this data is actual number of visits made in this Stake to an existing temple which are expected to transfer to the new temple.
2. The annual VMT reduced assumes that some visitors will travel together, with an average vehicle occupancy assumed of 1.8 people per vehicle.
3. Annual VMT reduced was calculated using the distance reduced, the number of member visits per year, and the average vehicle occupancy.

As noted above in Table 2, the total VMT reduced per year by the Project would be approximately 718,209. This represents a reduction in VMT across the regions covered by the assigned stakes and existing temples, which includes parts of the City of Bakersfield and Kern County, but also parts of Fresno County, Los Angeles County, San Bernardino County, San Luis Obispo County, and Santa Barbara County.

To provide context for the scale of this reduction, 718,209 annual VMT would represent approximately 0.01% of the annual VMT generated by Kern County, per the Kern Council of Governments 2022 Regional Transportation Plan/Sustainable Community Strategy report.¹

¹ The KernCOG 2022 RTP/SCS reports 23,980,000 daily VMT in Kern County in 2020. This equates to approximately 7,433,800,000 annual VMT. The 2026 KernCOG RTP/SCS VMT estimates were not available at the time of this analysis.

Phase II of the proposed project is a meetinghouse that will serve three geographic units, known as wards, of the Church of Jesus Christ of Latter-Day Saints. Wards are smaller geographic areas than stakes, however function like the stakes do with a degree of certainty regarding the location of trips to and from the meetinghouse site. However, unlike the stakes, the exact number of trips to the meetinghouse is not known at this time. The wards assigned to the new meetinghouse will be diverted from the nearest meetinghouse locations in Bakersfield. Fehr & Peers compiled data on the distance of vehicular trips between each ward and the existing meetinghouse locations and compared that to the distance to the proposed meetinghouse location. **Table 3** shows the distance from each ward to the existing meetinghouse and the proposed project meetinghouse.

The analysis shows that Church members from two out of the three wards assigned to the proposed meetinghouse will travel a shorter distance to the proposed meetinghouse than to the nearest existing meetinghouse. The only exception is the ward in the 93311-zip code, which is one mile closer to an existing meetinghouse than the proposed project. However, the overall effect of the redistribution of all three wards is a reduction in VMT.

Table 3. Trip Length Comparison Between Existing and Proposed Meetinghouses.

Ward (Zip Code)	Distance to Nearest Existing Meetinghouse (miles)	Distance to Project Meetinghouse (miles)	Reduction in Miles
93312	5.5	4.8	0.7
93314	6.0	3.7	2.3
93311	2.5	3.5	(1)
Total			2.0

This analysis indicates that the proposed Bakersfield Temple will replace regional trips with local ones, which will reduce overall VMT. The analysis further indicates that the distance local wards travel to the proposed meetinghouse will represent an overall reduction in travel compared to existing meetinghouse locations. Therefore, both phases of the project are expected to reduce VMT and there would be a less than significant impact on VMT.

Conclusion

No signals are warranted on site access driveways. Sidewalks will be installed as part of the buildout of the project along the project frontage. There are no potential impacts to existing or planned non-automotive modes.

VMT will be reduced by shortening the distance that members travel to the nearest meetinghouse and temple. Therefore, there would be a less than significant impact on VMT.

Appendix A: Signal Warrant Worksheets



Major Street	Jewetta Ave
Minor Street	East Project Access

Project	LDS Bakersfield Temple
Scenario	Existing Plus Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	297	445	0	0
Right	0	5	10	0
Total	297	450	10	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street

1

Total Approaches

3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)

9.9

Approach with Worst Case Delay

EB

Total Vehicles on Approach

10

Warrant 3A, Peak Hour

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	0	10	757
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street	Jewetta Ave
Minor Street	East Project Access

Project	LDS Bakersfield Temple
Scenario	Existing Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	434	367	0	0
Right	0	4	23	0
Total	434	371	23	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.8
Approach with Worst Case Delay	EB
Total Vehicles on Approach	23

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	0.1	23	828
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Jewetta Ave
 Minor Street East Project Access

Project LDS Bakersfield Temple
 Scenario Existing Plus Project Conditions
 Peak Hour AM

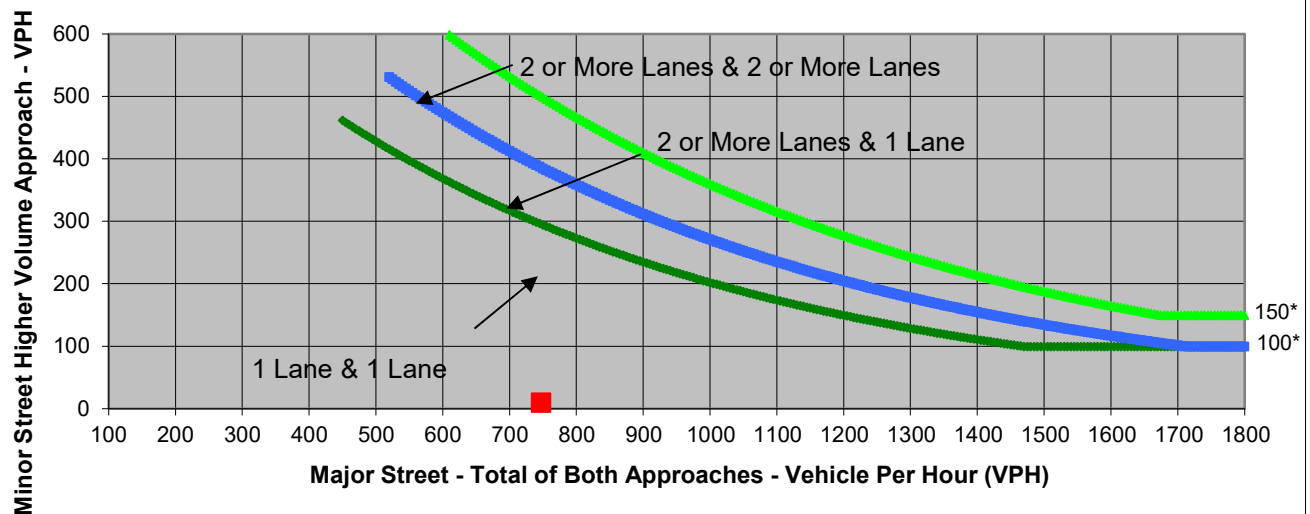
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	297	445	0	0
Right	0	5	10	0
Total	297	450	10	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Jewetta Ave	East Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	747	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jewetta Ave
 Minor Street East Project Access

Project LDS Bakersfield Temple
 Scenario Existing Plus Project Conditions
 Peak Hour PM

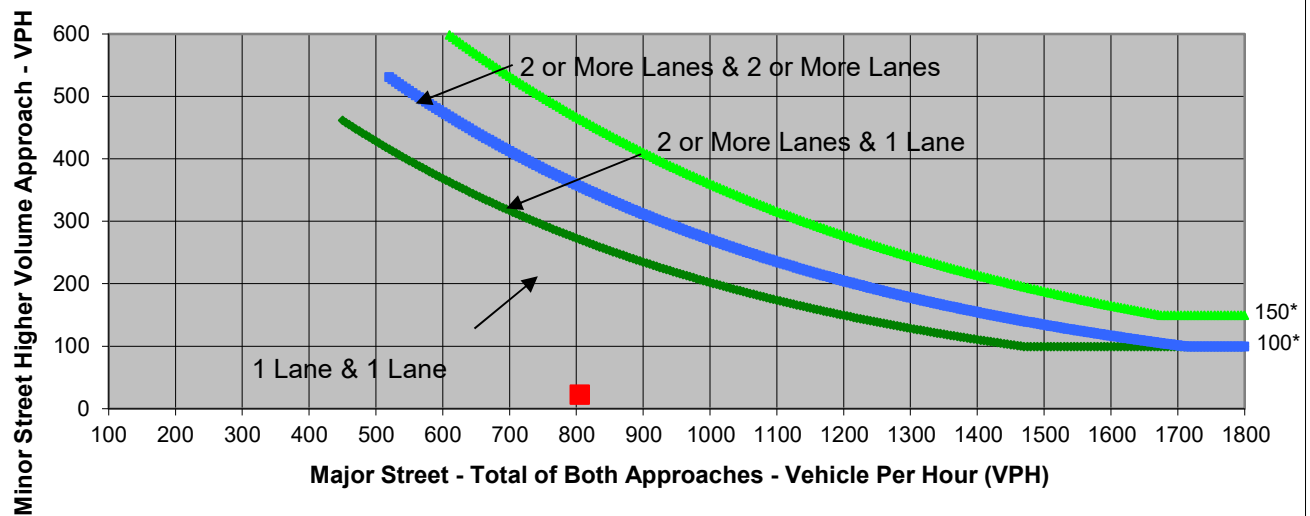
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	434	367	0	0
Right	0	4	23	0
Total	434	371	23	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Jewetta Ave	East Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	805	23	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street	Stockdale Hwy
Minor Street	West Project Access

Project	LDS Bakersfield Temple
Scenario	Existing Plus Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	725	416
Right	0	6	0	43
Total	0	6	725	459

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	6

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	0	6	1,190
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	NO		



Major Street	Stockdale Hwy
Minor Street	West Project Access

Project	LDS Bakersfield Temple
Scenario	Existing Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	614	777
Right	0	13	0	34
Total	0	13	614	811

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	12.7
Approach with Worst Case Delay	SB
Total Vehicles on Approach	13

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	0	13	1,438
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Stockdale Hwy
 Minor Street West Project Access

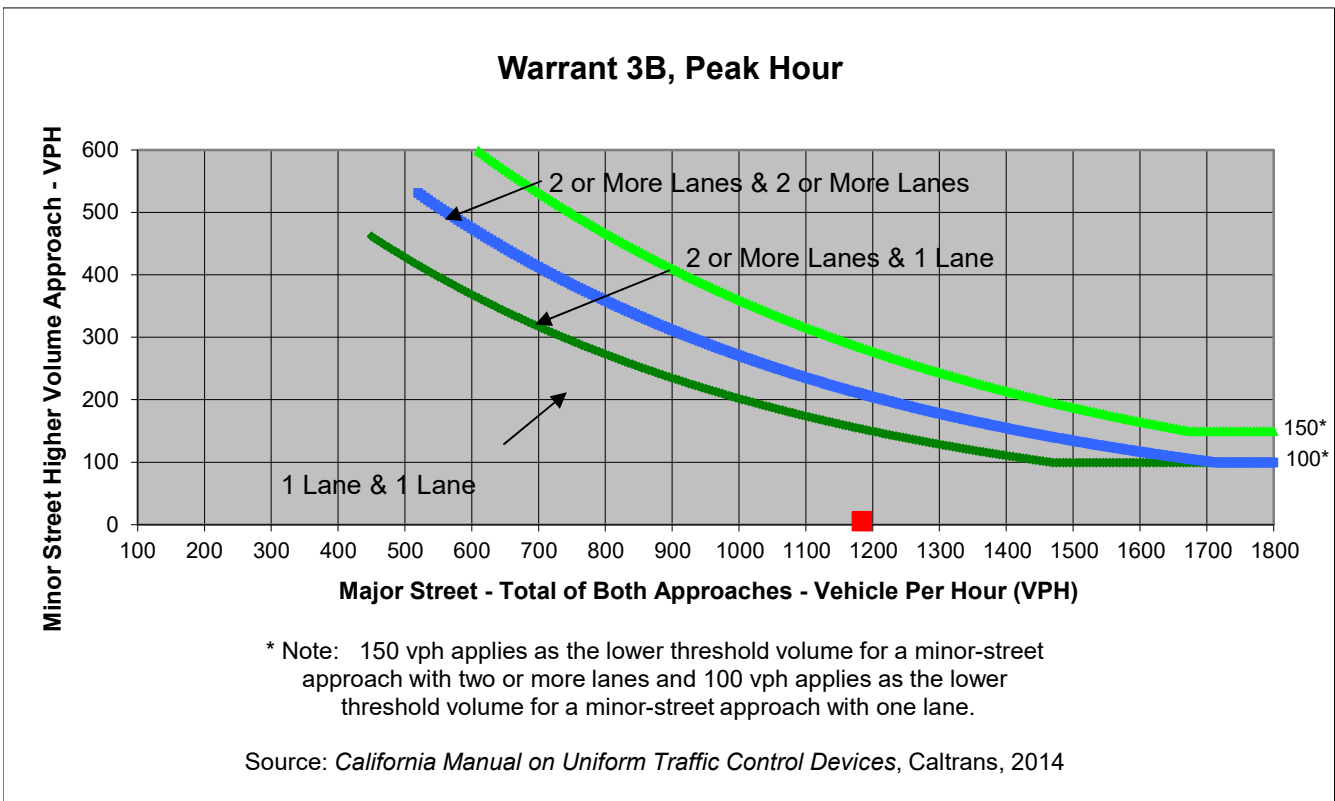
Project LDS Bakersfield Temple
 Scenario Existing Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	725	416
Right	0	6	0	43
Total	0	6	725	459

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Stockdale Hwy	West Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,184	6	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Stockdale Hwy
 Minor Street West Project Access

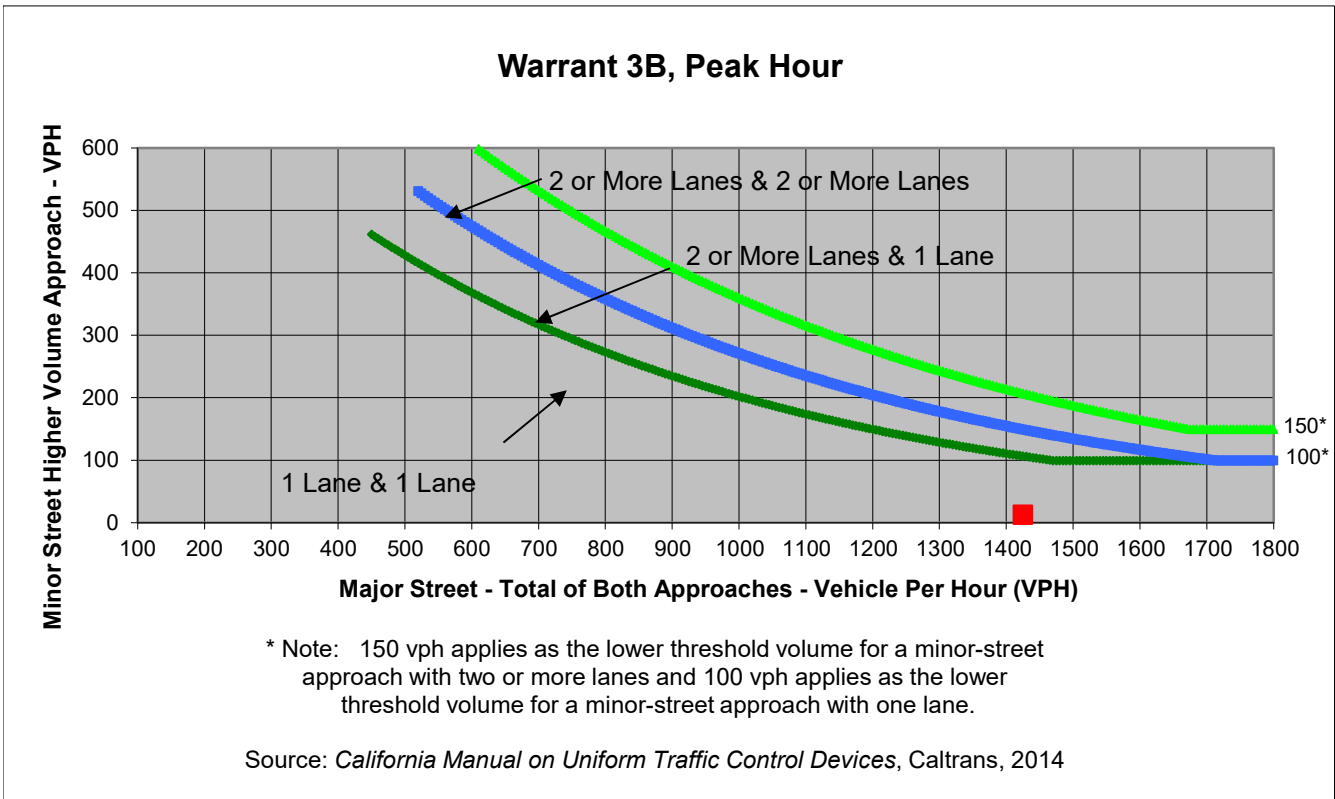
Project LDS Bakersfield Temple
 Scenario Existing Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	614	777
Right	0	13	0	34
Total	0	13	614	811

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Stockdale Hwy	West Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,425	13	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street	Jewetta Ave
Minor Street	East Project Access

Project	LDS Bakersfield Temple
Scenario	Future Plus Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	352	352	0	0
Right	0	5	10	0
Total	352	357	10	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.1
Approach with Worst Case Delay	EB
Total Vehicles on Approach	10

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Future Plus Project Conditions	0	10	719
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street	Jewetta Ave
Minor Street	East Project Access

Project	LDS Bakersfield Temple
Scenario	Future Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	510	450	0	0
Right	0	4	23	0
Total	510	454	23	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	23

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Future Plus Project Conditions	0.1	23	987
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street **Jewetta Ave**
 Minor Street **East Project Access**

Project **LDS Bakersfield Temple**
 Scenario **Future Plus Project Conditions**
 Peak Hour **AM**

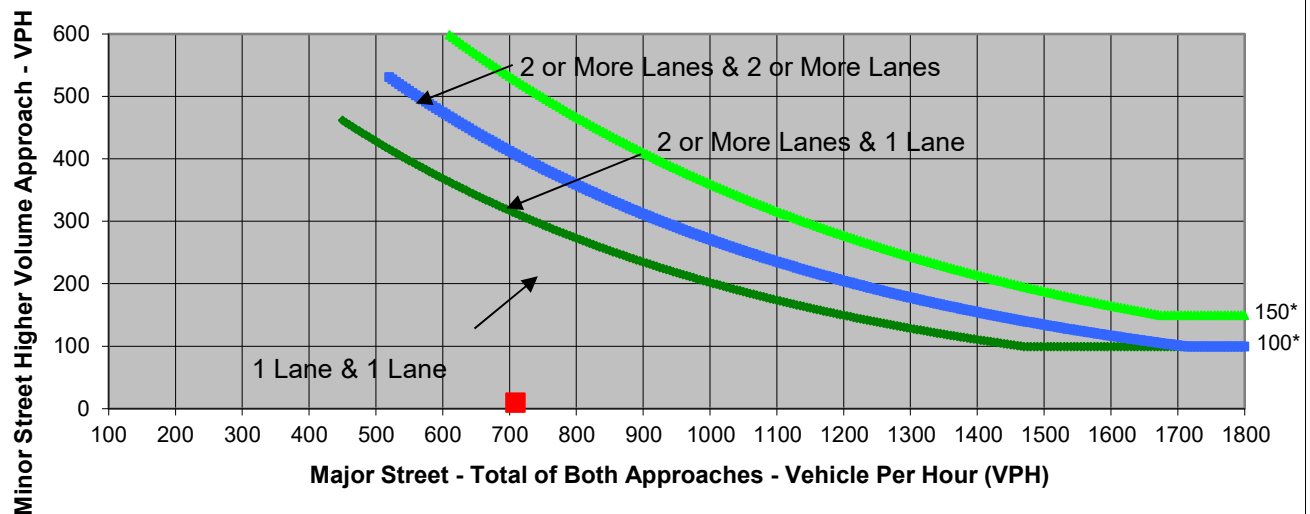
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	352	352	0	0
Right	0	5	10	0
Total	352	357	10	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Jewetta Ave	East Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	709	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Jewetta Ave
 Minor Street East Project Access

Project LDS Bakersfield Temple
 Scenario Future Plus Project Conditions
 Peak Hour PM

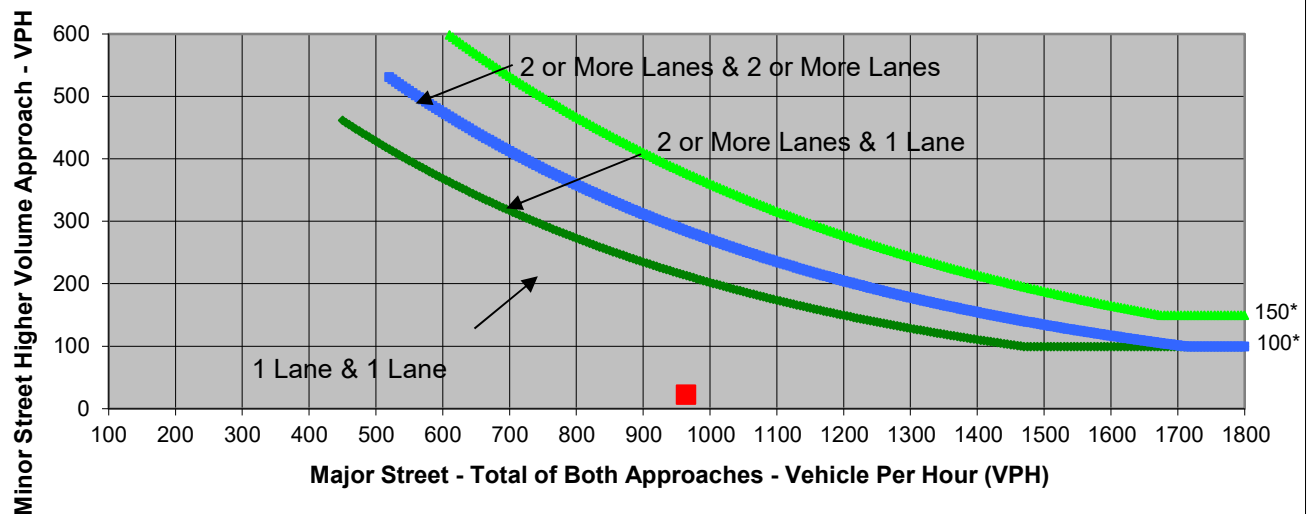
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	510	450	0	0
Right	0	4	23	0
Total	510	454	23	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Jewetta Ave	East Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	964	23	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street	Stockdale Hwy
Minor Street	West Project Access

Project	LDS Bakersfield Temple
Scenario	Future Plus Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	932	530
Right	0	6	0	43
Total	0	6	932	573

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	573

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Future Plus Project Conditions	1.8	6	1,511
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street	Stockdale Hwy
Minor Street	West Project Access

Project	LDS Bakersfield Temple
Scenario	Future Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	870	940
Right	0	13	0	34
Total	0	13	870	974

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	974

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Future Plus Project Conditions	3.7	13	1,857
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Stockdale Hwy
 Minor Street West Project Access

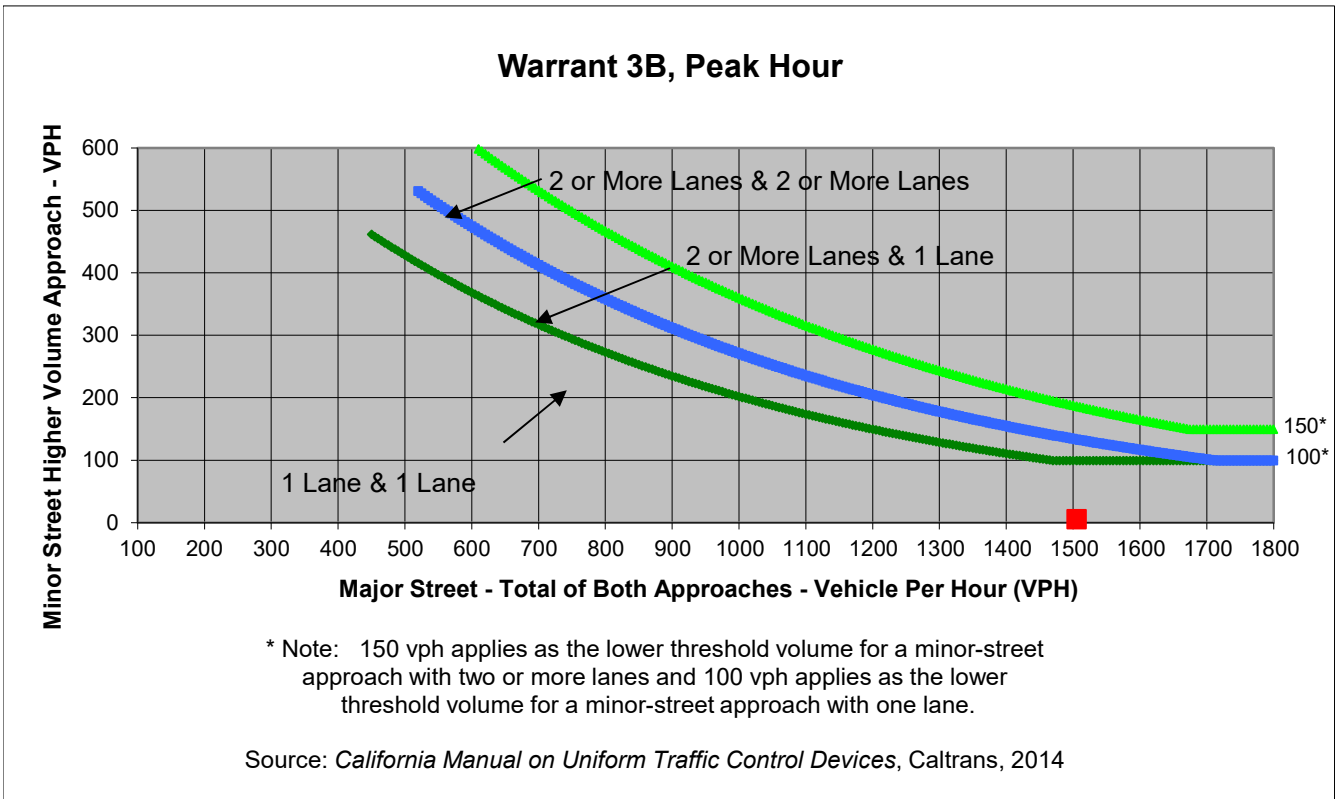
Project LDS Bakersfield Temple
 Scenario Future Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	932	530
Right	0	6	0	43
Total	0	6	932	573

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Stockdale Hwy	West Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,505	6	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Stockdale Hwy
Minor Street West Project Access

Project LDS Bakersfield Temple
Scenario Future Plus Project Conditions
Peak Hour PM

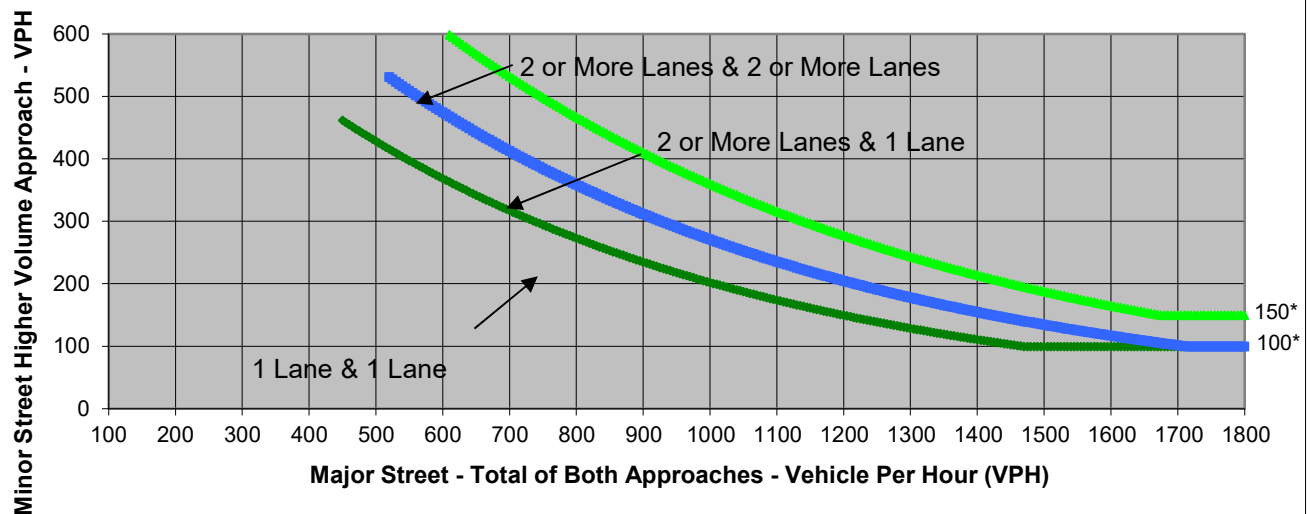
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	0	0	870	940
Right	0	13	0	34
Total	0	13	870	974

Major Street Direction

	North/South
x	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Stockdale Hwy	West Project Access	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	1,844	13	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			