



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978

Richard L. Pool, P.E.

Scott A. Schell

January 5, 2026

24009L03

Pastor Lars Linton
Anthem Chapel
6100 Stow Canyon Road
Goleta, CA 93117
c/o Mike Rider

UPDATED PHASE I TRAFFIC, PARKING AND VMT STUDY FOR THE ANTHEM CHAPEL PROJECT – CITY OF GOLETA

Associated Transportation Engineers (ATE) has prepared the following Updated Phase I traffic, parking and Vehicle Miles Traveled (VMT) study for the Anthem Chapel Project (the “Project”), located in the City of Goleta. ATE previously prepared a Phase I traffic, parking, and VMT study for the Project dated December 5, 2024. The Project site plan and statistics have since been modified. This updated study reviews the Project’s trip generation and trip distribution parameters and provides a qualitative evaluation of the Project’s consistency with the City’s Transportation Element standards. The parking analysis evaluates the adequacy of the proposed parking supply based on the City’s requirements. The study also evaluates the Project’s potential CEQA transportation impacts based on the City’s adopted VMT thresholds. The updated study addresses comments from City staff on the ATE study dated July 24, 2024.

PROJECT DESCRIPTION

The Project site is located at 6595 Covington Way adjacent to the existing Christ Lutheran Church in the City of Goleta, as shown on Figure 1 (attached). The Project is proposing a lot split with the Christ Lutheran Church to develop a new 20,987 SF (gross) Anthem Chapel facility. The church would contain a day care center with up to 55 students, a pre-school with up to 55 students, a sanctuary, administrative offices, and ancillary church facilities (kitchen, storage, fellowship hall, etc.). The plan includes 117 on-site parking spaces. The pre-school would operate on weekdays from 9:00 AM to 1:00 PM and the day care center would operate on weekdays from 8:00 AM to 5:00 PM. Church activities would take place during weekday evenings (after 5:00 PM) and Sundays, thus, the parking spaces would be shared between the church and pre-school/day care facilities.

Figure 2 presents the Project site plan. As shown on the plan, access to the Project site is proposed via one new driveway and one existing driveway on Los Carneros Road. Access to the Christ Lutheran Church parking lot would continue to be provided via the existing driveway on Covington Way, and there would be no reciprocal access or shared parking between the two sites.

PROJECT TRIP GENERATION

Weekday trip generation estimates were calculated for the Project based on the rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition)¹ for Church (Land Use Code #560) and Day Care Center (Land Use Code #565). The analysis completed for the church portion of the Project excluded the building areas dedicated to the day care center and the pre-school facilities. It is noted that no PM peak hour trips are assumed for the Pre-School, as the hours of operation are from 9:00 AM to 1:00 PM. The ITE report indicates that 44% of the trips generated by the day care and pre-school facilities would be “pass-by” trips. The analysis assumes a more conservative 15% pass-by trip rate for these Project components based on input provided by City staff. Table 1 presents the trip generation estimates for the Project.

Table 1
Weekday Project Trip Generation

Land Use	Size	Pass-By Factor (c)	ADT		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Church (a)	6,570 SF	1.00	6.78	45	0.37	2 (1/1)	0.43	3 (1/2)
Day Care Center (b)	55 Students	0.85	3.79	177	0.79	37 (20/17)	0.79	37 (17/20)
Pre-School (b)	55 Students	0.85	3.79	177	0.79	37 (20/17)	-	0 (0/0)
Total Trips:				399		76 (41/35)		40 (18/22)

(a) Trip generation based on ITE rates for Church (ITE #560). ADT, AM peak hour, and PM peak hour based on average rate. Church area does not include the areas used by the pre-school and day care center facilities.

(b) Trip generation based on ITE rates for Day Care Center (ITE#565). ADT, AM peak hour, and PM peak hour based on average rate. Pre-School closes at 1:00 PM, therefore no PM peak hour trips are assumed.

(c) ITE manual shows 44% Pass-By rate for Day Care Center. The analysis assumes a more conservative 15% Pass-By rate for the Day Care Center and Pre-School.

The data presented in Table 1 indicate that the Project is forecast to generate 399 ADT, 76 AM peak hour trips and 40 PM peak hour trips.

¹ Trip Generation, Institute of Transportation Engineers, 12th Edition, 2025.

PROJECT TRIP DISTRIBUTION

Project-generated traffic was distributed onto the study-area roadway system based on existing traffic patterns in the study-area and our knowledge of the residential areas in and surrounding the City of Goleta. The Project trip distribution presented in Table 2 and Figure 3 shows the distribution of Project traffic on the local street system.

Table 2
Project Trip Distribution

Route	Origin/Destination	Percentage
US 101	South	20%
	North	10%
Calle Real	East	15%
Cathedral Oaks Road	East	25%
	West	15%
Los Carneros Road	South	15%
Total:		100%

CITY OF GOLETA CONSISTENCY CRITERIA

The transportation policies and standards outlined in City's Transportation Element of the General Plan were used to evaluate the Project's consistency with the City's General Plan (Policies TE 4.1-4.3). As outlined in the Transportation Element, the policies state that the traffic standard is to maintain LOS C or better on major arterials, minor arterials, collector roadways, and at intersections. A deficiency plan is required where LOS C is exceeded.

EXISTING + PROJECT INTERSECTION OPERATIONS

Existing levels of service (LOS) for the study-area intersections on weekdays were obtained from the Heritage Ridge traffic and circulation study completed by ATE². Tables 3 and 4 summarize the existing levels of service for the intersections, show the Project's trip additions, and identify the Project's consistency with the City's policies.

Table 3
Existing + Project Intersection Operations - AM Peak Hour

Intersection	Existing		Project-Added Trips	Consistent?
	ICU/Delay	LOS		
Cathedral Oaks Road/Los Carneros Road (a)	NA	NA	30	Yes
US 101 NB Ramps/Los Carneros Road	0.654	B	35	Yes
US 101 SB Ramps/Los Carneros Road	0.648	B	23	Yes
Calle Real/Los Carneros Road	6.6 sec.	A	46	Yes

(a) NA: No Delay/LOS data provided from City of Goleta General Plan.

² Traffic and Circulation Study for the Heritage Ridge Project, City of Goleta, Associated Transportation Engineers, March 31, 2021.

Table 4
Existing + Project Intersection Operations – PM Peak Hour

Intersection	Existing		Project-Added Trips	Consistent?
	ICU/Delay	LOS		
Cathedral Oaks Road/Los Carneros Road (a)	19.8 sec.	C	16	Yes
US 101 NB Ramps/Los Carneros Road	0.633	B	18	Yes
US 101 SB Ramps/Los Carneros Road	0.736	C	12	Yes
Calle Real/Los Carneros Road	10.4 sec.	B	24	Yes

(a) Delay and LOS from City of Goleta General Plan.

As shown in Table 3 and 4 the Project would add 23 to 46 trips to the study-area intersections during the AM peak period and 12 to 24 trips during the PM peak hour period. This level of traffic added to the study-area intersections would not result in the intersection levels of service degrading to LOS D. The Project would therefore be consistent with the City's intersection standards.

SITE ACCESS AND CIRCULATION

As illustrated on the Project site plan (Figure 2), access to the Project site would be provided via one new driveway and one existing driveway on Los Carneros Road. The northerly driveway would be located approximately 240 feet south of Covington Way, as measured from the intersection curb return to the northerly edge of the driveway. The southerly driveway would be located approximately 20 feet north of the property line and 180 feet north of the existing fire station driveway on Los Carneros Road, as measured from the southern edge of the Project driveway to the northern edge of the fire station driveway. The spacing between the two Project driveways is 107 feet, as measured from the southern edge of the northern driveway to the northern edge of the southern driveway. Figure 4 shows the spacing of the driveways from centerline to centerline). Considering the relatively low traffic volumes forecast for the Project driveways, as shown on Figure 5, and no conflicting movements on the west side of Los Carneros Road, the spacing between the Project driveways would be adequate.

Driveway Operations

The following section reviews the operations of the two Project driveways on Los Carneros Road. Existing + Project Volumes on weekdays were forecast for the driveways in order to complete the analysis, as presented in Figure 5.

Levels of service were calculated for the two driveways using the Highway Capacity Manual (HCM)³ methodology for 2-way stop-sign controlled intersections (level of service calculations are attached). Table 5 presents the results of the LOS calculations.

³ Highway Capacity Manual, Transportation Research Board, 8th Edition, 2025.

Table 5
Project Driveway LOS

Intersection	Existing + Project		Consistent?
	AM Peak Delay / LOS	PM Peak Delay / LOS	
Los Carneros Road/Northern Driveway Northern Driveway Left + Right SB Los Carneros Road Left Average Weighted Delay	11.5 Sec./LOS B 7.7 Sec./LOS A 10.3 Sec./LOS B	11.1 Sec./LOS B 8.0 Sec./LOS A 10.3 Sec./LOS B	Yes
Los Carneros Road/Southern Driveway Southern Driveway Left + Right SB Los Carneros Road Left Average Weighted Delay	11.8 Sec./LOS B 7.7 Sec./LOS A 10.7 Sec./LOS B	11.3 Sec./LOS B 8.0 Sec./LOS A 10.6 Sec./LOS B	Yes

The data presented in Table 5 indicate that the Project driveways on Los Carneros Road would operate acceptably in the LOS B range with Existing + Project traffic volumes, which is consistent with the City's standards.

Driveway Sight Distances

Sight distances were analyzed at the two Project driveway locations on Los Carneros Road (see Figure 6). The stopping sight distance standards outlined in the Caltrans Highway Design Manual were used to determine the minimum driveway sight distances requirements⁴. The posted speed limit on Los Carneros Road adjacent to the site is 45 MPH, which requires a minimum sight distance of 360 feet. Table 6 presents the stopping sight distances measured at the Project driveways and the Caltrans requirements based on the posted speed limit.

Table 6
Sight Distance from Project Driveways

Driveway	Design Speed	Sight Distance Requirement	Sight Distance Provided Looking North	Sight Distance Provided Looking South
Southern Driveway	45 MPH	360 Feet	1,080 Feet	875 Feet
Northern Driveway	45 MPH	360 Feet	920 Feet	635 Feet

The data presented in Table 6 show that the sight distances at the two Project driveways exceed the Caltrans minimum sight distance standards.

It is noted that there are several trees currently located along Los Carneros Road south of Covington Way on the Project site (see attached photos). The existing trees and additional trees that are to be planted as part of the Project (see Figure 7 – Landscape Plan) will need regular maintenance to ensure that sight distances are not obstructed.

⁴ Highway Design Manual, California Department of Transportation, July 2020.

ZONING ORDINANCE PARKING REQUIREMENTS

The Project is proposing to provide 117 parking spaces. As noted in the Project description, the pre-school and day care center facilities would operate on weekdays and the church activities would take place during weekday evenings (after 5:00 PM) and Sundays, thus, the parking spaces would be shared between the church and pre-school/day-care facilities. Separate parking requirements were therefore developed for weekdays when the day care center, school and church office activities occur and on weekends when the larger religious services occur. Table 7 presents the City of Goleta Zoning Ordinance parking requirements for the Project.

Table 7
Anthem Chapel City of Goleta Parking Requirements

Component	Size	Rate	Parking Required	Spaces Provided
Weekday(a)				
Day Care Center	55 Students	1 Space/10 Students 1 Loading Space/10 Students	6 Spaces <u>6 Spaces</u> 12 Spaces	117 Spaces
Pre-School	55 Students	1 Space/10 Students 1 Loading Space/10 Students	6 Spaces <u>6 Spaces</u> 12 Spaces	
Church Admin	1,154 SF Office	1 Space/300 SF	4 Spaces	
Weekday Total			28 Spaces	
Weekend(a)				
Sanctuary (Assembly Area)	5,042 SF	1 Space/50 SF	101 Spaces	117 Spaces

(a) Separate calculations completed for weekdays and weekends.

The data presented in Table 7 show that the City Zoning Ordinance parking requirement for the weekday day care, pre-school and church office activities is 28 spaces and the weekend requirement for the church sanctuary assembly area is 101 spaces. The 117 spaces provided onsite would therefore satisfy the City's parking requirements.

VEHICLE MILES TRAVELED ANALYSIS

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The City of Goleta has published a "VMT Thresholds Study",⁵ in compliance with Senate Bill 743, which includes a requirement to analyze VMT as the transportation impact metric for CEQA rather than the traditional Level of Service (LOS) metric used previously.

⁵ VMT Thresholds Study, City of Goleta, GHD, July 2020.

CEQA Guidelines. The Governor’s Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.⁶ The Technical Advisory provides screening tools to determine when a project may have significant VMT impacts, as follows:



Criteria for Mixed-Use Developments

The City’s CEQA Guidelines manual provides the following guidance for mixed-use projects:

“For mixed use projects, evaluate each component independently using the above thresholds, considering credit for internal capture, or evaluate dominant use.”

Based on this guidance, separate VMT analyses were completed for the church and day care/pre-school components of the Project.

VMT Analysis - Church

For general purposes, the church operates during the weekday as an office, therefore the City’s criteria for work-based projects were utilized to evaluate potential VMT impacts as reviewed below.

City of Goleta’s VMT Calculator

The City has developed the VMT calculator (“SB 743 Sketch VMT Tool”) to assess a project’s potential VMT impacts based on the project’s description, location, and attributes. For most residential and office projects, the sketch tool is the approved method to calculate project VMT. The City has made the sketch tool available for use by transportation consultants, developers, and others in assessing VMT for development projects. Table 8 presents the results of the analysis and identifies potential Project impacts based on the City’s thresholds of significance.

Table 8
Church VMT Comparison to City Threshold

Project Size	City of Goleta VMT Threshold	Project VMT	Potential Impact?
6,570 SF	14.26 VMT Per Employee	13.71 VMT Per Employee	NO

The data presented in Table 8 indicate that the Project would generate 13.71 VMT per employee for the church component of the Project. These Project-generated VMT levels would not exceed the City’s threshold of 14.26 VMT per employee (as shown on the VMT Calculator worksheet) and the church component of the Project would have a less than significant VMT impact.

⁶ Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor’s Office of Planning and Research, December 2018.

VMT Analysis – School/Day Care

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 3.0 of the City of Goleta's VMT Thresholds Study establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. The City's VMT screening criteria that apply to the Project are presented below.

3.7 Screening for Local-Serving Retail

"Locally-serving retail is defined as a retail project in an urban environment which improves retail destination proximity, shortens trips and reduced VMT. Individual retail units of less than 10,000 square feet may be presumed to have less than significant VMT effects if they are deemed to be locally serving."

Local agencies may elect to classify certain uses as local serving if the use is expected to draw users from a relatively small geographic area, leading to short-distance trips, and trips that are linked to other destinations. A neighborhood day care/pre-school facility primarily draws students from a relatively small geographic area in the vicinity of the school site, which results in short-distance trips. The closest similar land-use to the Project is the Posy pre-school located 0.8 miles to the east of the Project site. There are 4 similar pre-schools/day cares located over 2 miles from the Project site. The Project would provide a pre-school/day care with only 1 similar pre-school within 1 mile and on the north side of US 101, thus the Project would lead to shorter trip distances. Other agencies in California, such as County of Sacramento, County of San Diego, City of Irvine, and City of Pomona have adopted a school use as a local serving use as it meets the intent of SB 743. Therefore, based on the locally serving use screening criteria, the VMT generated by the school/day care is less than significant.

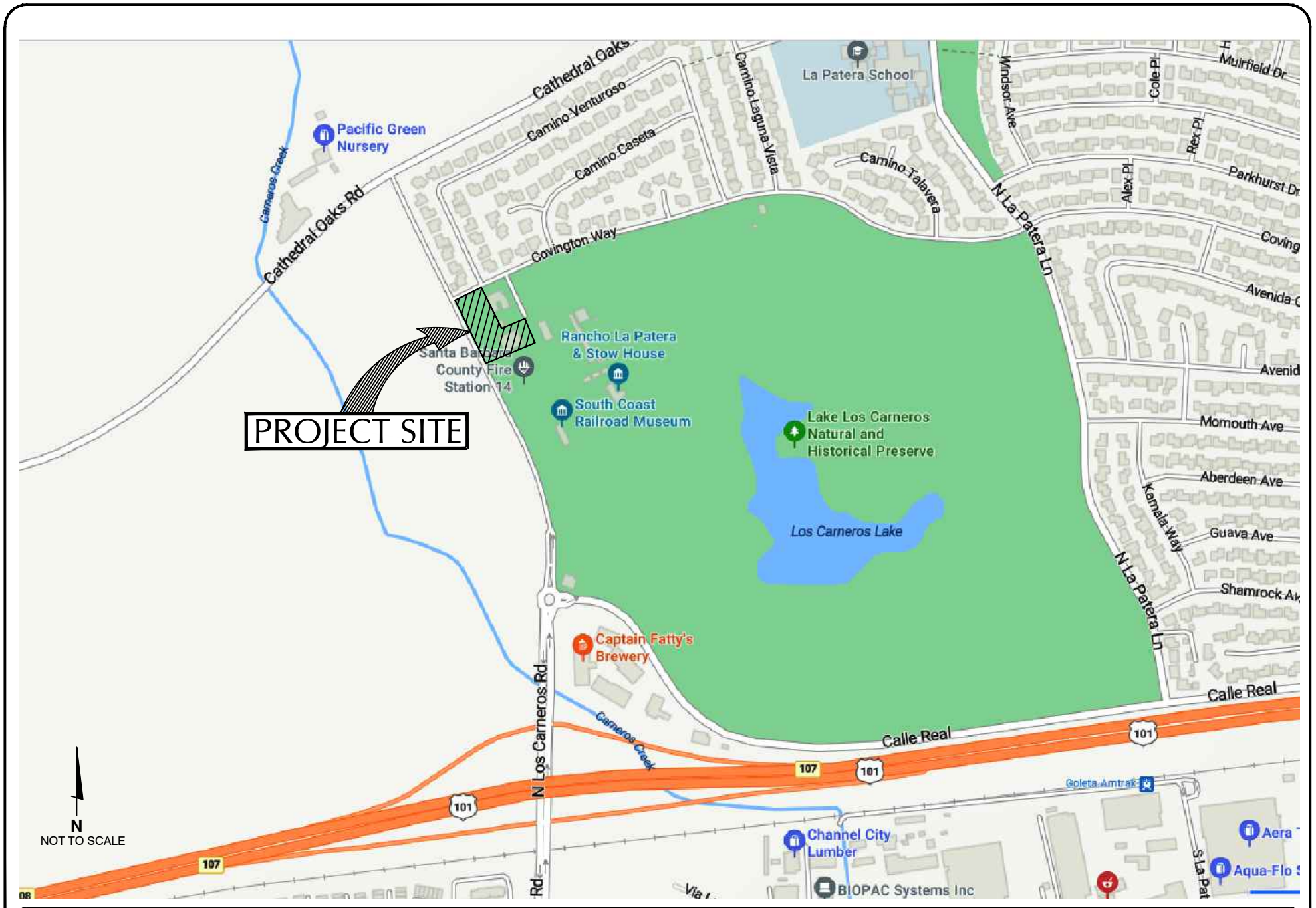
This concludes ATE's Phase I traffic, parking and VMT study for the Anthem Chapel Project.

Associated Transportation Engineers



By: Scott A. Schell
Principal Transportation Planner

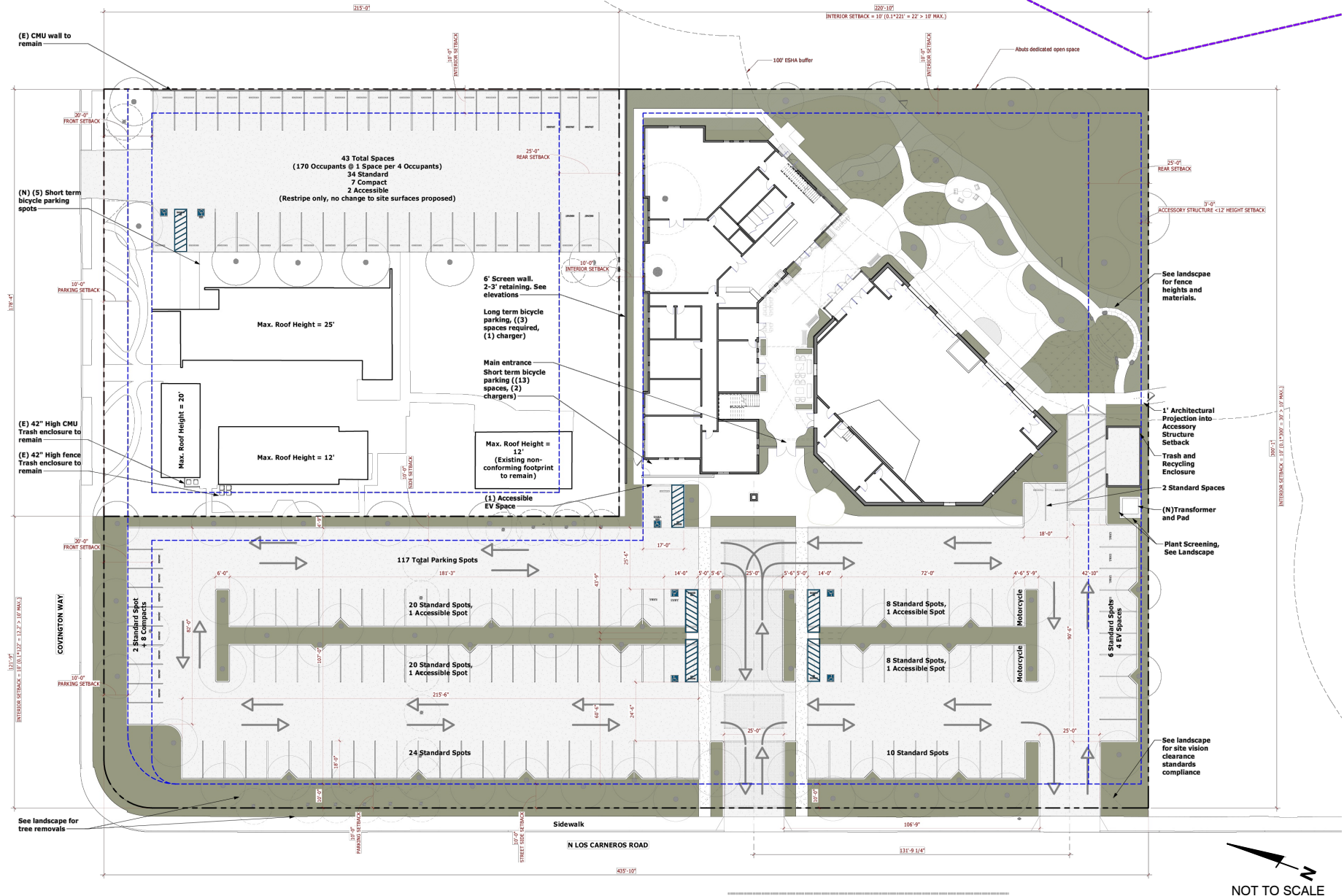
Attachments:



ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE LOCATION

FIGURE CE 4-1
BOUNDARY

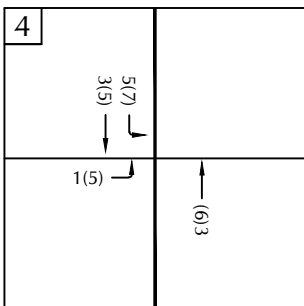
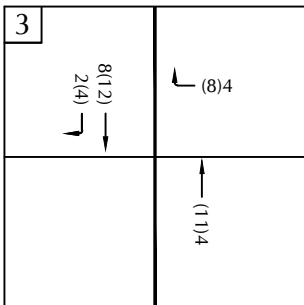
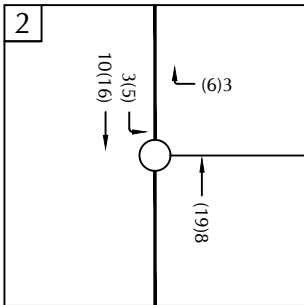
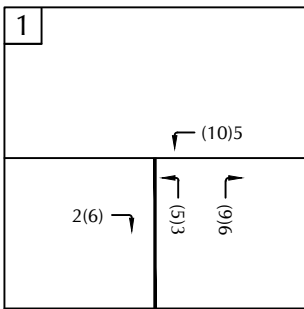


ASSOCIATED
TRANSPORTATION
ENGINEERS

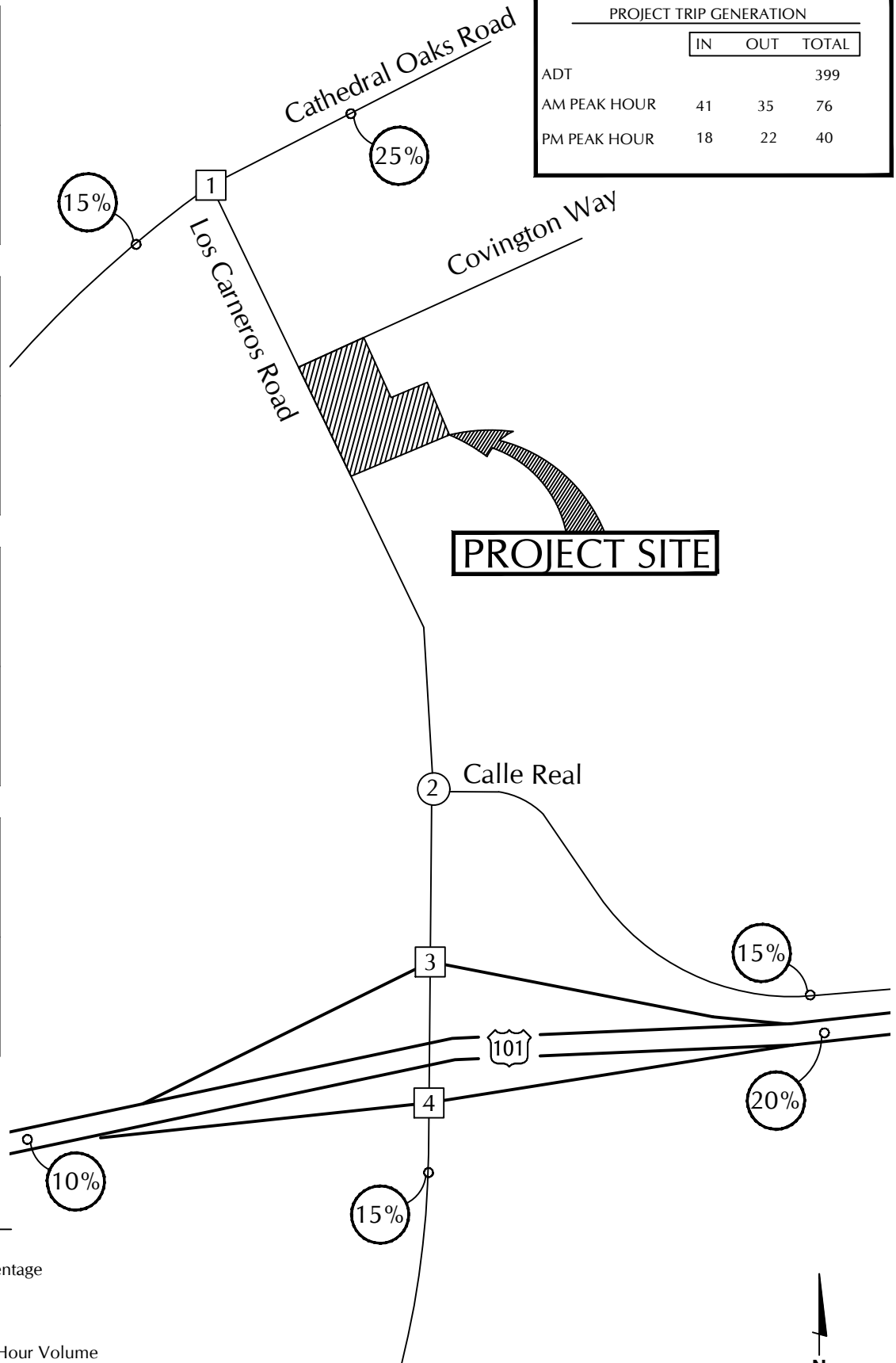
PROJECT SITE PLAN

FIGURE 2

GM-ATE#24009



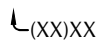
PROJECT TRIP GENERATION			
	IN	OUT	TOTAL
ADT			399
AM PEAK HOUR	41	35	76
PM PEAK HOUR	18	22	40



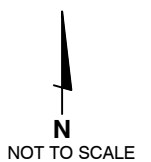
LEGEND



- Distribution Percentage



- (AM)PM Peak Hour Volume

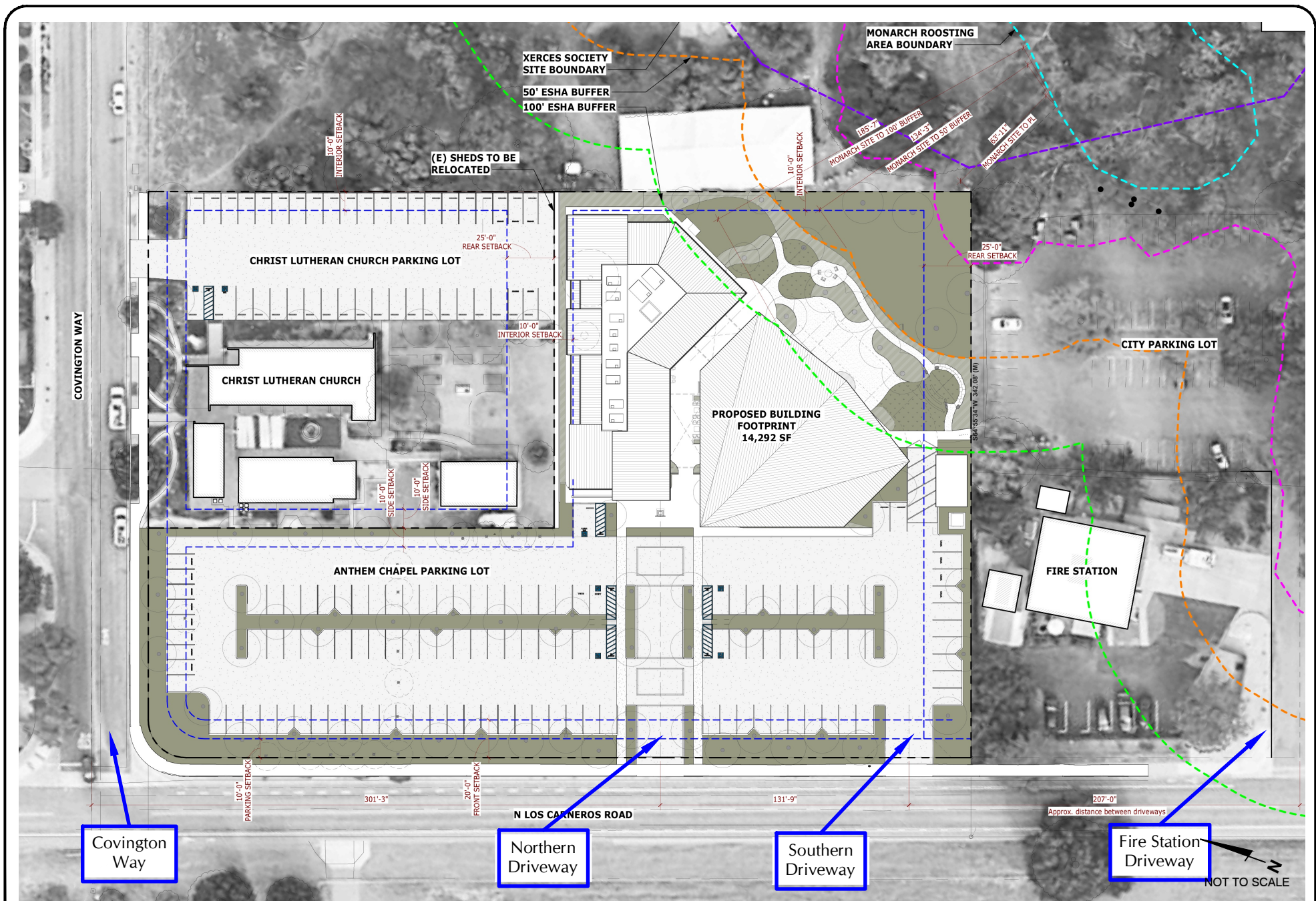


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 3

GM- ATE#24009

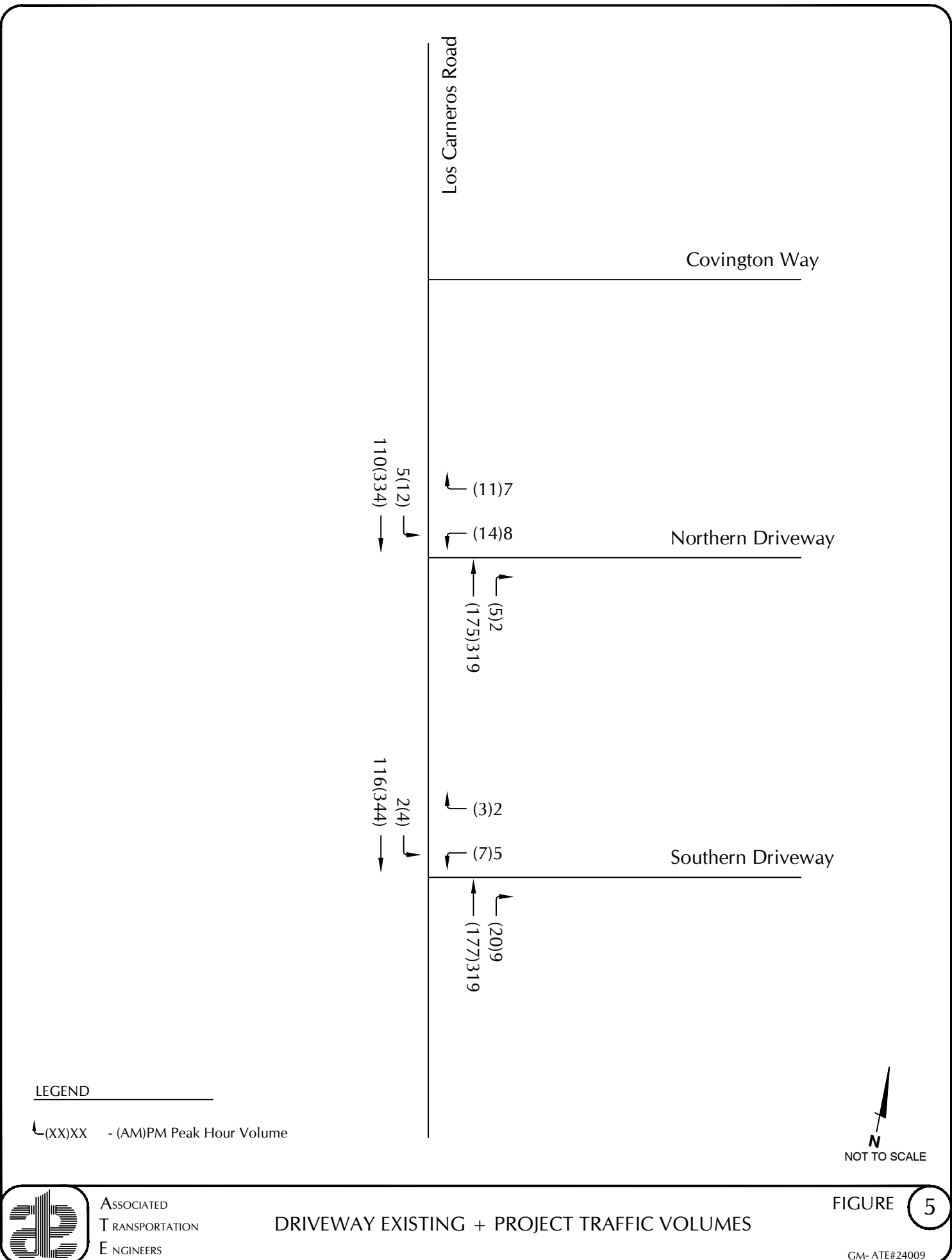


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT DRIVEWAY SPACING

FIGURE 4

GM- ATE#24009



ASSOCIATED
TRANSPORTATION
ENGINEERS

DRIVEWAY EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE

5

GM- ATE#24009

Northern Driveway

Looking South



Looking North



Southern Driveway

Looking South



Looking North



ASSOCIATED
TRANSPORTATION
ENGINEERS

PROPOSED DRIVEWAY SIGHT DISTANCE PHOTOS

FIGURE

6

GM- ATE#24009



Associated Transportation Engineers #24009
Trip Generation Worksheet

ANTHEM CHAPEL PROJECT

Use	Size	Pass-By Factor (c)	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Church (a)	6,570 SF	1.00	6.78	45	0.37	2	62%	1	38%	1	0.43	3	41%	1	59%	2
Day Care Center (b)	55 Students	0.85	3.79	177	0.79	37	53%	20	47%	17	0.79	37	47%	17	53%	20
Pre-School (b)	55 Students	0.85	3.79	177	0.79	37	53%	20	47%	17	-	0	-	0	-	0
Totals				399		76		41		35		40		18		22

(a) Trip generation based on ITE rates for Church (ITE #560). ADT, AM peak hour, and PM peak hour based on average rate.

(b) Trip generation based on ITE rates for Day Care Center (ITE #565). ADT, AM peak hour, and PM peak hour based on average rate. Pre-School closes at 1:00 PM, therefore no PM peak hour trips are assumed.

(c) ITE assumes a Pass-By of 44% for Day Care Center. The analysis conservatively assumes 15% Pass-By for the Day Care Center and Pre-School, therefore a 0.85 factor was applied.

Work Only Land Use Projects

Work Only uses appropriate for this category include those where the primary source of trips is made by employees.

The analysis computes the VMT per employee and compares against the City of Goleta thresholds

**Project Information**

Project Name: Anthem Chapel

Address: 6595 COVINGTON WAY, GOLETA, CA 93117

APN: 077-160-022

SBCAG TAZ: 20021

Goleta TAZ: 21

VMT District: 9

Geographic Screening: Not eligible for geographic screening for this development type

Employment Project Inputs

Daily Trips	<--- Choose type of input (Jobs, Sq.Ft., Daily Trips)
45	<--- Enter Number of Daily Trips

Mitigation:

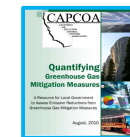
If needed, Mitigation Analysis must be conducted separately, entered here, and approved by City of Goleta

None	<--- Choose type of Mitigation
0.0%	<--- Mitigation Percent
	<--- Slider for Mitigation Reduction

Notes:

- 1) Trip generation takes user input in units of Daily Trips
- 2) Default parameters used for VMT analysis
- 3) Mitigation Type = None; for a total reduction of 0%

[Click for CAPCOA Reference](#)

**Results**

Not eligible for geographic screening for this development type

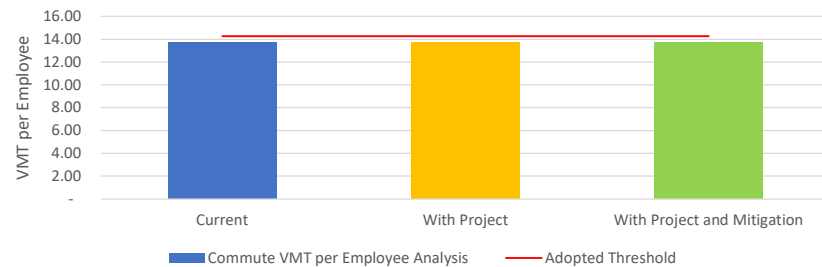
No analysis is required, project is under the minimum daily trip threshold

Growth Assumptions

VMT District: 9	Employment
Current	328
Added	29
New Total	357

Commute VMT per Employee Analysis

VMT District: 9	VMT per Employee	Adopted Threshold
Current	13.69	14.26
With Project	13.71	14.26

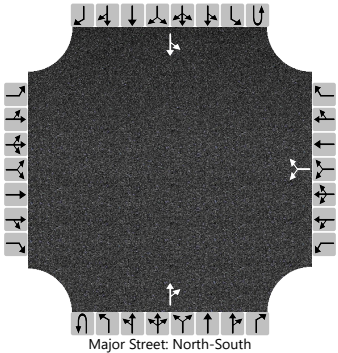
Threshold Analysis**Final Result:**

Project Meets Threshold

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	LOS CARNEROS ROAD/NORTHERN DRIVEWAY
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	12/19/2025	East/West Street	NORTHERN DRIVEWAY
Analysis Year	2025	North/South Street	LOS CARNEROS ROAD
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EX+PROJ		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						14		11			175	5		12	334	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

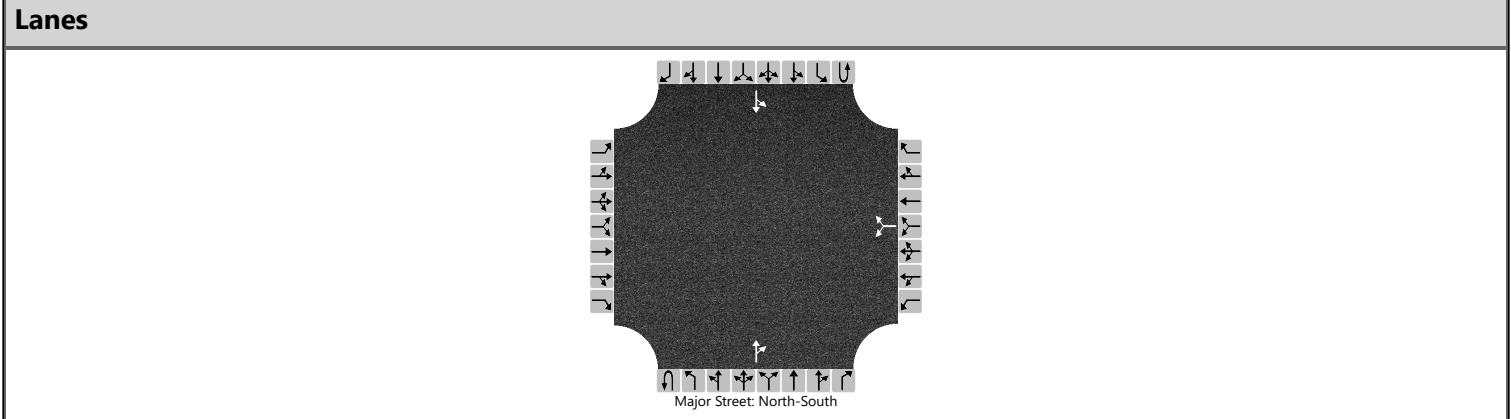
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27								13		
Capacity, c (veh/h)						582								1371		
v/c Ratio						0.05								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						11.5								7.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.5								0.4			
Approach LOS					B								A			

AWD = 10.3 sec. (LOS B)

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	LOS CARNEROS ROAD/NORTHERN DRIVEWAY
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	12/19/2025	East/West Street	NORTHERN DRIVEWAY
Analysis Year	2025	North/South Street	LOS CARNEROS ROAD
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EX+PROJ		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						8		7			319	2		5	110	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

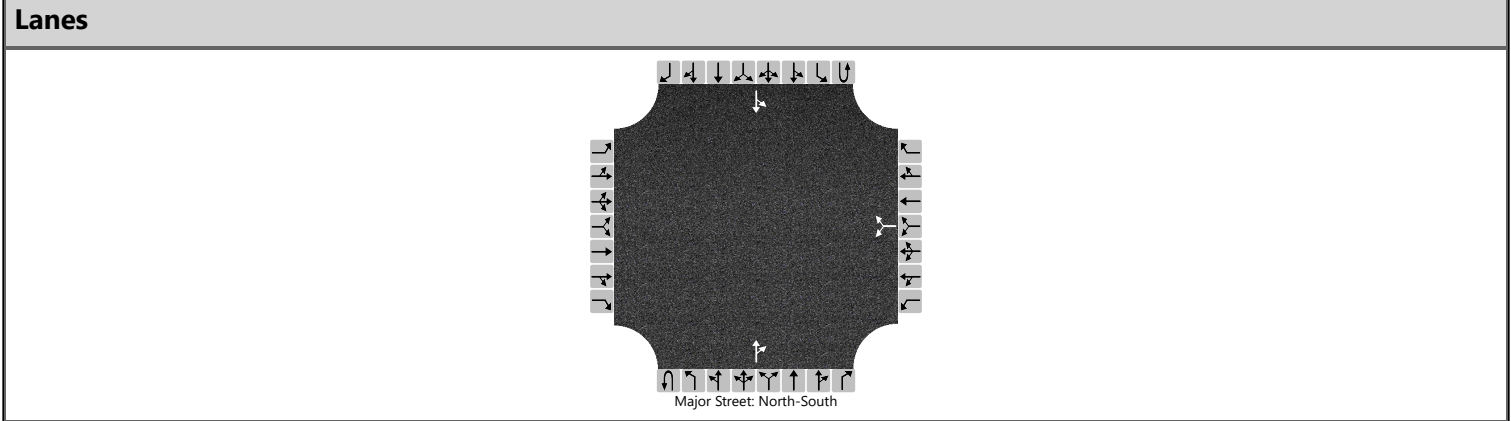
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						16								5		
Capacity, c (veh/h)						603								1204		
v/c Ratio						0.03								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						11.1								8.0	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.1								0.4			
Approach LOS					B								A			

AWD = 10.3 sec. (LOS B)

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	LOS CARNEROS ROAD/SOUTHERN DRIVEWAY
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	12/19/2025	East/West Street	SOUTHERN DRIVEWAY
Analysis Year	2025	North/South Street	LOS CARNEROS ROAD
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EX+PROJ		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		3			177	20		4	344	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

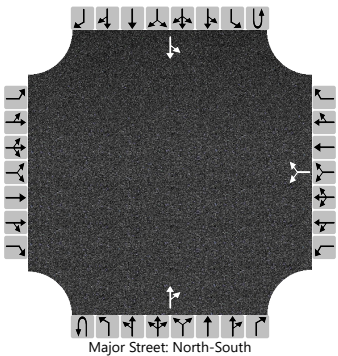
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							11							4		
Capacity, c (veh/h)							540							1350		
v/c Ratio							0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
95% Queue Length, Q ₉₅ (ft)							2.6							0.0		
Control Delay (s/veh)							11.8							7.7	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.8								0.1			
Approach LOS					B								A			

AWD = 10.7 sec. (LOS B)

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	LOS CARNEROS ROAD/SOUTHERN DRIVEWAY
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	12/19/2025	East/West Street	SOUTHERN DRIVEWAY
Analysis Year	2025	North/South Street	LOS CARNEROS ROAD
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EX+PROJ		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		2			319	9		2	116	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8								2		
Capacity, c (veh/h)						576								1197		
v/c Ratio						0.01								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						11.3								8.0	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.3								0.2			
Approach LOS					B								A			

AWD = 10.6 sec. (LOS B)