



ASSOCIATED TRANSPORTATION ENGINEERS

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September 19, 2025

23069.01L04

Matt Najera, Headmaster
St. Therese Classical Academy
c/o CAM Land Use and Development, Inc.
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UPDATED PHASE I TRAFFIC, PARKING AND VMT STUDY FOR THE SAINT THERESE CLASSICAL ACADEMY EXPANSION PROJECT - COUNTY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following updated Phase I traffic, parking and VMT study for the Saint Therese Classical Academy Project (the "Project") proposed in the Goleta area of Santa Barbara County. ATE previously submitted a Phase I traffic, parking and VMT study dated December 11, 2024. This updated study evaluates small group gatherings and events in the traffic and parking analyses; and presents additional analyses of the Project driveway (turn lane warrants, Levels of Service, queuing etc.) to address the comments provided by County staff.

PROJECT DESCRIPTION

The Saint Therese Classical Academy school ("the School") currently operates on the Christ the King Episcopal Church ("the Church") site located at 5073 Hollister Avenue in the Goleta area of Santa Barbara County, as shown in Figure 1 (attached). There is an active conditional use permit (CUP) dating back to the 1970's to allow for school use in addition to church use. The original CUP approved classrooms for Sunday School and occasional youth group meetings, not for use as a full-time school. The Church is seeking to amend the conditions of defined use to allow for the operation of the School as a third-party academic institution, with an enrollment size of up to 85 students during the regular school year and 40 students during a 6-week summer school. The Project also includes the addition of two portable classroom buildings to the site. The Project's requested change to implement full-time academic enrollment and the addition of the two new classroom buildings would require a CUP revision. Figure 2 illustrates the Project site plan.

Access to the existing church site is provided via an existing driveway on Hollister Avenue located approximately 25 feet west of the Project's eastern property line. The driveway provides access to the on-site parking lot which currently contains 84 parking spaces. The driveway is limited to right-turn in and right-turn out only movements by the raised median on Hollister Avenue. The Project is proposing to implement a loading zone in the parking lot as requested by the South Board of Architectural Review (SBAR), which will reduce the parking supply by 6 spaces for a total of 76 spaces. The Project is not proposing any changes to the driveway.

PROJECT TRIP GENERATION

Trip generation estimates were calculated for the Project using rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).¹ The rates for Private School (K-12) (Land Use Code #532) were used for the analysis. Table 1 presents the trip generation estimates for the Project. No credits were assumed for the existing school operations that currently occur on-site.

Table 1
Project Trip Generation Estimates

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
School (a)	85 Students	2.48	211	0.79	67 (42/25)	0.17	14 (6/8)

(a) Trip generation based on ITE rates for Private School (K-12) (ITE #532).

The data presented in Table 1 indicate that the Project is forecast to generate 211 average daily trips (ADT), 67 AM peak hour trips, and 14 PM peak hour trips.

It is noted that small group gatherings of up to 20 attendees may occur on Mondays and Tuesdays from 7:00 PM to 8:00 PM. These trips would be generated outside of the AM and PM peak hour periods and are accounted for in the ITE trip generation rates for Private School K-12 (Land Use Code #532) which include typical afterschool and evening activities. Special events (Back to School Night, Barn Dance, Open House, and Graduation) of 50 to 150 attendees would occur outside of AM and PM peak hours and thus would not change the traffic analysis.

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 the Goleta area. The Project trip distribution presented in Table 2 and Figure 3 shows the distribution of Project traffic on the local street system.

¹ Trip Generation Manual, Institute of Transportation Engineers, 11th Edition, 2021.

Table 2
Project Trip Distribution

Route	Origin/Destination	Percentage
US 101	North	20%
	South	45%
Hollister Avenue	West	10%
	East	10%
Patterson Avenue	North	10%
Turnpike Road	North	5%
Total:		100%

CONSISTENCY WITH TRAFFIC POLICIES

It is noted that some of the study-area intersections are located in the City of Goleta as well as the County of Santa Barbara. Both the City and County traffic consistency standards were therefore utilized to assess the Project's traffic additions.

Santa Barbara County Thresholds

The County's transportation thresholds are based on the policies and standards contained in the Eastern Goleta Valley Community Plan, which are reviewed below.

1. **Roadway Standards:** A project's consistency with this section shall be determined as follows:
 - a. For roadways where the Estimated Future Volume does not exceed the acceptable capacity, a project would be considered consistent with this section of the community plan if the number of ADTs contributed by the project would not exceed acceptable capacity.
 - b. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the community plan only if:
 - i. The number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or
 - ii. The project provides a substantial contribution to a high priority multimodal transportation project (or projects) as identified in the GVTIP that:
 - Substantially improves the multimodal transportation network.
 - Has a reasonable relationship to the project.
 - Is proportional to the size and extent of the project's impact on transportation system.

2. **Intersection Standards:** Intersection capacity is stated in the terms of the proportion of the volume of traffic carried (V) to its design capacity (c); with a volume-to capacity ratio (V/C) of 1.00 equal to gridlock, a V/C/ ratio of 0.90 equal to LOS E, on down to V/C/ ratio of 0.70 equal to LOS C and a V/C ratio of 0.50 equal to LOS A.
 - a. Projects contributing to Peak Hour Trips to intersections that operate at an Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.
 - i. For Intersections operating at an estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.
 - ii. For Intersections operating at an estimated future Level of Service C, no project shall result in a change in V/C ratio greater than 0.10.
 - iii. For Intersections operating at an estimated future Level of Service D, no project shall result in a change in V/C ratio greater than 0.03.
 - iv. For Intersections operating at an estimated future Level of Service E, no project shall result in a change in V/C ratio greater than 0.02.
 - v. For Intersections operating at an estimated future Level of Service F, no project shall result in a change in V/C ratio greater than 0.01.
 - b. Notwithstanding the standards in subdivision a, above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.
 - c. In order to make a finding of consistency with the Community Plan where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, the project shall be required to either:
 - i. Construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above.
 - ii. Construct or fund operation of a high priority multimodal transportation project (or projects) as identified in the GVTIP that substantially improves the multimodal transportation network, has a reasonable relationship to the project, and is proportional to the size and extend of the project's impact on Goleta's transportation system.

- iii. These intersection standards shall also apply to projects which generate Peak Hour trips to intersections within incorporated cities that are operating at levels of service worse than allowed by the city's Circulation Element.
- d. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.

City of Goleta Thresholds

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.

Roadway Consistency Analysis

Existing ADT volumes were obtained from the Montessori Center School Project traffic and circulation study² and the Goleta Valley Cottage Hospital (GVCH) Ambulatory Surgery Center (ASC) Project traffic, parking, and VMT study³, both completed by ATE. Table 3 presents the Existing and Existing + Project roadway volumes and identifies the Project's consistency with the roadway capacity standards.

Table 3
Existing + Project Roadway Volumes

Roadway Segment	Acceptable Capacity	Existing ADT	Project Added ADT	Existing + Project ADT	Consistent?
Patterson Ave. n/o Hollister Ave.	34,000	17,700	+ 63	17,763	Yes
Hollister Ave. w/o Turnpike Road	34,000	16,900	+ 127	17,027	Yes
Turnpike Road n/o Hollister Ave.	34,000	22,500	+ 106	22,606	Yes

The data presented in Table 3 show that the study-area roadway segments would remain within the City and County's acceptable capacity ratings. The Project would therefore be consistent with the City and County's roadway policies.

Intersection Consistency Analysis

Existing levels of service for the study-area intersections were obtained from the Montessori Center School Project traffic and circulation study and the GVCH ASC Project traffic, parking, and VMT study. Tables 4 and 5 summarize the Project trip additions shown on Figure 3 for the study-area intersections and identify the Project's consistency with the City of Goleta and Santa Barbara County policies.

² Revised Traffic and Circulation Study for the Montessori Center School Project, ATE, May 18, 2023.

³ Traffic, Parking, and VMT Study for the GVCH ASC Project, ATE, December 3, 2024.

Table 4
Existing + Project Intersection Operations - AM Peak Hour

Intersection	Existing		Project-Added Trips	Consistent?
	ICU/Delay	LOS		
US 101 NB Ramps/Patterson Avenue	0.67	B	13	Yes
US 101 SB Ramps/Patterson Avenue	0.59	A	20	Yes
Hollister Avenue/Patterson Avenue	0.49	A	28	Yes
US 101 NB Ramps/Turnpike Road	0.59	A	22	Yes
US 101 SB Ramps/Turnpike Road	0.71	C	33	Yes
Hollister Avenue/Turnpike Road	0.54	A	39	Yes

Table 5
Existing + Project Intersection Operations – PM Peak Hour

Intersection	Existing		Project-Added Trips	Consistent?
	ICU/Delay	LOS		
US 101 NB Ramps/Patterson Avenue	0.73	C	3	Yes
US 101 SB Ramps/Patterson Avenue	0.65	B	4	Yes
Hollister Avenue/Patterson Avenue	0.59	A	6	Yes
US 101 NB Ramps/Turnpike Road	0.67	B	3	Yes
US 101 SB Ramps/Turnpike Road	0.68	B	7	Yes
Hollister Avenue/Turnpike Road	0.62	B	8	Yes

As shown in Tables 4 and 5, the Project would add between 3 to 39 trips to the study-area intersections. This level of traffic added to the study-area intersections would not result in the intersection levels of service decreasing to LOS D. The Project would therefore be consistent with the City's and County's intersection standards.

SITE ACCESS AND CIRCULATION

Access to the Project site would be provided via one existing driveway on Hollister Avenue as shown on Figure 2. As noted previously, the Project is proposing to implement a loading zone in the parking lot. The Project is not proposing any changes to the driveway and is limited to right-turn in and right-turn out only movements by the raised median on Hollister Avenue. The following section reviews the operation of the Project driveway.

Driveway Intersection Operations

Levels of service (LOS) for the STOP-Sign controlled driveway on Hollister Avenue were calculated using the operations methodology outlined in the HCM. Table 6 presents the levels of service for the Project driveway (detailed LOS worksheets attached).

Table 6
Project Driveway Levels of Service – Existing + Project

Intersection	Delay / LOS	
	AM Peak Hour	PM Peak Hour
Project Driveway/Hollister Avenue NB Right	11.6 Sec./LOS B	13.5 Sec./LOS B

As shown in Table 6, delays for vehicles exiting the site driveway are forecast to operate in the LOS B range during the AM and PM peak hours under Existing + Project conditions, which meet the County's LOS C standard.

Driveway Queuing Analysis

A queueing analysis was conducted for the Project driveway to determine the future vehicle queues. The queue lengths were based on queues determined within the Highway Capacity Software (HCS).⁴ The analysis assumes the Existing + Project driveway volumes shown in Figure 4. Table 7 summarizes the peak (95th) queue forecasts for the Project driveway.

Table 7
Peak Hour Access Roadway Queues – Existing + Project Conditions

Driveway	95 th Queue Length	
	AM Peak Hour	PM Peak Hour
Project Driveway/Hollister Avenue	1 Vehicle	1 Vehicle

The data presented in Table 7 show that the approaching movement at the driveway is forecast to have 1 vehicle in queue. The County's Development Consistency Checklist indicates that adequate reservoir capacity must be provided for inbound and outbound vehicles at the Project driveway. The Project driveway provides 60 feet of reservoir capacity, which accommodates the Project driveway queue length forecast of a maximum of 1 vehicle.

Turn-Lane Warrant Analysis

Turn-lane warrants were conducted for the Project driveway based on the nomographs contained in the Santa Barbara County Engineering Design Standards. The County's warrants were evaluated using Existing + Project peak hour volumes. It is noted that left-turn deceleration lane warrants were not evaluated because left turns are not permitted on Hollister Avenue adjacent to the Project driveway. Tables 8 and 9 present the results of the turn-lane warrant analyses (detailed worksheets attached).

⁴ Highway Capacity Software, McTrans Center at the University of Florida Transportation Institute, 2025.

Table 8
Turn-Lane Warrant Analysis Results – Existing + Project AM Peak Hour Conditions

Driveway	Warrant	Warrant Satisfied?
Project Driveway	Right-Turn Deceleration Lane	Yes
	Right-Turn Acceleration Lane	No

Table 9
Turn-Lane Warrant Analysis Results – Existing + Project PM Peak Hour Conditions

Driveway	Warrant	Warrant Satisfied?
Project Driveway	Right-Turn Deceleration Lane	Yes
	Right-Turn Acceleration Lane	No

The data presented in Tables 8 and 9 indicate that the Existing + Project volumes forecast for the driveway would satisfy the right-turn deceleration lane under AM and PM peak hour conditions. A design exception will be requested at a later time to omit a right-turn deceleration lane from the Project design and approval will be necessary prior to decision maker hearing.

Driveway Design Assessment

The existing driveway is 24' wide and is located 35' away from the property line. The existing driveway therefore does not meet the County Driveway Spacing Standards (Appendix 7, Figure 1) of 25' minimum width and the spacing of 75' from the property line. Design exceptions will be requested for the width and location of the existing driveway at a later time and approval will be necessary prior to decision maker hearing.

Driveway Sight Distance Assessment

The existing Project driveway on Hollister Avenue is right turn in and out only. The sight distance looking west on Hollister Avenue extends past the Hollister Avenue/Walnut Lane intersection (over 800 feet), as shown on Figure 5. The posted speed limit on Hollister Avenue is 35 MPH and requires a minimum stopping sight distance of 250 feet, which is met at the Project driveway. The street trees should not be installed directly adjacent to the Project driveway, and landscaping should be less than 36" within the sight distance triangles. It is noted that the homes east of the site do not have driveways on Hollister Avenue and that the Hollister Avenue/Via El Cuadro intersection is approximately 435' east of the Project driveway.

ACCIDENT ANALYSIS

An accident analysis was completed to evaluate the accident rates for Hollister Avenue adjacent to the Project frontage. Accident data was obtained from the California Highway Patrol (CHP) for the most current 3-year period of accident records available.

It is important to note that accident data is used as a screening tool to identify potential safety problems. The rate of accidents was calculated for each intersection and then compared to California statewide averages for similar facilities to identify potential safety issues. By nature, accident rates experienced on a facility are often higher than the statewide average rate for similar facilities, since the statewide averages are comprised of lower-than-average rates + higher-than-average rates (lower + higher = average).

If the accident rate experienced on a facility is higher than the statewide average, the Caltrans significance test⁵ is performed to determine if the number of accidents that occurred on the facility is statistically significant. If the number of accidents experienced is statistically significant, more detailed safety investigations are performed to determine if there are accident patterns that can be corrected by changing design features of the facility (e.g., widen traffic lanes, widen roadway shoulders, change roadway curvatures, add signs, install traffic signals, etc.).

Accident rates were calculated for the Hollister Avenue roadway segment adjacent to the Project site using the 3-year accident history. The rate of accidents was then compared to the California statewide average for similar facilities. Table 10 presents the results of the analysis. (see attached accident rate calculations for more details).

Table 10
Hollister Avenue Accident Analysis

Segment/Intersection	# Accidents	Accident Rate(a)	Statewide Average Rate(b)
Hollister Avenue Walnut Lane to Via El Cuadro	3 Accidents	0.81 per mvm	1.23 per mvm

(a) Accident rates per million vehicle miles (mvm).

(b) Collision rate based on Caltrans data with recommended adjustment factor.

Hollister Avenue. As shown in Table 10, there were 3 accidents on Hollister Avenue between Walnut Lane and Via El Cuadro within the 3-year period. The rate of accidents was calculated at 0.81 accidents per million vehicle miles and the California statewide average for similar facilities is 1.23 accidents per million vehicle miles. Thus, the rate of accidents is lower than the statewide average.

Review of the accident data provided by CHP shows that the following types of accidents occurred at the intersection:

- Rear End 1 Collision
- Sideswipe 1 Collision
- Other 1 Collision

As shown, the accidents consisted of 1 rear end, 1 sideswipe, and 1 other.

⁵ Table C Task Force Summary Report, Caltrans, September 2002.

PARKING

Zoning Ordinance Parking Requirements

Separate parking requirements were developed for weekdays when the school activities occur and weekends when the religious services occur. Table 11 presents the County of Santa Barbara's Zoning Ordinance requirements for the Project.

Table 11
Christ the King Episcopal Church Santa Barbara County Parking Requirements

Component	Size	Rate	Parking Required	Spaces Provided
Weekday				
K-8 School	4 Teaching Stations	1.5 Spaces/Station	6 Spaces	76 Spaces
High School	3 Teaching Stations	6 Spaces/Station	18 Spaces	
Church Admin	2,682 SF	1 Space/300 SF	9 Spaces	
Total			33 Spaces	
Weekend				
Worship Hall	144 Seats	1 Space/4 Seats	36 Spaces	76 Spaces
Church Admin	2,682 SF	1 Space/300 SF	9 Spaces	
Total			45 Spaces	

The data presented in Table 11 show that the County Zoning Ordinance parking requirement for weekday school and church office activities is 33 spaces and the weekend requirement with religious services is 45 spaces. The 76 spaces provided onsite would satisfy the County's requirements.

As noted previously, small group gatherings of up to 20 attendees occur on Mondays and Tuesdays from 7:00 PM to 8:00 PM. These gatherings occur outside of regular school and church activities, therefore the 76 spaces provided onsite would satisfy the parking demand. Special events of 50 to 150 attendees (Back to School Night, Barn Dance, Open House, and Graduation) occur periodically throughout the school year. Assuming an average vehicle occupancy (AVO) of 2.5, the events would generate a parking demand of 20 to 60 vehicles. Events occur outside of regular school and church activities, therefore the 76 spaces provided onsite would satisfy the parking demand during these events.

VMT ANALYSIS

Recent legislation, Senate Bill 743, requires that a project's potential traffic impacts under the California Environmental Quality Act (CEQA) be evaluated based on a new metric that assesses a project's change in "Vehicle Miles Travelled", rather than the Level of Service metric used in the past. Cities and counties were required to implement Senate Bill 743 by July 1, 2020. Vehicle Miles Travelled (VMT) 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. Santa Barbara County has adopted draft VMT thresholds of significance that generally follow the State guidelines.⁶

CEQA Guidelines. The California 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.⁷ The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."

⁶ Transportation Analysis Updates in Santa Barbara County, County of Santa Barbara, Fehr & Peers, July 2020.

⁷ Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Trip Generation Analysis

The first step in completing the VMT analysis is to determine the annual average daily traffic (AADT) estimates for the Project (Monday – Sunday, January - December). The AADT estimates were calculated for the Project assuming the weekday trip generation estimates (presented previously in Table 1) prorated over the number of days the school would be open during the week (5 days per week) and the number of weeks the school would be open during the year (35 weeks per year of regular school and 6 weeks of per year of summer school). The special events that occur throughout the year (Back to School Night, Barn Dance, Open House, and Graduation) were also considered to determine the AADT estimates and were prorated over 365 days in a year. Table 12 presents the AADT estimates for the Project including the 4 events.

Table 12
Annual Average Daily Trip Generation Estimates

Use	Size	AVO	ADT Rate	ADT Trips	Weekday Factor (c)	# of Weeks in Session	Annual Factor	Annual ADT
Regular School (a)	85 Students	N/A	2.48	211	0.71	35	0.67 (d)	100
Summer School (b)	40 Students	N/A	2.48	99	0.71	6	0.12 (d)	8
Back to School Night	60 Attendees	2.5	2.00	48	N/A	N/A	0.003 (e)	0.20
Barn Dance	150 Attendees	2.5	2.00	120	N/A	N/A	0.003 (e)	0.40
Open House	50 Attendees	2.5	2.00	40	N/A	N/A	0.003 (e)	0.10
Graduation	100 Attendees	2.5	2.00	80	N/A	N/A	0.003 (e)	0.30
Total								109 AADT

(a) Trip generation based on ITE rates for Private School (K-12) (ITE #532).

(b) Trip generation based on ITE rates for Private School (K-12) (ITE #532). Assumes 40 students for summer school.

(c) Weekday Factor = $5/7 = 0.71$

(d) 35 weeks of school $35/52 = 0.67$. 6 weeks of summer school $6/52 = 0.12$.

(e) 1 day per year $1/365 = 0.003$.

As shown in Table 12, the Project is forecast to generate 109 AADT when taking the 4 events into account. The Project would therefore have a less-than-significant VMT impact based on the CEQA guidelines and screening thresholds adopted by the County (Project would generate less traffic than 110 ADT screening threshold).

This concludes ATE's Phase I traffic, parking and VMT study for the Saint Therese Classical Academy Project.

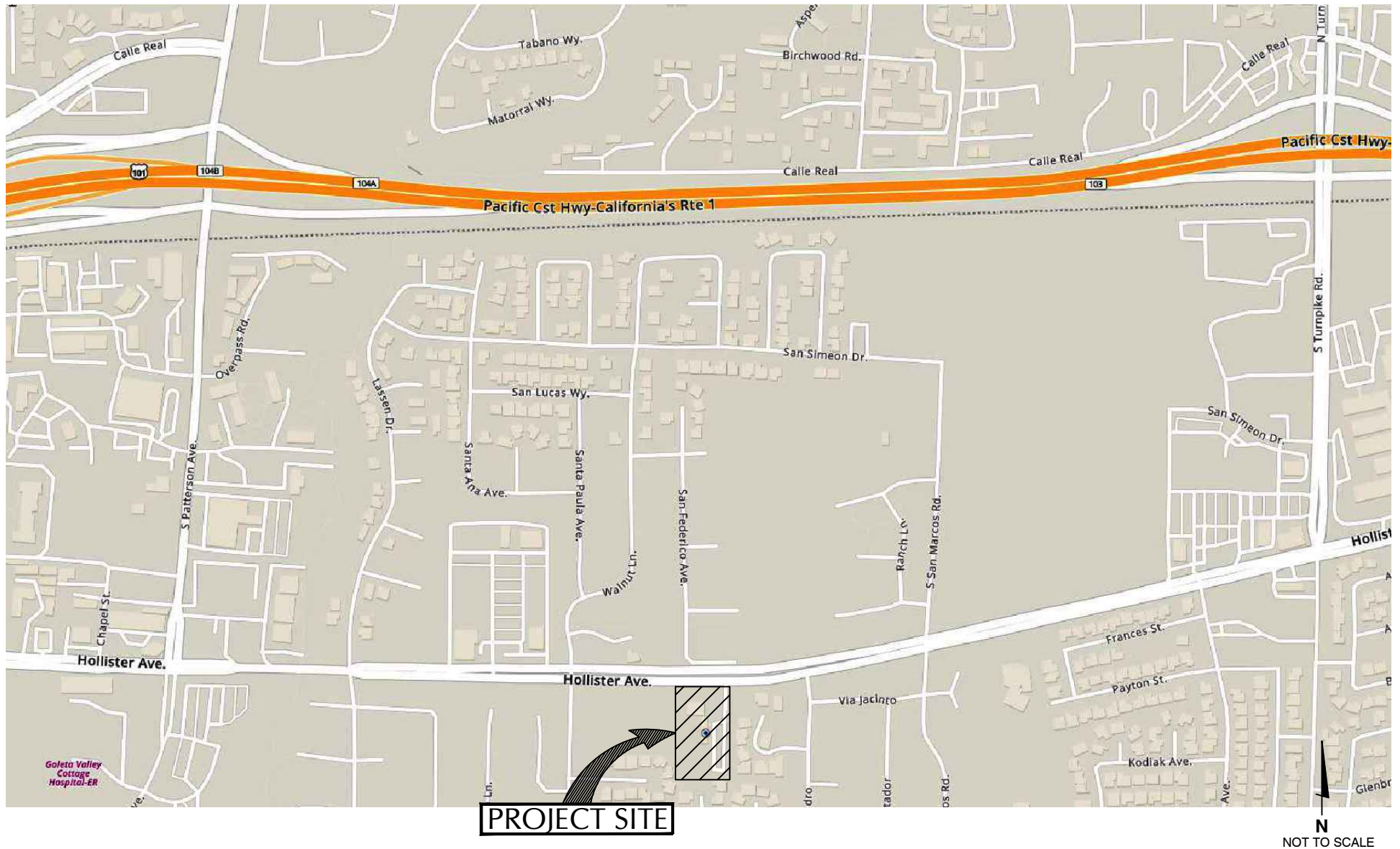
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read "Scott A. Schell". The signature is fluid and cursive, with the first name "Scott" being the most prominent part.

Scott A. Schell
Principal Transportation Planner

SAS/GOM/AGB

Attachments



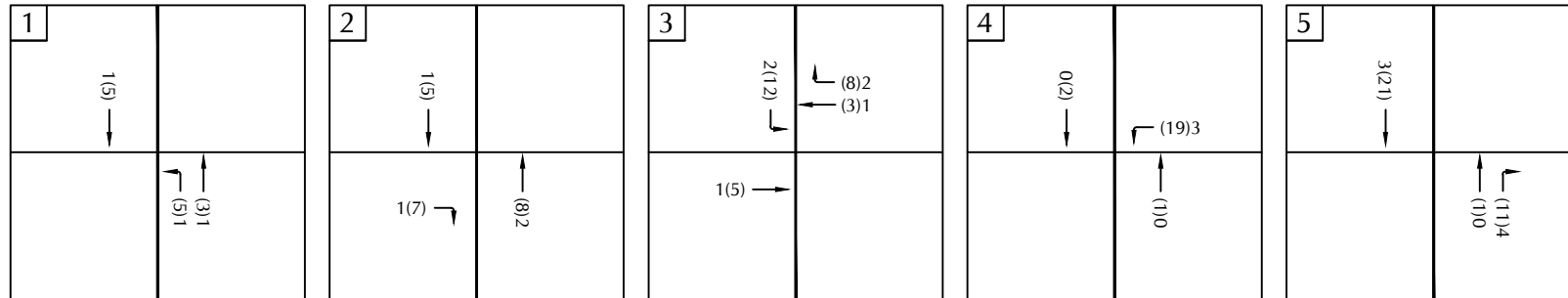
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PROJECT SITE LOCATION

FIGURE 1

GM-ATE#23069.01



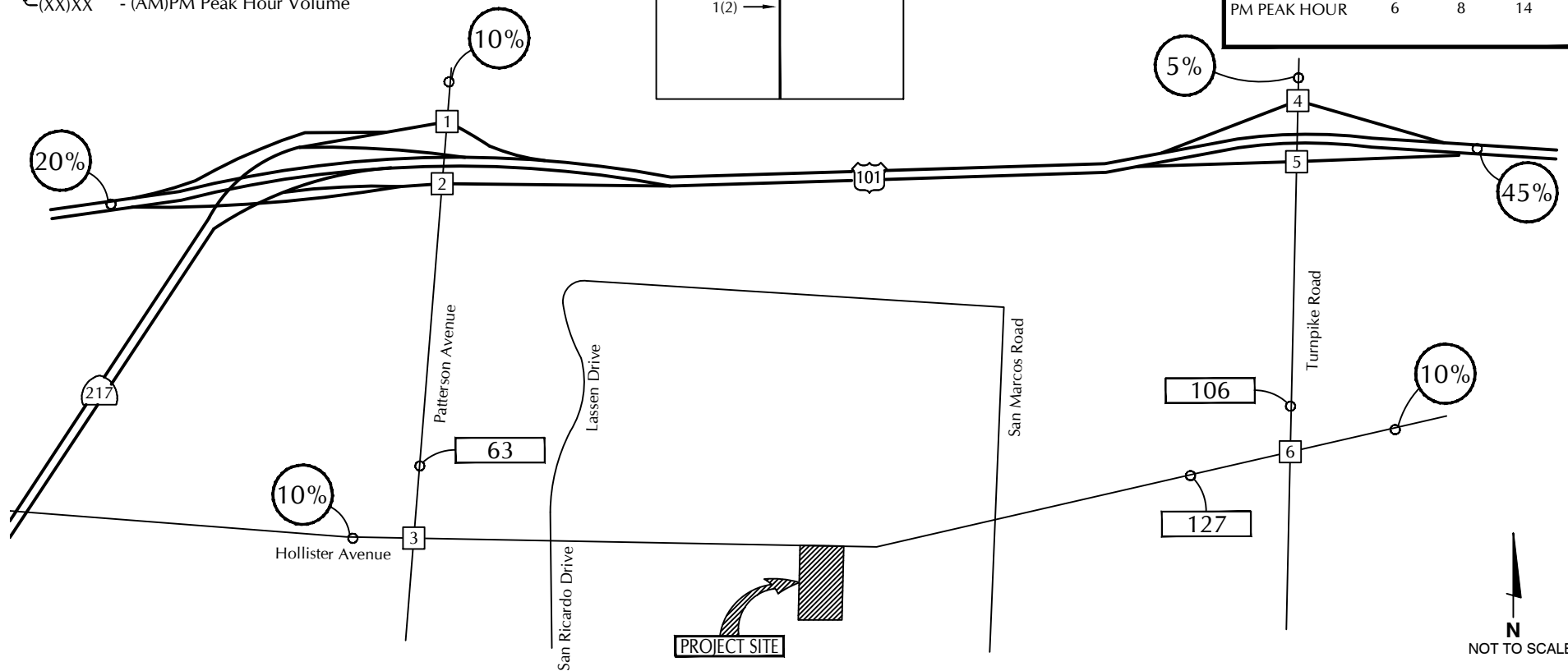


LEGEND

○ - Distribution Percentage

⤵(XX)XX - (AM)PM Peak Hour Volume

PROJECT TRIP GENERATION			
	IN	OUT	TOTAL
ADT			211
AM PEAK HOUR	42	25	67
PM PEAK HOUR	6	8	14



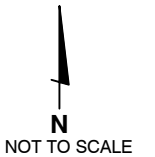
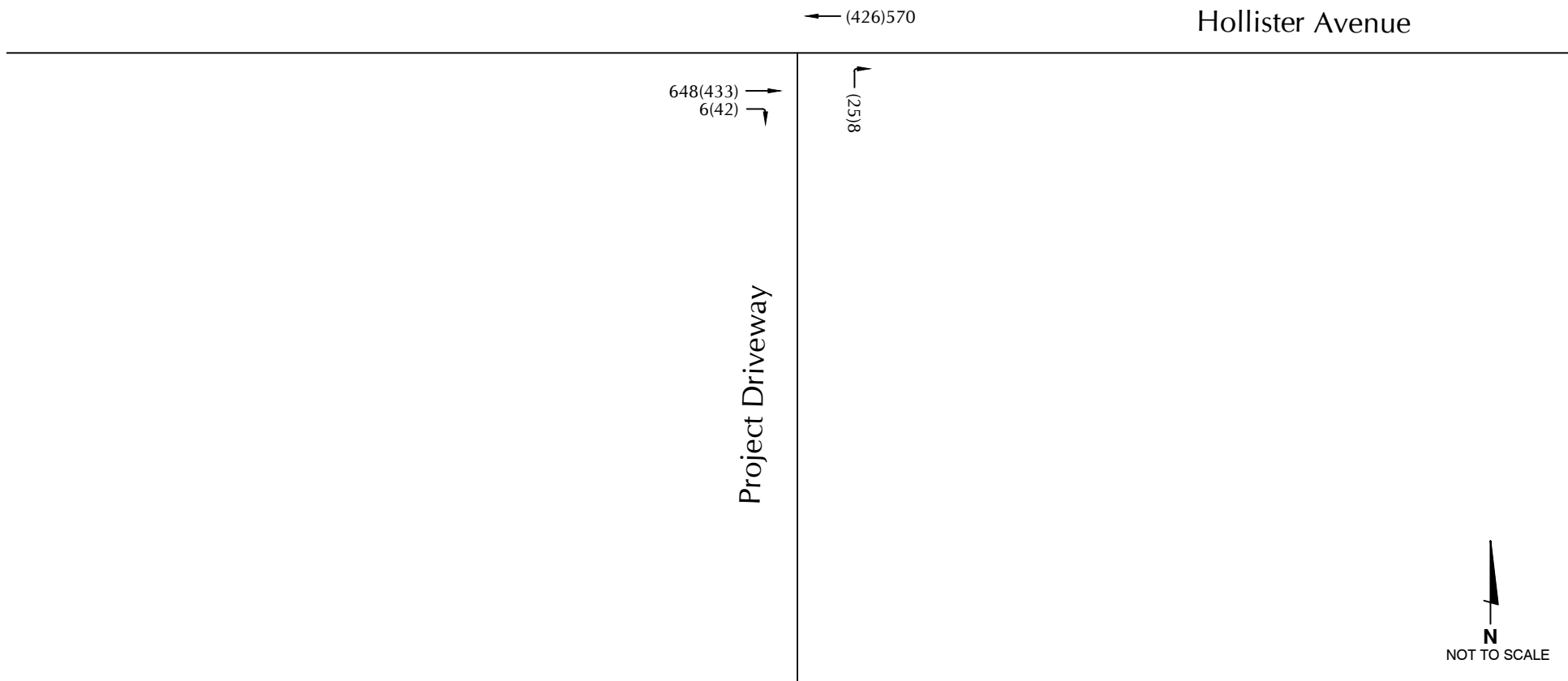
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 3



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EXISTING + PROJECT DRIVEWAY VOLUMES

FIGURE 4

GM- ATE#23069.01



Looking West



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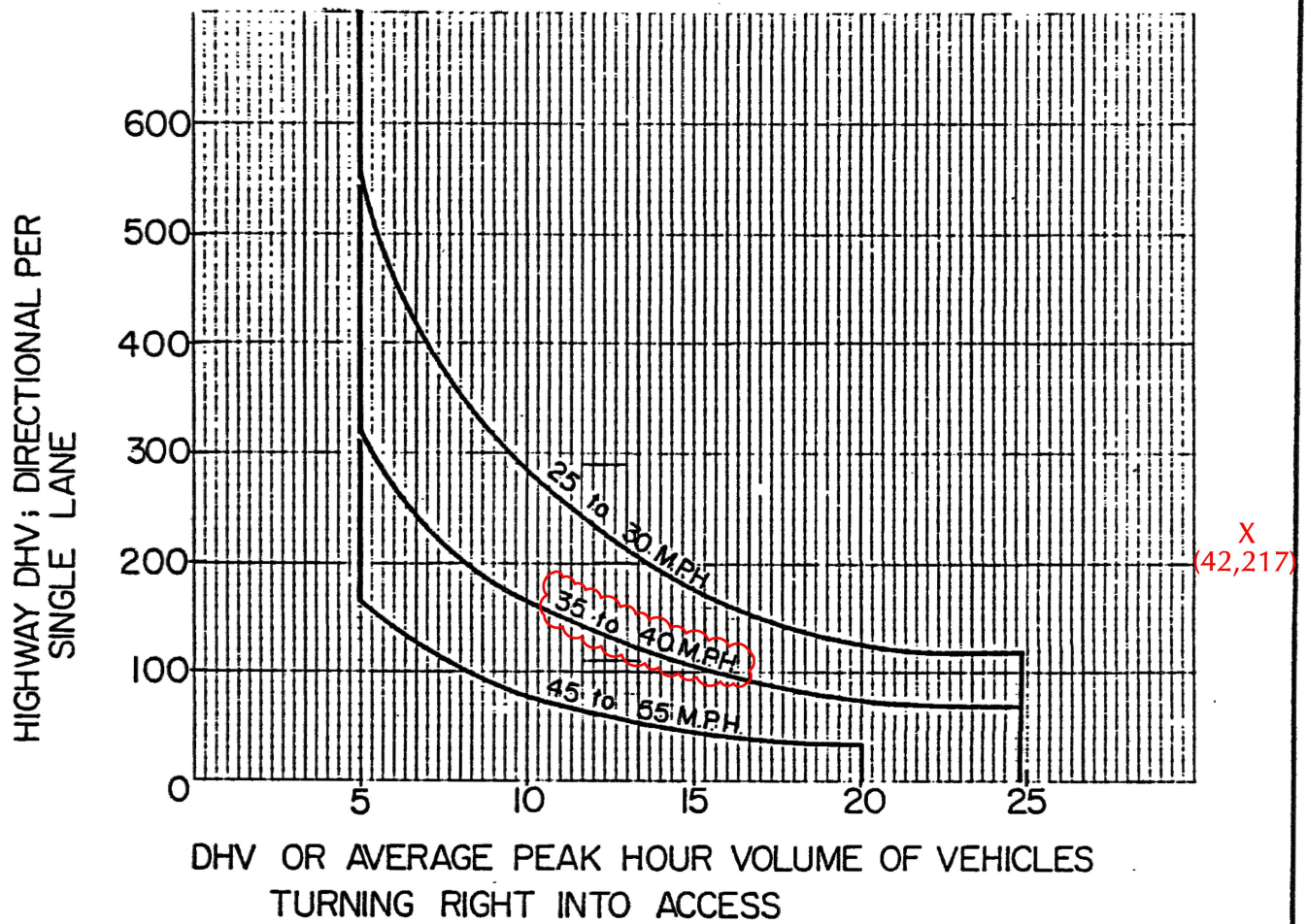
PROJECT DRIVEWAY SIGHT DISTANCE

FIGURE 5

GM- ATE#23069.01

Existing + Project - AM Peak Hour

Project Driveway



Posted Speed Limit: 35 MPH

Right-Turn Inbound Volume: 42

Advancing Volume: $433/2 \text{ lanes} = 217 \text{ per single lane}$

Data points satisfy warrant

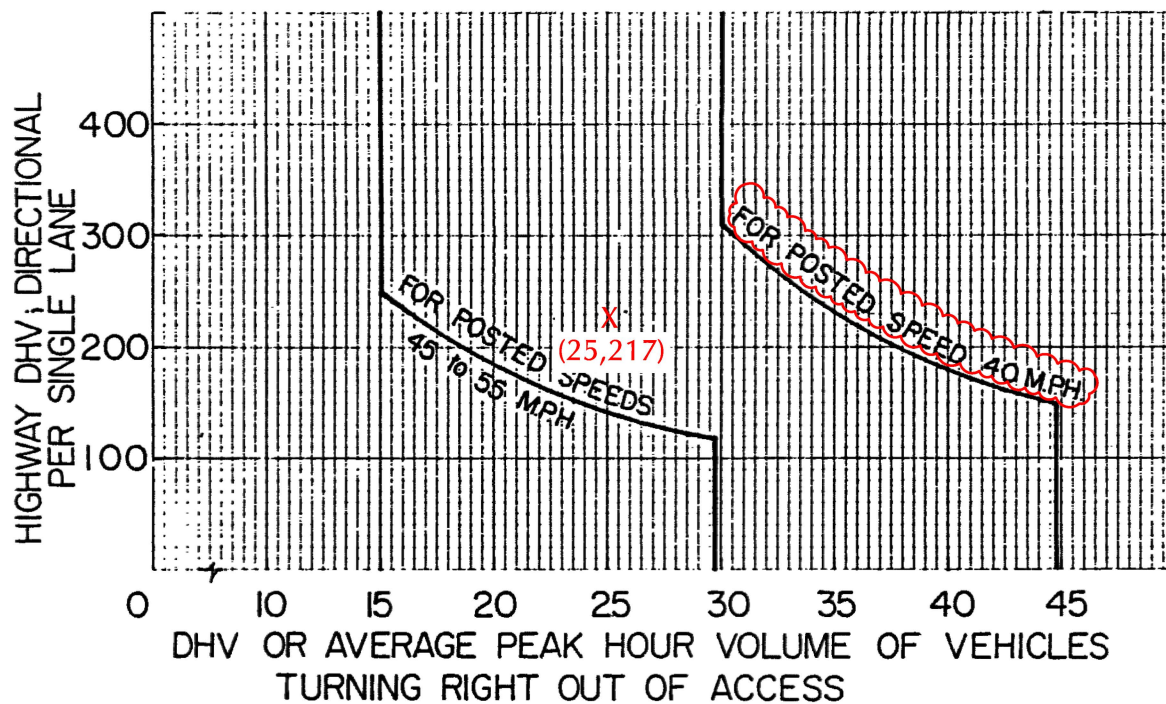
SANTA BARBARA COUNTY
DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

VOLUME WARRANTS FOR RIGHT-TURN
DECELERATION LANES

FIGURE
1

Existing + Project - AM Peak Hour

Project Driveway



Posted Speed Limit: 35 MPH

Right-Turn Outbound Volume: 25

Advancing Volume: $433/2$ lanes = 217 per single lane

Data points do not satisfy warrant

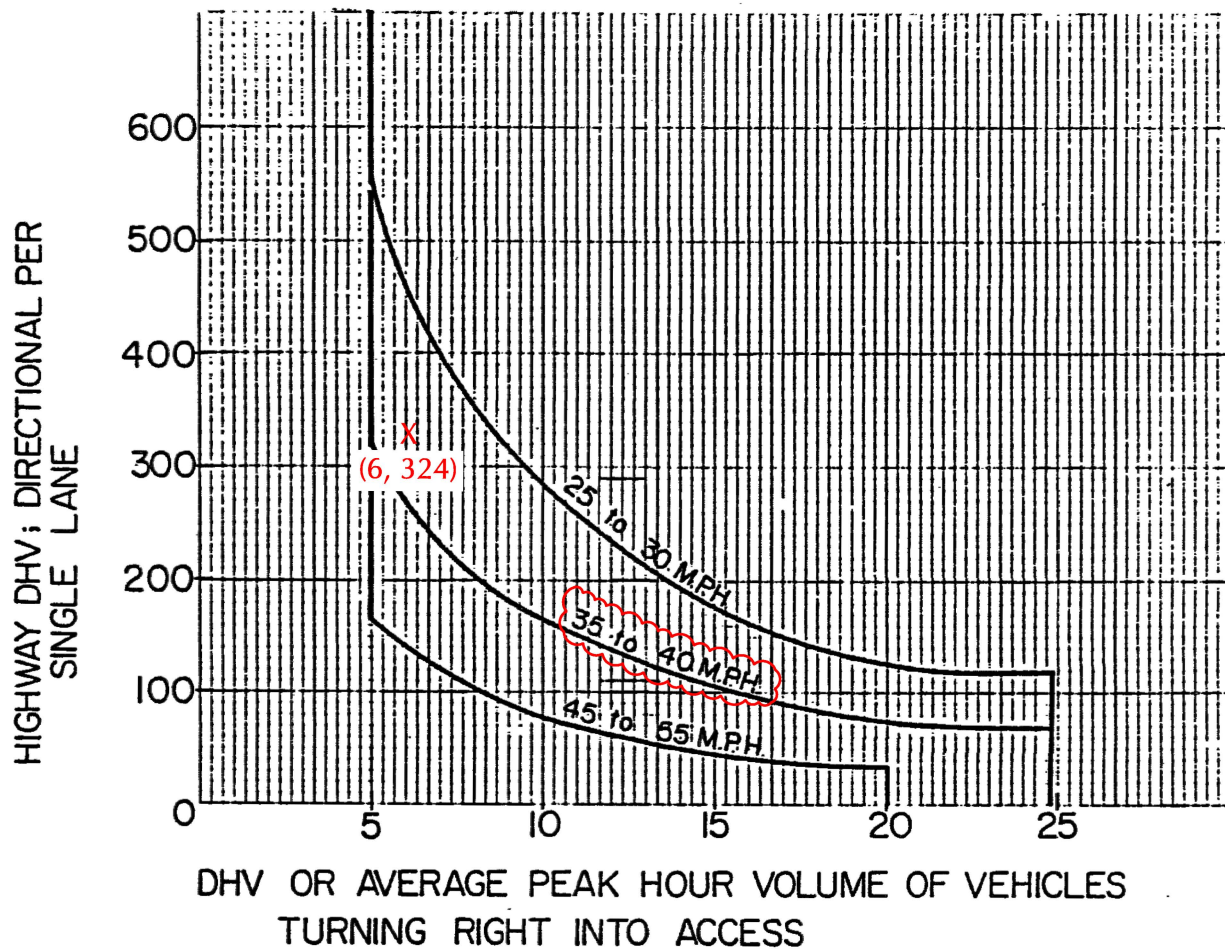
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DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

VOLUME WARRANTS FOR
RIGHT-TURN ACCELERATION LANES

FIGURE
2

Existing + Project - PM Peak Hour

Project Driveway



Posted Speed Limit: 35 MPH

Right-Turn Inbound Volume: 6

Advancing Volume: $648/2 \text{ lanes} = 324 \text{ per single lane}$

Data points satisfy warrant

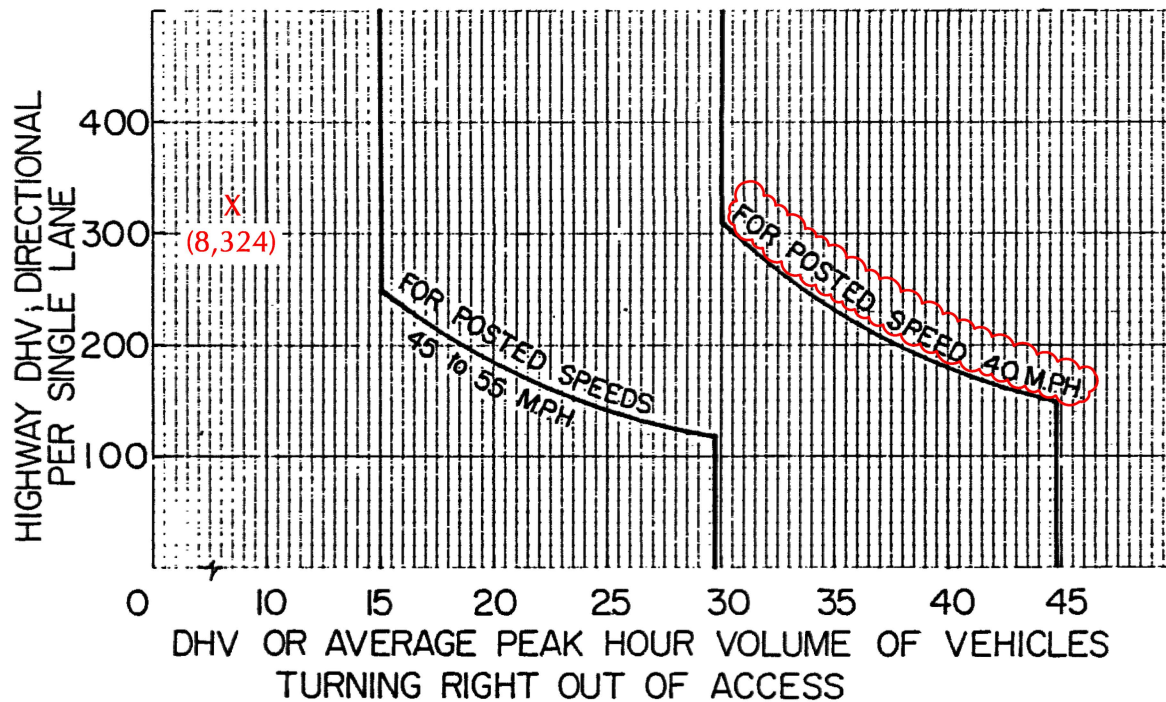
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ROAD DIVISION

**VOLUME WARRANTS FOR RIGHT-TURN
DECELERATION LANES**

**FIGURE
1**

Existing + Project - PM Peak Hour

Project Driveway



Posted Speed Limit: 35 MPH

Right-Turn Outbound Volume: 8

Advancing Volume: $648/2 \text{ lanes} = 324 \text{ per single lane}$

Data points do not satisfy warrant

SANTA BARBARA COUNTY
DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

VOLUME WARRANTS FOR
RIGHT-TURN ACCELERATION LANES

FIGURE
2



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR ROADWAYS

Project: St. Therese Classical Academy
Project #: 23069.01
Analyst: AGB
Date: 9/9/2025

File Name: Accident Rate Worksheet

Roadway: Hollister Avenue
Segment: Walnut Lane to Via El Cuadro
Length of Segment (miles): 0.23
Weekday ADT: 15,900
Weekend ADT: 75% (as a percentage of Weekday ADT)

Period Analyzed (years): 3 (2022 - 2025)

Number of Accidents: 3

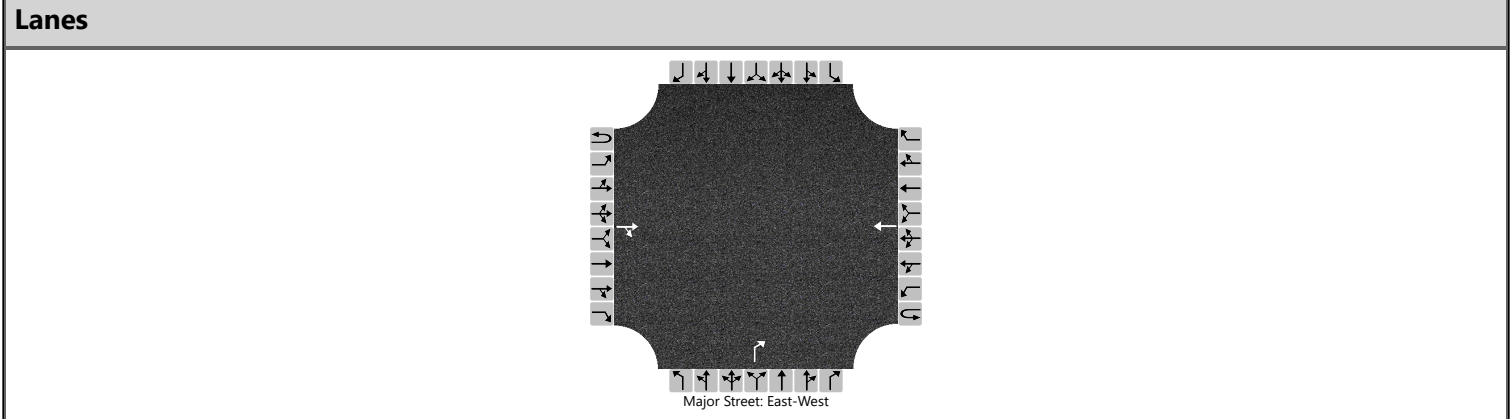
Million Vehicle Miles: 3.72 million vehicle miles (mvm)

Accident Rate: **.81 million vehicle miles (mvm)**

Roadway Rate Group: H35
California State Average Collision Rate: 0.94
ADT Factor: 0.018
Adjusted California State Average Collision Rate: **$(15.9 \times 0.018) + 0.94 = 1.23$**

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	PROJECT DRIVEWAY/HOLLISTER AVENUE
Agency/Co.	ATE	Jurisdiction	SANTA BARBARA COUNTY
Date Performed	9/3/2025	East/West Street	HOLLISTER AVENUE
Analysis Year	2025	North/South Street	PROJECT DRIVEWAY
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	EXISTING + PROJECT		



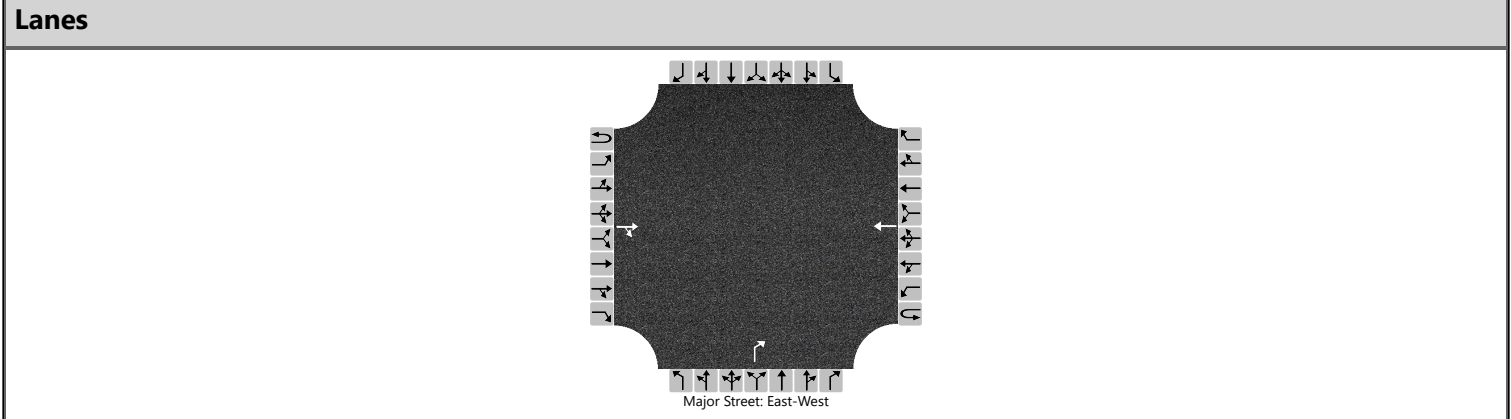
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	1		0	0	0
Configuration				TR			T					R				
Volume (veh/h)			433	42			426					25				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)												6.2				
Critical Headway (sec)												6.23				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)												27				
Capacity, c (veh/h)												574				
v/c Ratio												0.05				
95% Queue Length, Q ₉₅ (veh)												0.1				
95% Queue Length, Q ₉₅ (ft)												2.6				
Control Delay (s/veh)												11.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)									11.6							
Approach LOS									B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AGB	Intersection	PROJECT DRIVEWAY/HOLLISTER AVENUE
Agency/Co.	ATE	Jurisdiction	SANTA BARBARA COUNTY
Date Performed	9/3/2025	East/West Street	HOLLISTER AVENUE
Analysis Year	2025	North/South Street	PROJECT DRIVEWAY
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	EXISTING + PROJECT		



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	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	1		0	0	0
Configuration				TR			T					R				
Volume (veh/h)			648	6			570					8				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)												6.2				
Critical Headway (sec)												6.23				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)												9				
Capacity, c (veh/h)												433				
v/c Ratio												0.02				
95% Queue Length, Q ₉₅ (veh)												0.1				
95% Queue Length, Q ₉₅ (ft)												2.6				
Control Delay (s/veh)												13.5				
Level of Service (LOS)												B				
Approach Delay (s/veh)									13.5							
Approach LOS									B							