

TECHNICAL APPENDIX

**Standard Roadway Engineering Design Capacities
Existing Intersection Level of Service
Trip Generation Worksheet**

ENGINEERING ROADWAY DESIGN CAPACITIES

TYPE OF ROADWAY	# OF LANES	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	--	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.



ASSOCIATED TRANSPORTATION ENGINEERS

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

Existing Intersection Levels of Service

Intersection	Control Type	ICU or Delay	LOS
Briggs Rd/Telegraph Rd	1-Way Stop	5.4 Sec	LOS C
Peck Rd/Santa Paula St	4-Way Stop	0.21	LOS A
Peck Rd/Main St-Telegraph Rd	Signal	0.63	LOS B
Faulkner Rd/SR 126 WB Ramps	4-Way Stop	0.18	LOS A
Peck Rd/SR 126 EB Ramps	4-Way Stop	0.37	LOS A
Steckel Rd/Santa Paula St	4-Way Stop	0.38	LOS A
Steckel Rd/Main St	4-Way Stop	0.40	LOS A
Steckel Rd/Harvard Blvd	Signal	0.30	LOS A
Palm Ave/Santa Paula St	4-Way Stop	0.44	LOS A
Palm Ave/Main St	Signal	0.35	LOS A
Palm Ave/Harvard Blvd	Signal	0.45	LOS A
Palm Ave/SR 126 WB Ramps ^a	1-Way Stop	7.6 Sec	LOS B
Palm Ave/SR 126 EB Ramps ^a	1-Way Stop	13.8 Sec	LOS B
10th St/Santa Paula St	Signal	0.55	LOS A
10th St/Main St	Signal	0.47	LOS A
10th St/Harvard Blvd	Signal	0.61	LOS B
10th St/SR 126 WB Ramps ^b	1-Way Stop	5.6 Sec.	LOS B
10th St/SR 126 EB Ramps ^a	1-Way Stop	19.7 Sec	LOS C
12th St/Main St	Signal	0.35	LOS A
12th St/Harvard Blvd	Signal	0.28	LOS A
Main St/Harvard Blvd-Telegraph Rd ^a	1-Way Stop	2.8 Sec	LOS A

^a ICU not applicable. Level of service based on average delay per vehicle.

^b Level of service based on operation of 10th St/Harvard Blvd intersection due to close proximity.

Associated Transportation Engineers
 Trip Generation Worksheet - With In/Out Splits

Land Use	Size	Multi-Trip Factor	ADT		P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips
WEST 2										
1. R&D	3,049,200	1.00	4.240	12,929	0.590	1,799	0%	0	0%	0
2. IND	1,089,000	1.00	4.240	4,617	0.590	643	0%	0	0%	0
Totals:				17,546		2,442		0		0
EAST 1										
1. SFR	825	0.85	9.550	6,697	1.010	708	0%	0	0%	0
2. CONDO	100	0.85	5.860	498	0.550	47	0%	0	0%	0
3. APT	75	0.85	6.870	438	0.630	40	0%	0	0%	0
4. SCHOOL (ACRES)	10	0.15	60.000	90	3.000	5	0%	0	0%	0
5. PARK (ACRES)	25	0.15	5.000	19	0.400	2	0%	0	0%	0
6. GOLF COURSE (HOLES)	18	0.85	37.590	575	3.360	51	0%	0	0%	0
Totals:				8,317		853		0		0
EAST 2										
1. AUTO SALES (ACRES)	50	1.00	300.000	15,000	24.000	1,200	0%	0	0%	0
2. BIG BOX	544,500	1.00	37.430	20,381	3.550	1,933	0%	0	0%	0
3. R&D	1,753,290	1.00	4.240	7,434	0.590	1,034	0%	0	0%	0
4. IND	653,400	1.00	4.240	2,770	0.590	386	0%	0	0%	0
Totals:				45,585		4,553		0		0
ADAMS CYN										
1. SFR	2,200	0.85	9.550	17,859	1.010	1,889	0%	0	0%	0
2. CONDO	200	0.85	5.860	996	0.550	94	0%	0	0%	0
3. APT	100	0.85	6.870	584	0.630	54	0%	0	0%	0
4. NC COMM	158,460	0.15	40.670	967	3.660	87	0%	0	0%	0
5. SCHOOL (ACRES)	25	0.15	60.000	225	3.000	11	0%	0	0%	0
6. PARK (ACRES)	65	0.15	5.000	49	0.400	4	0%	0	0%	0
7. HOTEL	200	1.00	8.700	1,740	0.760	152	0%	0	0%	0
8. GOLF COURSES (HOLES)	36	0.85	37.590	1,150	3.360	103	0%	0	0%	0
Totals:				23,570		2,393		0		0
FAGAN CYN										
1. SFR	500	0.90	9.550	4,298	1.010	455	0%	0	0%	0
2. NC COMM	76,230	0.15	40.670	465	3.660	42	0%	0	0%	0
3. PARK (ACRES)	50	0.15	5.000	38	0.400	3	0%	0	0%	0
Totals:				4,801		499		0		0
SOUTH										
1. REC	0	1.00	0.000	0	0.000	0	0%	0	0%	0
GRAND TOTAL										
				99,819		10,739		0		0