



NAPA POLICE DEPARTMENT

TRAFFIC BUREAU

Tom Pieper
Traffic Coordinator

1539 First St. Napa, Ca 94559
(707) 257-9569

Dorothy Roadman
City Clerk
City of Napa

Ms. Roadman,

Below are the answers to the requests to the attached Public Records Act Request:

1. See material attached for the yellow signal light timing.
- 2 & 3 **Jefferson Street Southbound at First Street:** 2 straight through lanes with 1 of the straight through lanes also being able to make a right turn. Speed limit is 30 mph.

Trancas Street Eastbound at Big Ranch Road/Soscol Avenue: 2 straight through lanes and 1 left turn lane. Speed limit is 35 mph.


State Route 221 (Soscol Ave) Northbound at State Route 121 (Imola Ave): 2 straight through lanes and 2 left turn lanes. The speed limit is 40 mph.

State Route 29 Southbound at State Route 121/12: 2 straight through lanes and 1 right turn lane. The speed limit is 60 mph.

4. See attached Redflex Management reports for each monitored approach for April, May and June of 2010

5. See attached Redflex Redlight Offender Statistics report for April, May and June of 2010

Thanks,


Tom Pieper #40
Napa Police Department
Traffic Coordinator



CITY of NAPA

PUBLIC WORKS DEPARTMENT
1600 First Street
Mailing Address:
P.O. Box 660
Napa, California 94559-0660
(707) 257-9520
FAX (707) 257-9522

January 7, 2010

To: Sgt. Tom Pieper
From: Transportation Division, Public Works

The City of Napa has installed Red Light Photo Enforcement Cameras. This letter is to certify that the traffic signals identified below have yellow light intervals set above the California State minimum yellow light intervals. The City of Napa standard is to add 0.1s (one-tenth of a second) to all yellow intervals under City of Napa control.

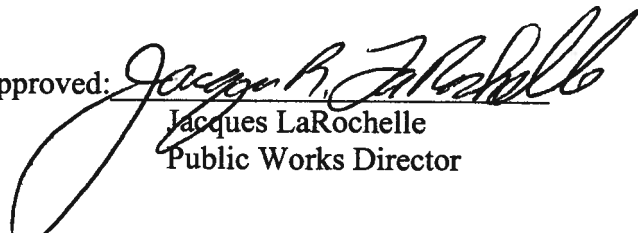
First Street & Jefferson Street:

Phase 1 and 6 (northbound); 3.3 sec's
Phase 2 (southbound); 3.3 sec's
Phase 4 (westbound); 3.1 sec's

Trancas Street & Big Ranch Road:

Phase 1 and 6 (westbound); 3.7 sec's
Phase 2 and 5 (eastbound); 3.7 sec's
Phase 3 and 8 (northbound); 4.0 sec's
Phase 4 and 7 (southbound); 4.4 sec's

Approved:


Jacques LaRochelle
Public Works Director

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23360
OAKLAND, CA 94612
PHONE (510) 286-5900
FAX (510) 286-5903
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

June 30, 2010

Sgt. Tom Pieper
Napa Police Department
1539 First Street
Napa, CA 94558

Dear Sgt. Pieper:

This is a letter letting you know of updates to the yellow timing at the intersections of Rte.121/12 and Rte.29/12. The change was done on the length of yellow for the overlap phase and phase 7; in both cases the yellow has been increased from 3.2" to 3.8". This change was done on May 13, 2010, between 10 AM and 11 AM. The direction, name of approach and phase assignment at this intersection is as follows:

1. The northbound leg is referred to as Rte.29/12 (phases 5 and 2).
2. The southbound leg is referred to as Rte.29/121 (phases 6 and overlap right turn).
3. The eastbound leg is referred to as Rte.121/12 (phases 7).

The yellow timing per phase is as follows:

Phase 2 = 5.4" (through lane)

Phase 6 = 5.4" (through lane)

Overlap right turn = 3.8"

Phase 5 = 3.2" (left turn lane)

Phase 7 = 3.8"

The above described yellow light timings are set in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD 2006).

Sincerely,

Einar A. Acuna

EINAR ACUNA, Senior TEE
Branch Chief, Signal Operations

DEPARTMENT OF TRANSPORTATION

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OAKLAND, CA 94612
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*Flex your power!
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February 8, 2008

Sgt. Tom Pieper
Napa Police Department
1539 First Street
Napa, CA 94558

Dear Sgt. Pieper:

This is in response to your request in obtaining the yellow timing at the intersection of Imola Avenue (Route 121) and Soscol Avenue (Route 221). The yellow timing is effective February 8, 2010, and as shown on the attachment.

The above described yellow light timings are set in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD 2006).

Sincerely,

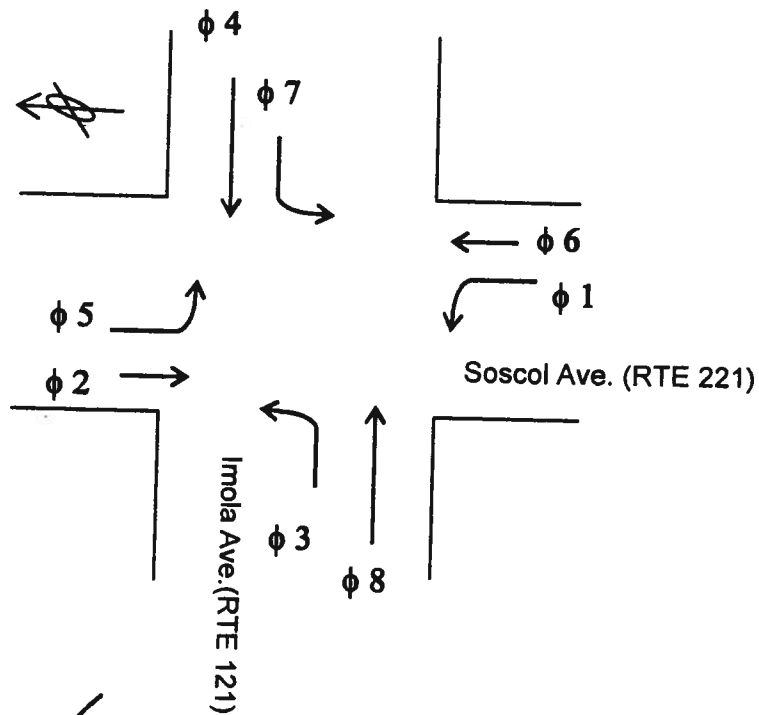
A handwritten signature in black ink that reads "Einar A. Acuna".

EINAR ACUNA
Senior Transportation Electrical Engineer

ATTACHMENT

Imola Ave. (Route 121) & Soscol Ave. (Route 221)

Phase	Yellow
$\phi 1$	3
$\phi 2$	4
$\phi 3$	3
$\phi 4$	3.6
$\phi 5$	3
$\phi 6$	4
$\phi 7$	3
$\phi 8$	3.6



Eivan A. Acuna 2-8-2010

Table 4D-102 (CA). Minimum Yellow Light Change Interval Timing

$$\text{Yellow Time} = \frac{\text{Detector Setback Distance}}{\text{Speed}}$$

$$T = \frac{D}{V} = \text{The minimum yellow light change interval (sec)}$$

V = Posted speed or prima facie Speed (m/sec or ft/sec)

d = Deceleration Rate (3.05 m/sec² or 10 ft/sec²)

t_R = Reaction Time (1 sec)

Reaction Distance = Vt_R

Deceleration Distance = 1/2dt² or 1/2Vt or V²/2d

D = Detector Setback = Deceleration Distance + Reaction Distance = V²/2d + Vt_R

$$T = \frac{\frac{V^2}{2d} + Vt_R}{V}$$

$T = \frac{V}{2d} + t_R$

POSTED SPEED or PRIMA FACIE SPEED		MINIMUM YELLOW INTERVAL
mph	km/h	Seconds
25 or less	40 or less	3.0
30	48	3.2
35	56	3.6
40	64	3.9
45	72	4.3
50	80	4.7
55	89	5.0
60	97	5.4
65	105	5.8

Section 4D.10 Yellow Change and Red Clearance Intervals*(The following is added to this section)***Support:**

The purpose of the yellow signal indication is to warn traffic approaching a traffic signal that the related green movement is ending or that a red indication will be exhibited immediately thereafter and traffic will be required to stop when the red signal is exhibited.

The following methodology in this section provides guidance for establishing the “minimum yellow light change interval” for traffic signals. This methodology is essentially the same as was included in Section 9-04.5 of the Caltrans 1996 Traffic Manual. The 1996 Manual used the term “approach speed” for the minimum yellow interval, which caused some confusion for the courts. The methodology in this section uses the posted speed limit or prima facie speed limit instead of approach speed. At the December 8, 2004 meeting of the California Traffic Control Devices Committee (CTCDC) there was discussion regarding the desirability of changing the methodology because some public agencies are using automated enforcement systems. The CTCDC recommended that the methodology in this section be reevaluated after a period of one year. During this one-year period, the Committee will examine whether changes need to be made in the methodology.

Standard:

The minimum yellow light change interval shall be in accordance with Table 4D-102. The posted speed limit, or the prima facie speed limit established by the California Vehicle Code (CVC) shall be used for determination of the minimum yellow light change interval for the through traffic movement.

The minimum yellow light change interval for a protected left-turn or protected right-turn phase shall be 3.0 seconds.

Option:

The minimum yellow light change interval for the through movement and the protected left-turn or protected right-turn may be increased based on a field review or by using appropriate judgement. That judgment may be based on numerous factors, including, but not limited to, 85th percentile speed, intersection geometry and field observation of traffic behavior.

Table 4D-102 Minimum Yellow Light Change Interval

POSTED SPEED OR PRIMA FACIE SPEED		MINIMUM YELLOW INTERVAL
mph	km/hr	Seconds
25 or less	40 or less	3.0
30	48	3.2
35	56	3.6
40	64	3.9
45	72	4.3
50	80	4.7
55	89	5.0
60	97	5.4
65	105	5.8

The Table is based on the following Formula:

$$T = t + V/2d$$

T = The Minimum yellow light change interval (sec.)

V = Approach Speed (ft/sec.)

d = Deceleration rate (10 ft/sec.)

t = Reaction time (1 sec.)