

TABLE 1 Total Collisions Citywide

Collisions caused by drivers running a red light at red light controlled intersections have decreased **59%** from 2006 to 2015.

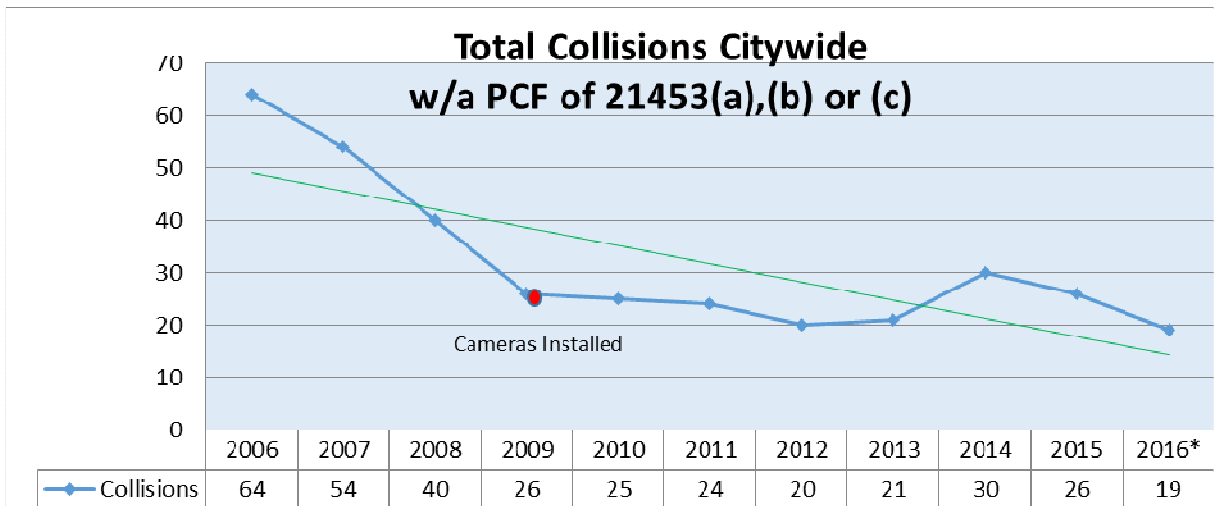
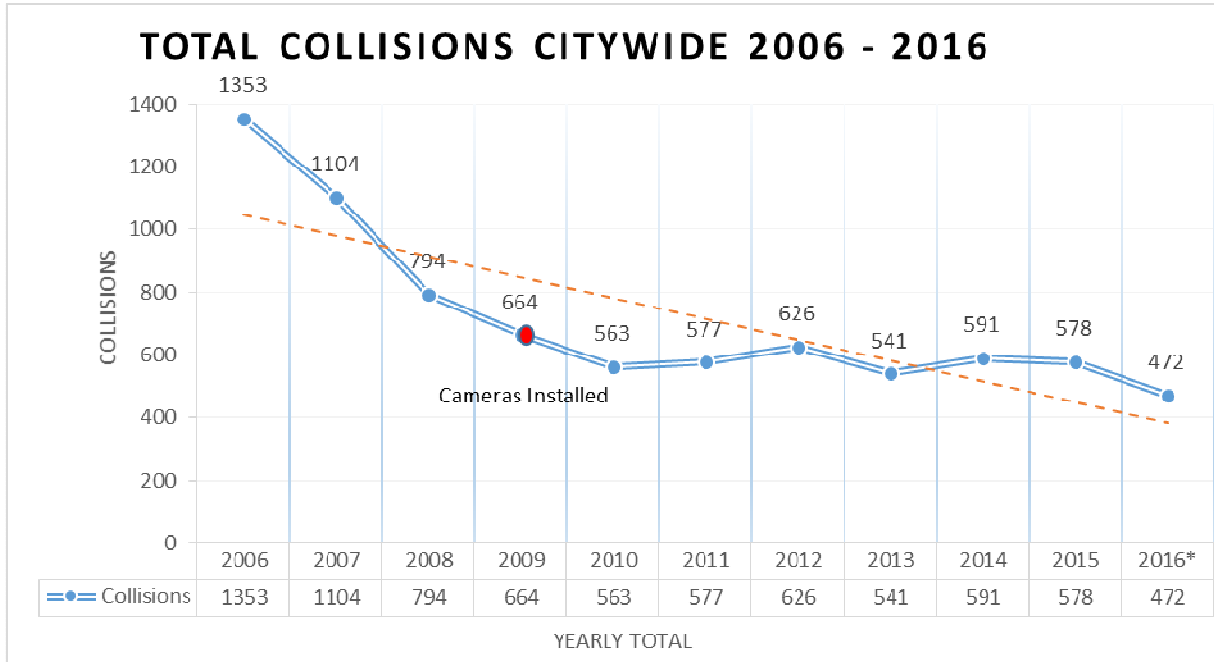
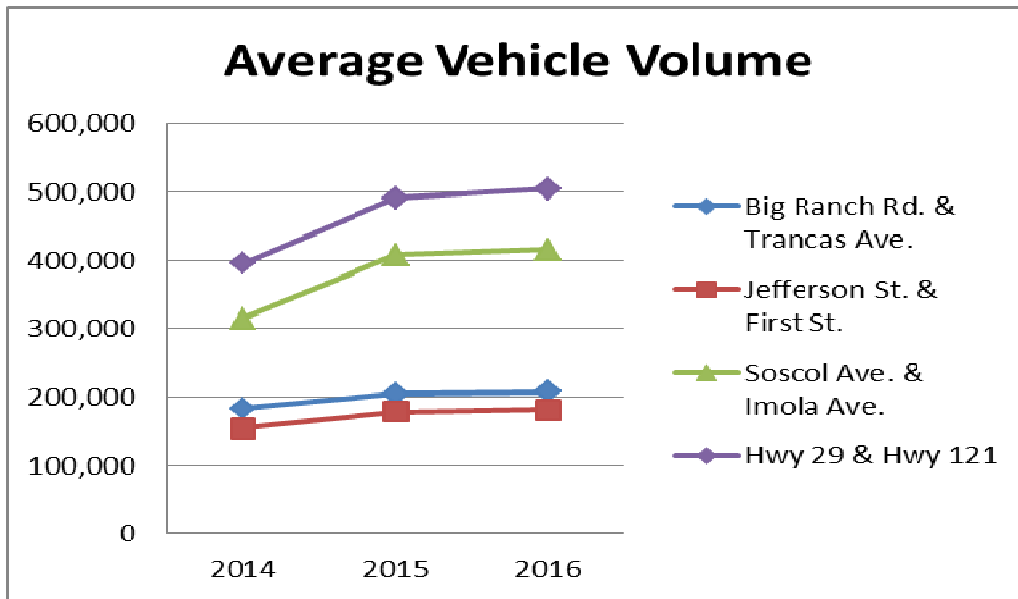


TABLE 2 Average Vehicle Volume

Since 2014, the volume of traffic in Napa has steadily increased. Analysis of the ARLES data through mid-2016 shows the following:

- Big Ranch Rd. / Trancas St. – **13%** increase in traffic through the intersection
- Jefferson St. / 1st St. – **18%** increase in traffic through the intersection
- SR 29 / SR 121 – **28%** increase in traffic through the intersection
- Soscol Ave. / Imola Ave. – **32%** increase in traffic through the intersection



Average Monthly Traffic Volume vs. Average Vehicle Speed						
	2014		2015		2016	
	Avg. Traffic Volume	Avg. Speed	Avg. Traffic Volume	Avg. Speed	Avg. Traffic Volume	Avg. Speed
Big Ranch Rd. & Trancas Ave.	183,111	17	204,451	17	207,039	18
Jefferson St. & First St.	153,964	17	177,720	15	181,194	15
Soscol Ave. & Imola Ave.	314,795	25	407,301	21	414,963	21
Hwy 29 & Hwy 121	394,896	41	490,106	33	503,873	33

Source: Redflex Traffic Systems, Photo Enforcement Data Repository

TABLE 3 - Collision Comparison for Camera Intersections

Although some years have shown a slight increase in collisions over the previous year, the overall trend is a decrease in collisions and a decrease at injury collisions at ARLES intersections. This decrease is despite the increased volume of traffic depicted in TABLE 2.

	Trancas St. @ Big Ranch Rd.		Jefferson St @ First St.		SR29 @ SR121		Soscol Ave @ Imola Ave.	
	# of Coll.	# of Inj.	# of Coll.	# of Inj.	# of Coll.	# of Inj.	# of Coll.	# of Inj.
2007	14	8	4	3	65	28	34	20
2008	10	5	15	10	51	12	20	10
2009	16	5	11	4	50	11	22	4
2010	13	6	3	1	62	17	23	6
2007-2010 Avg.	13	6	8	5	57	17	25	10
2011	5	2	7	2	51	15	26	9
2012	5	4	1	6	45	18	10	8
2013	8	3	10	3	35	8	8	3
2014	7	3	3	2	19	6	8	2
2015	7	2	2	2	42	12	12	2
5-yr Avg.	6	3	5	3	38	12	13	5
2016*	4	0	3	1	26	4	12	1
Reduction w/ ARLES	-52%	-53%	-44%	-33%	-33%	-31%	-48%	-52%

*Accident stats for 2016 compiled through 10/15/16

TABLE 4 – Collision Comparison for Top 12 Red Light Controlled Intersections

Our annual collision analysis includes the top 12 injury producing intersections each year. The following intersections represent the most frequent intersections in those years. This table depicts the total number of collisions at the top 12 injury producing intersections in Napa, which are controlled by red lights. The ALRES average shows a **24% / 15%** decline in collisions at all 12 intersections since the installation of the ARLES.

	Total Collisions	Total Injury Collisions
2007	181	86
2008	140	55
2009	139	52
2010	121	42
2011	102	35
2012	80	45
2013	97	34
2014	122	65
2015	150	71
ARLES Avg.	110	50
ARLES Avg. vs. 2007-2010	-24%	-15%
2016*	102	19

*Accident stats for 2016 compiled through 10/15/16

Intersections are listed alphabetically, not by rank or collision frequency.

1. Jefferson St. @ First St.
2. Jefferson St. @ Pueblo Ave.
3. Jefferson St. @ Trancas St.
4. Lincoln Ave. @ California Blvd.
5. Redwood Rd. @ Solano Ave
6. Soscol Ave @ Imola Ave.
7. SR29 @ Salvador Ave.
8. SR29 @ Trower Ave.
9. SR29 @ SR12/121