

**City of Napa  
Engineering and Traffic Survey**

<b>VEHICLE SPEED DATA</b>					
Location: <u>Jefferson Street - Calistoga to Oak</u>		<b>Speed</b>	<b>Number</b>	<b>Speed</b>	<b>Number</b>
Posted Limit: <u>30mph</u>	Recorder: <u>B. Quinn</u>				
Direction: <u>Both</u>	Day: <u>Monday</u>	23	2	48	
Date: <u>7/28/2014</u>	End Time: <u>10:15am</u>	24	4	49	
Begin Time: <u>9:25am</u>	Land Use: <u>Commercial</u>	25	8	50	
Weather: <u>Clear/Warm</u>		26	10	51	
<b>Summary Statistics</b>		27	13	52	
Total Observed	<u>122</u>	28	19	53	
Speed Range	<u>22 - 34</u>	29	22	54	
50th percentile speed	<u>29</u>	30	19	55	
85th percentile speed	<u>31</u>	31	10	56	
10 mph pace speed	<u>24 - 33</u>	32	9	57	
% in pace speed	<u>96</u>	33	3	58	
Skewness index	<u>0.857</u>	34	2	59	
		35		60	
		36		61	
		37		62	
		38		63	
		39		64	
		40		65	
		41		66	
		42		67	
		43		68	
		44		69	
		45		70	
		46		71	
		<b>TOTAL</b>		<b>122</b>	
<b>ANALYSIS INFORMATION</b>					
Segment Length (mi.):	<u>0.42</u>	ADT:	<u>14,595</u>	Count Date:	<u>11/5/2013</u>
Number of accidents:	<u>70</u>	Time period:	<u>5</u> years		
Calc. Accident Rate =	<u>6.26</u> accidents per million vehicle-miles				
Street Width (ft):	<u>Varies</u>	Configuration:	<u>4-5 Lanes</u>	Terrain:	<u>Flat</u>
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>Both</u>	Class:	<u>Arterial</u>
Other Considerations:					
<b>RECOMMENDATION</b>					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22352, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>30mph</u> is hereby determined to be reasonable for the above street segment.					
Signature:					
Date:	<u>9/10/14</u>				

12: 1st STREET & Jefferson St  
Timing Report, Sorted By Phase

3/4/2015

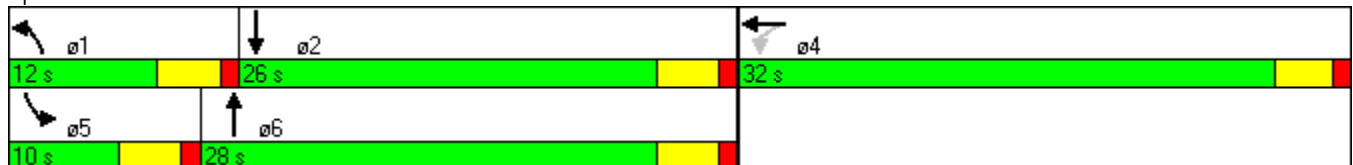


Phase Number	1	2	4	5	6
Movement	NBL	SBT	WBTL	SBL	NBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize					
Recall Mode	None	C-Min	Min	None	C-Min
Maximum Split (s)	12	26	32	10	28
Maximum Split (%)	17.1%	37.1%	45.7%	14.3%	40.0%
Minimum Split (s)	8.3	25.3	31.1	8.3	25.3
Yellow Time (s)	3.3	3.3	3.1	3.3	3.3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	3	4	4	3	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		5	5		5
Flash Dont Walk (s)		16	22		16
Dual Entry	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	53	65	21	53	63
End Time (s)	65	21	53	63	21
Yield/Force Off (s)	60.7	16.7	48.9	58.7	16.7
Yield/Force Off 170(s)	60.7	0.7	48.9	58.7	0.7
Local Start Time (s)	58	0	26	58	68
Local Yield (s)	65.7	21.7	53.9	63.7	21.7
Local Yield 170(s)	65.7	5.7	53.9	63.7	5.7

Intersection Summary

Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 65 (93%), Referenced to phase 2:SBT and 6:NBT, Start of Green	

Splits and Phases: 12: 1st STREET & Jefferson St



	December 2015 Napa Update													
	Minimum Yellow Timing													
Signal	East - West	EB Thru	EB Left	Set EB	WB Thru	WB Left	Set WB	North - South	NB Thru	NB Left	Set NB	SB Thru	SB Left	Set SB
No.	Street	Phase	Phase	Yellow	Phase	Phase	Yellow	Street	Phase	Phase	Yellow	Phase	Phase	Yellow
1	First Street	Ø2		3.1	Ø2		3.1	Franklin Street	Ø4		3.7	Ø4		3.7
3	First Street	Ø2		3.1	Ø2		3.1	Coombs Street	Ø4		3.7	Ø4		3.7
4	First Street	Ø8		3.1	Ø4		3.1	Main Street	Ø2		3.1	Ø6		3.1
5	Second Street	Ø2		3.1				Main Street	Ø4		3.1	Ø4		3.1
6	Second Street	Ø8		3.1	Ø4		3.1	Coombs Street	Ø2		3.7	Ø6		3.7
9	Third Street	Ø2	Ø5	3.3	Ø6	Ø1	3.3	Main Street	Ø4		3.1	Ø4	Ø	3.1
10	Third Street	Ø2		3.3	Ø6		3.3	Coombs Street	Ø4		3.7	Ø8		3.7
12	First Street				Ø4		3.1	Jefferson Street	Ø6	Ø1	3.7	Ø2	Ø5	3.7
13	Third Street	Ø4	Ø7	3.7	Ø8	Ø3	3.7	Soscol Avenue	Ø2	Ø5	4.0	Ø6	Ø1	4.0
14	First Street	Ø4		3.3	Ø8		3.3	Soscol Avenue	Ø2	Ø5	4.0	Ø6	Ø1	4.0
15	Second Street	Ø4		3.3	Ø8		3.3	Jefferson Street	Ø6	Ø1	3.3	Ø2	Ø5	3.3
16	Third Street	Ø4		3.7	Ø4		3.7	Jefferson Street	Ø6	Ø1	3.7	Ø2	Ø5	3.7
18	Lincoln Avenue	Ø8	Ø3	4.0	Ø4	Ø7	4.0	Soscol Avenue	Ø6	Ø1	4.0	Ø2	Ø5	4.0
19	Hayes Street	Ø4		3.7	Ø4		3.7	Jefferson Street	Ø2		3.7	Ø2		3.7
20	Lincoln Avenue	Ø2		4.0	Ø6		4.0	Main Street	Ø4		3.7	Ø4		3.7
21	Pueblo Avenue	Ø4		3.7	Ø4		3.7	Jefferson Street	Ø6	Ø1	3.7	Ø2	Ø5	3.7
22	Sheridan Drive	Ø2		3.7	Ø2		3.7	Jefferson Street	Ø4		4.0	Ø4		4.0
23	Trancas Street	Ø4	Ø7	3.3	Ø8	Ø3	3.3	Jefferson Street	Ø6	Ø1	4.0	Ø2	Ø5	4.0
24	Trancas Street	Ø6	Ø1	3.3	Ø2	Ø5	3.3	Claremont Way	Ø4		3.7	Ø8		
25	Trancas Street	Ø6	Ø1	3.3	Ø2	Ø5	3.3	Beard Road	Ø4		3.7	Ø4		
26	Trancas Street	Ø6	Ø1	4.0	Ø2	Ø5	4.0	Old Soscol Avenue	Ø8	Ø3	3.7	Ø4		
27	Trancas Street	Ø2	Ø5	4.0	Ø6	Ø1	4.0	Big Ranch Road	Ø8	Ø3	4.8	Ø4	Ø7	4.8
28	Claremont Way	Ø8		3.7	Ø4			Jefferson Street	Ø6	Ø1	4.0	Ø2	Ø5	4.0
29	Pearl Street	Ø4		3.3				Soscol Avenue	Ø6	Ø1	4.0	Ø2		4.0
30	Pearl Street	Ø4		3.3	Ø8		3.3	Main Street	Ø6		3.7	Ø2		3.7
33	Trancas Street	Ø2	Ø5	3.3	Ø6	Ø1	3.3	Villa Lane	Ø4		3.7	Ø4		3.7
37	Clay Street	Ø4		3.7	Ø8		3.7	Jefferson Street	Ø6	Ø1	3.7	Ø2	Ø5	3.7
38	Laurel Street	Ø4	Ø3	3.3				Freeway Drive	Ø2	Ø5	3.7	Ø6		3.7
39	Factory Stores Drive	Ø4						Freeway Drive	Ø6	Ø1	3.7	Ø2		3.7

Signal No.	East - West Street	EB Thru Phase	EB Left Phase	Set EB Yellow	WB Thru Phase	WB Left Phase	Set WB Yellow	North - South Street	NB Thru Phase	NB Left Phase	Set NB Yellow	SB Thru Phase	SB Left Phase	Set SB Yellow
40	Coombsville Road	Ø2		4.0	Ø6	Ø1	4.0	Terrace Drive	Ø4		3.7			
41	First Street		Ø5	4.0	Ø6	Ø1		California Boulevard	Ø3	Ø3	4.0	Ø4		4.0
42	Lincoln Avenue	Ø2	Ø5	3.7	Ø6	Ø1	3.7	California Boulevard	Ø8	Ø3	4.0	Ø4	Ø7	4.0
43	Lucky Center Drive	Ø4			Ø8			California Boulevard	Ø2	Ø5	4.0	Ø6	Ø1	4.0
44	Trower Street	Ø2	Ø5	4.0	Ø6	Ø1	4.0	Jefferson Street	Ø8	Ø3	4.0	Ø4	Ø7	4.0
45	George Street	Ø4						Jefferson Street	Ø6		3.7	Ø2		3.7
47	Pueblo Avenue	Ø4		3.7				Soscol Avenue	Ø6	Ø1	4.0	Ø2		4.0
48	River Terrace Lane	Ø8	Ø3	3.3	Ø4	Ø7		Soscol Avenue	Ø6	Ø1	4.0	Ø2	Ø5	4.0
49	Pear Tree Lane	Ø4		3.7	Ø8			Soscol Avenue	Ø2	Ø5	4.0	Ø6	Ø1	4.0
50	Lincoln Avenue	Ø2	Ø5	3.7	Ø6	Ø1	3.7	Solano Avenue	Ø8		4.0	Ø4		4.0
51	RR Tracks							Jefferson Street	Ø		3.7	Ø		3.7
52	McKinstry Street				Ø4		3.3	Soscol Avenue	Ø6		4.0	Ø2	Ø5	4.0
53	Redwood Road	Ø6	Ø1	4.0	Ø2	Ø5	4.0	Carol Drive	Ø4		3.7	Ø8		3.7
56	Redwood Road	Ø2	Ø5	4.0	Ø6	Ø1	4.0	Linda Vista Avenue	Ø8		3.7	Ø4		3.7
	Trancas Street	Ø2	Ø5	3.3	Ø6	Ø1	3.3	California Boulevard	Ø3		3.7	Ø4		
	Redwood Road	Ø2	Ø5	4.0	Ø6	Ø1	4.0	Solano Avenue	Ø4		4.4	Ø8		4.4
	Hartle Court	Ø4		3.7				Gasser Drive	Ø2	Ø5	3.7	Ø6		3.7
	Eighth Street	Ø8		3.7	Ø4		3.7	Soscol Avenue	Ø2	Ø5	4.0	Ø6	Ø1	4.0
	Park Avenue	Ø4		3.7				Jefferson Street	Ø6	Ø1	3.7	Ø2		3.7
	Lincoln Avenue	Ø		4.0	Ø		4.0	RR Tracks						
		Ø	Ø		Ø	Ø			Ø	Ø		Ø	Ø	

Aug15	49 29			52 38	193 157	106 74		400 298
Sep15	77 54			52 38	157 121	118 86		404 299
Oct15	50 32			38 29	208 149	126 99		422 309
Nov15	50 32			41 26	159 122	113 75		363 255
Dec15	42 27			30 24	85 62	106 77		263 190
2015 [2]	607 416			571 397	1266 979	1295 909		3739 2701
Jan16	34 24			22 17	54 45	105 90		215 176
Feb16	46 32			46 32	75 64	92 66		259 194
Mar16	32 21			32 22	82 64	136 99		282 206
Apr16	50 26			33 19	85 70	169 118		337 233
May16	42 28			78 38	116 88	174 112		410 266
Jun16	47 30			95 46	109 78	227 157		478 311
Jul16								
Aug16								
Sep16								
Oct16								
Nov16								
Dec16								
2016 [2] (proj.)	502 322 (proj.)			612 348 (proj.)	1042 818 (proj.)	1806 1284 (proj.)		3962 2772 (proj.)
Cam #	1212 01	1212 01	1212 01	BRTR 01	JEFI 01	SOIM 01		