

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA																																																																																																														
Location: <u>Big Ranch Road between Trancas St and North City Limit</u>		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Speed</th> <th>Number</th> <th>Speed</th> <th>Number</th> </tr> </thead> <tbody> <tr><td>30</td><td></td><td>55</td><td></td></tr> <tr><td>31</td><td></td><td>56</td><td></td></tr> <tr><td>32</td><td></td><td>57</td><td></td></tr> <tr><td>33</td><td></td><td>58</td><td></td></tr> <tr><td>34</td><td>1</td><td>59</td><td></td></tr> <tr><td>35</td><td>2</td><td>60</td><td></td></tr> <tr><td>36</td><td>3</td><td>61</td><td></td></tr> <tr><td>37</td><td>3</td><td>62</td><td></td></tr> <tr><td>38</td><td>4</td><td>63</td><td></td></tr> <tr><td>39</td><td>8</td><td>64</td><td></td></tr> <tr><td>40</td><td>10</td><td>65</td><td></td></tr> <tr><td>41</td><td>13</td><td>66</td><td></td></tr> <tr><td>42</td><td>15</td><td>67</td><td></td></tr> <tr><td>43</td><td>18</td><td>68</td><td></td></tr> <tr><td>44</td><td>19</td><td>69</td><td></td></tr> <tr><td>45</td><td>15</td><td>70</td><td></td></tr> <tr><td>46</td><td>7</td><td>71</td><td></td></tr> <tr><td>47</td><td>9</td><td>72</td><td></td></tr> <tr><td>48</td><td>2</td><td>73</td><td></td></tr> <tr><td>49</td><td>4</td><td>74</td><td></td></tr> <tr><td>50</td><td></td><td>75</td><td></td></tr> <tr><td>51</td><td></td><td>76</td><td></td></tr> <tr><td>52</td><td></td><td>77</td><td></td></tr> <tr><td>53</td><td></td><td>78</td><td></td></tr> <tr><td>54</td><td></td><td>79</td><td></td></tr> <tr> <td colspan="2" style="text-align: center;">TOTAL</td> <td align="right" colspan="2">133</td> </tr> </tbody> </table>	Speed	Number	Speed	Number	30		55		31		56		32		57		33		58		34	1	59		35	2	60		36	3	61		37	3	62		38	4	63		39	8	64		40	10	65		41	13	66		42	15	67		43	18	68		44	19	69		45	15	70		46	7	71		47	9	72		48	2	73		49	4	74		50		75		51		76		52		77		53		78		54		79		TOTAL		133	
Speed	Number		Speed	Number																																																																																																										
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36	3	61																																																																																																												
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39	8	64																																																																																																												
40	10	65																																																																																																												
41	13	66																																																																																																												
42	15	67																																																																																																												
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TOTAL		133																																																																																																												
Posted Limit: <u>45mph</u>																																																																																																														
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>																																																																																																													
Date: <u>3/4/2021</u>	Day: <u>Thursday</u>																																																																																																													
Begin Time: <u>12:50p</u>	End Time: <u>1:30p</u>																																																																																																													
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Rural - Residential</u>																																																																																																													
Summary Statistics																																																																																																														
Total Observed	<u>133</u>																																																																																																													
Speed Range	<u>34 - 49</u>																																																																																																													
50th percentile speed	<u>43</u>																																																																																																													
85th percentile speed	<u>46</u>																																																																																																													
10 mph pace speed	<u>38 - 47</u>																																																																																																													
% in pace speed	<u>89</u>																																																																																																													
Skewness index	<u>0.889</u>																																																																																																													
ANALYSIS INFORMATION																																																																																																														
Segment Length (mi.):	<u>0.84</u>	ADT:	<u>10,275</u>																																																																																																											
Number of accidents:	<u>6</u>	Count Date:	<u>10/4/2018</u>																																																																																																											
Calc. Accident Rate =	<u>0.63</u>	Time period:	<u>3</u> years																																																																																																											
Fatal + Injury Crashes per Million Vehicle-Miles																																																																																																														
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V 2B</u>																																																																																																											
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Flat</u>																																																																																																											
Other Considerations:	<u>Discontinuous</u>	Sidewalk:	<u>Discontinuous</u>																																																																																																											
Class: <u>Arterial</u>																																																																																																														
Based on the 85th percentile speed of 46mph, the lack of continuous pedestrian and parking facilities, and an accident rate higher than statewide average for similar roadways, it appears reasonable to retain the existing 45mph speed limit.																																																																																																														
RECOMMENDATION																																																																																																														
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>45mph</u> is hereby determined to be reasonable for the above street segment.																																																																																																														
Signature:																																																																																																														
Date:	<u>7/7/2021</u>																																																																																																													

EXHIBIT A

City of Napa Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Coombs Street between Spruce St and First St</u>		Speed	Number
Posted Limit: <u>25mph</u>		15	40
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	16	41
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	17	42
Begin Time: <u>3:15p</u>	End Time: <u>4:00p</u>	18	43
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Res-Park-Comm</u>	19	2
		20	3
		21	5
		22	9
		23	15
		24	13
		25	25
		26	14
		27	17
		28	16
		29	5
		30	4
		31	56
		32	57
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL	128
Summary Statistics			
Total Observed	<u>128</u>		
Speed Range	<u>19 - 30</u>		
50th percentile speed	<u>25</u>		
85th percentile speed	<u>28</u>		
10 mph pace speed	<u>21 - 30</u>		
% in pace speed	<u>96</u>		
Skewness index	<u>1.000</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.9</u>	ADT:	<u>5,274</u>
Number of accidents:	<u>8</u>	Count Date:	<u>4/1/2021</u>
Calc. Accident Rate =	<u>1.54</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 28mph, an adjacent City Park, an accident rate higher than statewide average for similar roadways, it appears reasonable to retain the existing 25mph posted speed limit.		
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>7/7/2021</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Dry Creek Road between Redwood Rd and Trower Ave</u>		Speed	Number		
Posted Limit: <u>40mph</u>	Recorder: <u>EBM</u>	30	0		
Direction: <u>NB SB</u>	Day: <u>Thursday</u>	31	56		
Date: <u>3/11/2021</u>	End Time: <u>10:00a</u>	32	3		
Begin Time: <u>9:00a</u>	Land Use: <u>Rural-Parks-Residential</u>	33	8		
Weather: <u>Clear Dry Cool</u>		34	10		
Summary Statistics		35	16		
Total Observed	<u>117</u>	36	13		
Speed Range	<u>32 - 44</u>	37	15		
50th percentile speed	<u>37</u>	38	10		
85th percentile speed	<u>41</u>	39	12		
10 mph pace speed	<u>33 - 42</u>	40	12		
% in pace speed	<u>95</u>	41	10		
Skewness index	<u>1.000</u>	42	5		
		43	68		
		44	3		
		45	70		
		46	71		
		47	72		
		48	73		
		49	74		
		50	75		
		51	76		
		52	77		
		53	78		
		54	79		
				TOTAL	117
		ANALYSIS INFORMATION			
		Segment Length (mi.):	<u>0.43</u>	ADT:	<u>4,456</u>
Number of accidents:	<u>1</u>	Count Date:	<u>2/5/2021</u>		
Calc. Accident Rate =	<u>0.48</u>	Time period:	<u>3</u> years		
Fatal + Injury Crashes per Million Vehicle-Miles					
Street Width (ft):	<u>48</u>	Configuration:	<u>2V 2B 1P</u>		
Parking Conditions:	<u>NB Only</u>	Sidewalk:	<u>NB Only</u>		
Other Considerations:	Based on the 85th percentile speed of 41mph, adjacent City Parks, it appears reasonable to retain the 40mph posted speed limit.				
RECOMMENDATION					
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>40mph</u> is hereby determined to be reasonable for the above street segment.					
Signature:					
Date:	<u>7/27/2021</u>				

EXHIBIT A

City of Napa Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Dry Creek Road between Trower Ave and North City Limit</u>		Speed	Number
Posted Limit: <u>40mph</u>		30	55
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	31	1
Date: <u>3/23/2021</u>	Day: <u>Tuesday</u>	32	1
Begin Time: <u>10:30a</u>	End Time: <u>11:30a</u>	33	2
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Rural-Park-Residential</u>	34	1
Summary Statistics		35	6
		36	12
Total Observed	<u>125</u>	37	12
Speed Range	<u>31 - 46</u>	38	12
50th percentile speed	<u>39</u>	39	16
85th percentile speed	<u>43</u>	40	15
10 mph pace speed	<u>35 - 44</u>	41	11
% in pace speed	<u>92</u>	42	14
Skewness index	<u>1.111</u>	43	9
		44	8
		45	4
		46	1
		47	
		48	
		49	
		50	
		51	
		52	
		53	
		54	
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.61</u>	ADT:	<u>3,045</u>
Number of accidents:	<u>1</u>	Count Date:	<u>10/2/2018</u>
Calc. Accident Rate =	<u>0.49</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>48</u>	Configuration:	<u>2V 2B 1P</u>
Parking Conditions:	<u>NB Only</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 43mph, an adjacent Church and City Park, it appears reasonable to retain the existing 40mph posted speed limit.		
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>40mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>7/7/2021</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>El Centro Avenue between Byway East and Jefferson St</u>		Speed	Number		
Posted Limit: <u>30mph</u>		15	40		
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	16	41		
Date: <u>3/29/2021</u>	Day: <u>Monday</u>	17	42		
Begin Time: <u>11:00a</u>	End Time: <u>12:00n</u>	18	1 43		
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential-School</u>	19	1 44		
Summary Statistics		20	45		
Total Observed	<u>110</u>	21	1 46		
Speed Range	<u>18 - 33</u>	22	2 47		
50th percentile speed	<u>28</u>	23	48		
85th percentile speed	<u>31</u>	24	6 49		
10 mph pace speed	<u>24 - 33</u>	25	15 50		
% in pace speed	<u>95</u>	26	11 51		
Skewness index	<u>1.000</u>	27	12 52		
		28	9 53		
		29	14 54		
		30	15 55		
		31	12 56		
		32	9 57		
		33	2 58		
		34	59		
		35	60		
		36	61		
		37	62		
		38	63		
		39	64		
		TOTAL		110	
		ANALYSIS INFORMATION			
		Segment Length (mi.):	<u>0.54</u>	ADT:	<u>1,308</u>
		Number of accidents:	<u>0</u>	Count Date:	<u>2/4/2021</u>
		Calc. Accident Rate =	<u>0.00</u>	Time period:	<u>3</u> years
		Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V</u>		
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Flat</u>		
Other Considerations:	<u>Based on the 85th percentile speed of 31mph, it appears reasonable to retain the existing 30mph posted speed limit.</u>				
RECOMMENDATION					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 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>7/27/2021</u>				

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>El Centro Avenue between Jefferson St and East City Limit</u>		Speed	Number
Posted Limit: <u>30mph</u>		20	1
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	21	45
Date: <u>3/29/2021</u>	Day: <u>Monday</u>	22	46
Begin Time: <u>9:00a</u>	End Time: <u>10:00a</u>	23	47
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential</u>	24	48
		25	49
		26	1
		27	50
		28	1
		29	10
		30	51
		31	52
		32	11
		33	53
		34	17
		35	54
		36	23
		37	55
		38	25
		39	56
		40	19
		41	57
		42	5
		43	58
		44	1
		45	59
		46	60
		47	61
		48	62
		49	63
		50	64
		51	65
		52	66
		53	67
		54	68
		55	69
		TOTAL	114
Summary Statistics			
Total Observed	<u>114</u>		
Speed Range	<u>20 - 34</u>		
50th percentile speed	<u>30</u>		
85th percentile speed	<u>32</u>		
10 mph pace speed	<u>25 - 34</u>		
% in pace speed	<u>99</u>		
Skewness index	<u>0.800</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.25</u>	ADT:	<u>3,125</u>
Number of accidents:	<u>0</u>	Count Date:	<u>2/5/21</u>
Calc. Accident Rate =	<u>0.00</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 32mph, an accident rate lower than statewide averages for similar roadways, it appears reasonable to retain the existing 30mph posted speed limit.		
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 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>7/7/2021</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Fourth Street between Third St and Coombs St</u>		Speed	Number
Posted Limit: <u>25mph</u>		Speed	Number
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	15	40
Date: <u>5/13/2021</u>	Day: <u>Thursday</u>	16	2
Begin Time: <u>11:30a</u>	End Time: <u>12:30p</u>	17	2
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Commercial-Residential</u>	18	10
		19	5
		20	13
		21	9
		22	18
		23	19
		24	15
		25	12
		26	8
		27	2
		28	1
		29	
		30	
		31	
		32	
		33	
		34	
		35	
		36	
		37	
		38	
		39	
		TOTAL	
			116
Summary Statistics			
Total Observed	<u>116</u>		
Speed Range	<u>16 - 28</u>		
50th percentile speed	<u>22</u>		
85th percentile speed	<u>25</u>		
10 mph pace speed	<u>18 - 27</u>		
% in pace speed	<u>96</u>		
Skewness index	<u>1.000</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.25</u>	ADT:	<u>1,189</u>
Number of accidents:	<u>2</u>	Count Date:	<u>4/29/2021</u>
Calc. Accident Rate =	<u>6.14</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Sidewalk:	<u>Both</u>
Other Considerations:	Based on the 85th percentile speed of 25mph, Mixed Use and Community Support Services, it appears reasonable to retain the existing 25mph posted speed limit.		
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>7/27/2021</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Golden Gate Drive between South City Limit and West Imola Ave</u>					
Posted Limit: <u>30mph</u>		Speed		Number	
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40		
Date: <u>5/1/2021</u>	Day: <u>Tuesday</u>	16	41		
Begin Time: <u>2:00p</u>	End Time: <u>4:00p</u>	17	42		
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Comm-Res-Transit</u>	18	1	43	
		19	44		
		20	3	45	
		21	3	46	
		22	6	47	
		23	7	48	
		24	8	49	
		25	11	50	
		26	8	51	
		27	5	52	
		28	13	53	
		29	8	54	
		30	15	55	
		31	19	56	
		32	16	57	
		33	4	58	
		34	59		
		35	60		
		36	61		
		37	62		
		38	63		
		39	64		
		TOTAL			127
Summary Statistics					
Total Observed	<u>127</u>				
Speed Range	<u>18 - 33</u>				
50th percentile speed	<u>28</u>				
85th percentile speed	<u>32</u>				
10 mph pace speed	<u>23 - 32</u>				
% in pace speed	<u>87</u>				
Skewness index	<u>0.800</u>				
ANALYSIS INFORMATION					
Segment Length (mi.):	<u>0.55</u>	ADT:	<u>896</u>	Count Date: <u>3/26/2021</u>	
Number of accidents:	<u>2</u>	Time period:	<u>3</u> years		
Calc. Accident Rate =	<u>3.71</u>	Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V 2B</u>	Terrain: <u>Curved Flat</u>	
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>SB Only</u>	Class: <u>Collector</u>	
Other Considerations:	Based on the 85th percentile speed of 32mph, an adjacent Transit and Park-N-Ride facility, an accident rate higher than statewide average for similar roadways, it appears reasonable to retain the existing 30mph posted speed limit.				
RECOMMENDATION					
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>7/7/2021</u>				

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Imola Avenue between Soscol Ave and Shurtleff Ave</u>		Speed	Number		
Posted Limit: <u>35mph</u>		20	45		
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	21	46		
Date: <u>5/4/2021</u>	Day: <u>Tuesday</u>	22	47		
Begin Time: <u>11:00a</u>	End Time: <u>11:30a</u>	23	1 48		
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Res-Comm-Rural-Hospital</u>	24	1 49		
Summary Statistics		25	3 50		
Total Observed	<u>138</u>	26	2 51		
Speed Range	<u>23 - 38</u>	27	7 52		
50th percentile speed	<u>33</u>	28	2 53		
85th percentile speed	<u>35</u>	29	6 54		
10 mph pace speed	<u>27 - 36</u>	30	9 55		
% in pace speed	<u>91</u>	31	11 56		
Skewness index	<u>0.667</u>	32	21 57		
		33	19 58		
		34	21 59		
		35	17 60		
		36	12 61		
		37	4 62		
		38	2 63		
		39	64		
		40	65		
		41	66		
		42	67		
		43	68		
		44	69		
				TOTAL	138
		ANALYSIS INFORMATION			
		Segment Length (mi.):	<u>0.56</u>	ADT:	<u>9,202</u>
Number of accidents:	<u>2</u>	Count Date:	<u>3/25/2021</u>		
Calc. Accident Rate =	<u>0.35</u>	Time period:	<u>3</u> years		
Fatal + Injury Crashes per Million Vehicle-Miles					
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V</u>		
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Flat</u>		
Other Considerations:	Based on the 85th percentile speed of 35mph, the lack of connected sidewalks, the lack of available parking, it is the Engineer's recommendation to lower the posted speed limit to 30mph.				
RECOMMENDATION					
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>5/8/21</u>				

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Jefferson Street between Old Sonoma Rd and Laurel St</u>		Speed	Number
Posted Limit: <u>30mph</u>			
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	16	41
Begin Time: <u>11:00a</u>	End Time: <u>11:30a</u>	17	42
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential</u>	18	43
		19	44
		20	2
		21	4
		22	6
		23	12
		24	14
		25	20
		26	18
		27	26
		28	19
		29	6
		30	4
		31	1
		32	57
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL	132
Summary Statistics			
Total Observed	<u>132</u>		
Speed Range	<u>20 - 31</u>		
50th percentile speed	<u>26</u>		
85th percentile speed	<u>28</u>		
10 mph pace speed	<u>21 - 30</u>		
% in pace speed	<u>98</u>		
Skewness index	<u>0.857</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.34</u>	ADT:	<u>8,568</u>
Number of accidents:	<u>2</u>	Count Date:	<u>4/1/2021</u>
Calc. Accident Rate =	<u>0.63</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 28mph, 2 nearby Schools, an accident rate higher than statewide average for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.		
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>8/27/21</u>		

EXHIBIT A

City of Napa

Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Jefferson Street between Laurel St to Calistoga Ave</u>		Speed	Number
Posted Limit: <u>30mph</u>		15	40
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	16	41
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	17	42
Begin Time: <u>11:45a</u>	End Time: <u>12:15p</u>	18	43
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Commercial-Park-Res</u>	19	44
Summary Statistics		20	7
Total Observed	<u>136</u>	21	6
Speed Range	<u>20 - 30</u>	22	6
50th percentile speed	<u>25</u>	23	12
85th percentile speed	<u>27</u>	24	22
10 mph pace speed	<u>20 - 29</u>	25	21
% in pace speed	<u>99</u>	26	25
Skewness index	<u>0.667</u>	27	28
		28	7
		29	1
		30	1
		31	
		32	
		33	
		34	
		35	
		36	
		37	
		38	
		39	
		TOTAL	136
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.5</u>	ADT:	<u>10,023</u>
Number of accidents:	<u>20</u>	Count Date:	<u>4/1/2021</u>
Calc. Accident Rate =	<u>3.64</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>Varies</u>
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>Both</u>
Other Considerations:	Terrain: <u>Flat</u> Class: <u>Arterial</u>		
Based on the 85th percentile speed of 27mph, an adjacent City Park, high pedestrian volumes and closely spaced Downtown blocks, an accident rate higher than statewide averages for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.			
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature: _____			
Date: _____	<u>8/27/21</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

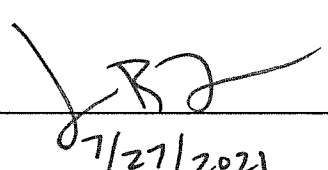

VEHICLE SPEED DATA			
Location: <u>Jefferson Street between Calistoga Ave and Lincoln Ave</u>		Speed	Number
Posted Limit: <u>30mph</u>		20	45
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	21	46
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	22	47
Begin Time: <u>1:45p</u>	End Time: <u>2:15p</u>	23	4
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Commercial</u>	24	3
		25	8
Summary Statistics		26	7
Total Observed	<u>124</u>	27	12
Speed Range	<u>23 - 34</u>	28	15
50th percentile speed	<u>29</u>	29	18
85th percentile speed	<u>31</u>	30	21
10 mph pace speed	<u>24 - 33</u>	31	19
% in pace speed	<u>96</u>	32	12
Skewness index	<u>0.857</u>	33	4
		34	1
		35	60
		36	61
		37	62
		38	63
		39	64
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL	124
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.6</u>	ADT:	<u>12,274</u>
Number of accidents:	<u>18</u>	Count Date:	<u>4/8/2021</u>
Calc. Accident Rate =	<u>2.23</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>64</u>	Configuration:	<u>4V</u>
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>Both</u>
Other Considerations:	Based on the 85th percentile speed of 31mph, it appears reasonable to retain the existing 30mph speed limit.		
RECOMMENDATION			
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>7/27/2021</u> _____		
			

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Kansas Street between Gasser Dr and Soscol Ave</u>		Speed	Number
Posted Limit: <u>30mph</u>		15	40
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	16	41
Date: <u>5/4/2021</u>	Day: <u>Tuesday</u>	17	42
Begin Time: <u>10:00a</u>	End Time: <u>11:00a</u>	18	43
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Commercial</u>	19	5
		20	5
		21	12
		22	9
		23	17
		24	13
		25	18
		26	17
		27	15
		28	6
		29	54
		30	55
		31	56
		32	57
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL	117
Summary Statistics			
Total Observed	<u>117</u>		
Speed Range	<u>19 - 28</u>		
50th percentile speed	<u>24</u>		
85th percentile speed	<u>27</u>		
10 mph pace speed	<u>19 - 28</u>		
% in pace speed	<u>100</u>		
Skewness index	<u>0.857</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.16</u>	ADT:	<u>5,425</u>
Number of accidents:	<u>0</u>	Count Date:	<u>3/25/2021</u>
Calc. Accident Rate =	<u>0.00</u>	Time period:	<u>3</u> years
accidents per million vehicle-miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>3V 2B</u>
Parking Conditions:	<u>None</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 27mph, closely spaced high volume commercial driveways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.		
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>8/27/21</u>		

EXHIBIT A

City of Napa Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Laurel Street between Griggs Ln and First St</u>		Speed	Number		
Posted Limit: <u>30mph</u>		Speed	Number		
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	20	2		
Date: <u>4/1/2021</u>	Day: <u>Thursday</u>	21	46		
Begin Time: <u>1:30p</u>	End Time: <u>2:30p</u>	22	47		
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Residential-Park-Senior</u>	23	48		
Summary Statistics		24	2		
		25	11		
Total Observed	<u>119</u>	26	10		
Speed Range	<u>20 - 33</u>	27	16		
50th percentile speed	<u>29</u>	28	15		
85th percentile speed	<u>31</u>	29	18		
10 mph pace speed	<u>24 - 33</u>	30	17		
% in pace speed	<u>98</u>	31	16		
Skewness index	<u>0.857</u>	32	9		
		33	3		
		34			
		35			
		36			
		37			
		38			
		39			
		40			
		41			
		42			
		43			
		44			
		TOTAL			119
		ANALYSIS INFORMATION			
		Segment Length (mi.):	<u>0.56</u>	ADT:	<u>2,746</u>
		Number of accidents:	<u>4</u>	Count Date:	<u>3/25/2021</u>
		Calc. Accident Rate =	<u>2.38</u>	Time period:	<u>3</u> years
		Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V 2P</u>		
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Curved</u>		
Other Considerations:	Based on the 85th percentile speed of 31mph, the lack of pedestrian and parking facilities, an accident rate much higher than statewide average for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.				
RECOMMENDATION					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>25mph</u> is hereby determined to be reasonable for the above street segment.					
Signature:					
Date:	<u>4/27/21</u>				

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Linda Vista Avenue between West Pueblo Ave and Redwood Rd</u>		Speed	Number		
Posted Limit: <u>25mph</u>		Speed	Number		
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40		
Date: <u>3/29/2021</u>	Day: <u>Monday</u>	16	41		
Begin Time: <u>12:00n</u>	End Time: <u>1:00p</u>	17	42		
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Res-School-Senior-Church</u>	18	43		
Summary Statistics		19	1		
		20	4		
Total Observed	<u>120</u>	21	4		
Speed Range	<u>19 - 31</u>	22	7		
50th percentile speed	<u>25</u>	23	9		
85th percentile speed	<u>27</u>	24	16		
10 mph pace speed	<u>19 - 28</u>	25	25		
% in pace speed	<u>99</u>	26	25		
Skewness index	<u>0.857</u>	27	19		
		28	9		
		29			
		30			
		31	1		
		32			
		33			
		34			
		35			
		36			
		37			
		38			
		39			
		TOTAL			120
		ANALYSIS INFORMATION			
		Segment Length (mi.):	<u>0.51</u>	ADT:	<u>2,695</u>
		Number of accidents:	<u>3</u>	Count Date:	<u>4/8/2021</u>
		Calc. Accident Rate =	<u>1.99</u> accidents per million vehicle-miles	Time period:	<u>3</u> years
		Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>		
Other Considerations:	Based on the 85th percentile speed of 27mph, an adjacent school and senior housing, an accident rate higher than statewide averages for similar roadways, it appears reasonable to retain the existing 25mph speed limit.				
RECOMMENDATION					
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>25mph</u> is hereby determined to be reasonable for the above street segment.					
Signature:					
Date:	<u>7/27/2021</u>				

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Linda Vista Avenue between Trower Ave and North City Limit</u>		Speed	Number
Posted Limit: <u>30mph</u>		Speed	Number
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	20	45
Date: <u>3/23/2021</u>	Day: <u>Tuesday</u>	21	46
Begin Time: <u>11:30a</u>	End Time: <u>12:30p</u>	22	47
Weather: <u>Clear Cool</u>	Land Use: <u>Res-Comm Ctr-Park</u>	23	1 48
		24	4 49
		25	9 50
		26	7 51
		27	19 52
		28	17 53
		29	18 54
		30	20 55
		31	17 56
		32	17 57
		33	7 58
		34	2 59
		35	2 60
		36	61
		37	62
		38	63
		39	64
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL	140
Summary Statistics			
Total Observed	<u>140</u>		
Speed Range	<u>23 - 35</u>		
50th percentile speed	<u>29</u>		
85th percentile speed	<u>32</u>		
10 mph pace speed	<u>24 - 33</u>		
% in pace speed	<u>96</u>		
Skewness index	<u>1.000</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.63</u>	ADT:	<u>2,076</u>
Number of accidents:	<u>1</u>	Count Date:	<u>2/4/2021</u>
Calc. Accident Rate =	<u>0.70</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>
		Sidewalk:	<u>Both</u>
		Class:	<u>Collector</u>
Other Considerations:	Based on the 85th percentile speed of 32mph, the City Community Center and Park, Residential District and low volumes, it is the Engineer's recommendation to lower the posted speed limit to 25mph.		
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>9/15/21</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA																																																																																																														
Location: <u>Main Street between Fifth St and Pearl St</u>		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Speed</th> <th>Number</th> <th>Speed</th> <th>Number</th> </tr> </thead> <tbody> <tr><td>10</td><td></td><td>35</td><td></td></tr> <tr><td>11</td><td></td><td>36</td><td></td></tr> <tr><td>12</td><td>1</td><td>37</td><td></td></tr> <tr><td>13</td><td>2</td><td>38</td><td></td></tr> <tr><td>14</td><td>3</td><td>39</td><td></td></tr> <tr><td>15</td><td>6</td><td>40</td><td></td></tr> <tr><td>16</td><td>9</td><td>41</td><td></td></tr> <tr><td>17</td><td>12</td><td>42</td><td></td></tr> <tr><td>18</td><td>11</td><td>43</td><td></td></tr> <tr><td>19</td><td>13</td><td>44</td><td></td></tr> <tr><td>20</td><td>18</td><td>45</td><td></td></tr> <tr><td>21</td><td>10</td><td>46</td><td></td></tr> <tr><td>22</td><td>9</td><td>47</td><td></td></tr> <tr><td>23</td><td>6</td><td>48</td><td></td></tr> <tr><td>24</td><td>1</td><td>49</td><td></td></tr> <tr><td>25</td><td>2</td><td>50</td><td></td></tr> <tr><td>26</td><td>1</td><td>51</td><td></td></tr> <tr><td>27</td><td></td><td>52</td><td></td></tr> <tr><td>28</td><td></td><td>53</td><td></td></tr> <tr><td>29</td><td></td><td>54</td><td></td></tr> <tr><td>30</td><td></td><td>55</td><td></td></tr> <tr><td>31</td><td></td><td>56</td><td></td></tr> <tr><td>32</td><td></td><td>57</td><td></td></tr> <tr><td>33</td><td></td><td>58</td><td></td></tr> <tr><td>34</td><td></td><td>59</td><td></td></tr> <tr> <td colspan="2" style="text-align: right;">TOTAL</td> <td colspan="2" style="text-align: center;">104</td> </tr> </tbody> </table>	Speed	Number	Speed	Number	10		35		11		36		12	1	37		13	2	38		14	3	39		15	6	40		16	9	41		17	12	42		18	11	43		19	13	44		20	18	45		21	10	46		22	9	47		23	6	48		24	1	49		25	2	50		26	1	51		27		52		28		53		29		54		30		55		31		56		32		57		33		58		34		59		TOTAL		104	
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Direction: <u>NB SB</u>	Recorder: <u>EBM</u>																																																																																																													
Date: <u>6/28/2021</u>	Day: <u>Monday</u>																																																																																																													
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Weather: <u>Clear Dry Warm</u>	Land Use: <u>Commercial-Downtown</u>																																																																																																													
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Speed Range	<u>12 - 26</u>																																																																																																													
50th percentile speed	<u>19</u>																																																																																																													
85th percentile speed	<u>22</u>																																																																																																													
10 mph pace speed	<u>14 - 23</u>																																																																																																													
% in pace speed	<u>93</u>																																																																																																													
Skewness index	<u>1.000</u>																																																																																																													
ANALYSIS INFORMATION																																																																																																														
Segment Length (mi.): <u>0.34</u>	ADT: <u>3,651</u>	Count Date: <u>3/18/2021</u>																																																																																																												
Number of accidents: <u>16</u>	Time period: <u>3</u> years																																																																																																													
Calc. Accident Rate = <u>11.77</u> Fatal + Injury Crashes per Million Vehicle-Miles																																																																																																														
Street Width (ft): <u>Varies</u>	Configuration: <u>2V</u>	Terrain: <u>Flat</u>																																																																																																												
Parking Conditions: <u>Discontinuous</u>	Sidewalk: <u>Both</u>	Class: <u>Arterial</u>																																																																																																												
Other Considerations: Based on the 85th percentile speed of 22mph, the Downtown Business District, the number of conflict points for vehicles and pedestrians, an accident rate higher than statewide averages of similar 2 lane urban roadways, it appears reasonable to retain the posted speed limit of 25mph.																																																																																																														
RECOMMENDATION																																																																																																														
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>25mph</u> is hereby determined to be reasonable for the above street segment.																																																																																																														
Signature: <u></u>																																																																																																														
Date: <u>9/16/2021</u>																																																																																																														

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA																	
Location: <u>Main Street between Pearl St and Jackson St</u>		Speed	Number														
Posted Limit: <u>25mph</u>		Speed	Number														
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40														
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	16	41														
Begin Time: <u>2:30p</u>	End Time: <u>3:00p</u>	17	42														
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Comm-School-Residential</u>	18	43														
Summary Statistics <table style="width:100%; border-collapse: collapse;"> <tr><td>Total Observed</td><td style="text-align: right;"><u>122</u></td></tr> <tr><td>Speed Range</td><td style="text-align: right;"><u>19 - 30</u></td></tr> <tr><td>50th percentile speed</td><td style="text-align: right;"><u>23</u></td></tr> <tr><td>85th percentile speed</td><td style="text-align: right;"><u>26</u></td></tr> <tr><td>10 mph pace speed</td><td style="text-align: right;"><u>19 - 28</u></td></tr> <tr><td>% in pace speed</td><td style="text-align: right;"><u>98</u></td></tr> <tr><td>Skewness index</td><td style="text-align: right;"><u>1.143</u></td></tr> </table> 		Total Observed	<u>122</u>	Speed Range	<u>19 - 30</u>	50th percentile speed	<u>23</u>	85th percentile speed	<u>26</u>	10 mph pace speed	<u>19 - 28</u>	% in pace speed	<u>98</u>	Skewness index	<u>1.143</u>	19	4
		Total Observed	<u>122</u>														
		Speed Range	<u>19 - 30</u>														
		50th percentile speed	<u>23</u>														
		85th percentile speed	<u>26</u>														
		10 mph pace speed	<u>19 - 28</u>														
		% in pace speed	<u>98</u>														
		Skewness index	<u>1.143</u>														
		20	13	44	45												
		21	10	46	46												
		22	19	47	47												
		23	20	48	48												
		24	15	49	49												
		25	14	50	50												
		26	11	51	51												
		27	10	52	52												
		28	4	53	53												
		29	1	54	54												
		30	1	55	55												
		31		56	56												
32		57	57														
33		58	58														
34		59	59														
35		60	60														
36		61	61														
37		62	62														
38		63	63														
39		64	64														
		TOTAL															
		122															
ANALYSIS INFORMATION																	
Segment Length (mi.): <u>0.45</u>	ADT: <u>3,201</u>	Count Date: <u>3/18/2021</u>															
Number of accidents: <u>8</u>	Time period: <u>3</u> years																
Calc. Accident Rate = <u>5.07</u> Fatal + Injury Crashes per Million Vehicle-Miles																	
Street Width (ft): <u>40</u>	Configuration: <u>2V 2P</u>	Terrain: <u>Flat</u>															
Parking Conditions: <u>Both</u>	Sidewalk: <u>Both</u>	Class: <u>Collector</u>															
Other Considerations: Based on the 85th percentile speed of 26mph, mixed use properties including 2 schools, an accident rate higher than statewide averages for similar streets, it appears reasonable to retain the existing 25mph posted speed limit.																	
RECOMMENDATION																	
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>25mph</u> is hereby determined to be reasonable for the above street segment.																	
Signature: <u></u>																	
Date: <u>8/3/21</u>																	

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Main Street between Jackson St and Lincoln Ave</u>		Speed	Number
Posted Limit: <u>30mph</u>		Speed	Number
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40
Date: <u>4/8/2021</u>	Day: <u>Thursday</u>	16	41
Begin Time: <u>9:30a</u>	End Time: <u>10:30a</u>	17	42
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential-Commercial</u>	18	1
		19	44
		20	3
		21	3
		22	4
		23	8
		24	15
		25	14
		26	22
		27	26
		28	7
		29	1
		30	55
		31	2
		32	1
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL 107	
Summary Statistics			
Total Observed	<u>107</u>		
Speed Range	<u>18 - 32</u>		
50th percentile speed	<u>26</u>		
85th percentile speed	<u>27</u>		
10 mph pace speed	<u>20 - 29</u>		
% in pace speed	<u>96</u>		
Skewness index	<u>0.667</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.22</u>	ADT:	<u>3,091</u>
Number of accidents:	<u>1</u>	Count Date:	<u>4/8/2021</u>
Calc. Accident Rate =	<u>1.34</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>40</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Sidewalk:	<u>Both</u>
Other Considerations:	Terrain: <u>Flat</u> Class: <u>Collector</u>		
Based on the 85th percentile speed of 27mph, a Residential District, an accident rate higher than statewide averages for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.			
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:			

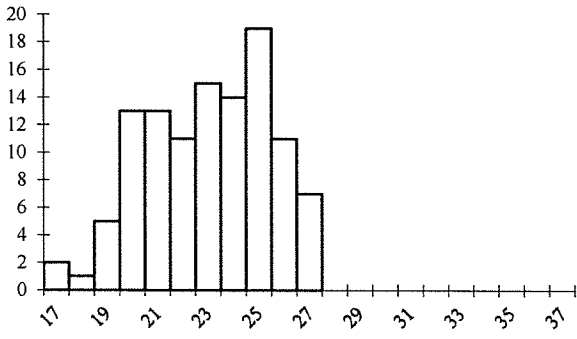
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Main Street between Lincoln Ave and Pueblo Ave</u>		Speed	Number		
Posted Limit: <u>30mph</u>		15	40		
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	16	41		
Date: <u>5/27/2021</u>	Day: <u>Thursday</u>	17	42		
Begin Time: <u>3:30p</u>	End Time: <u>4:30p</u>	18	43		
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Residential</u>	19	44		
Summary Statistics		20	1		
Total Observed	<u>102</u>	21	5		
Speed Range	<u>20 - 32</u>	22	5		
50th percentile speed	<u>26</u>	23	6		
85th percentile speed	<u>28</u>	24	7		
10 mph pace speed	<u>21 - 30</u>	25	16		
% in pace speed	<u>97</u>	26	21		
Skewness index	<u>0.857</u>	27	19		
		28	12		
		29	7		
		30	1		
		31	1		
		32	1		
		33			
		34			
		35			
		36			
		37			
		38			
		39			
		TOTAL			102
		ANALYSIS INFORMATION			
		Segment Length (mi.): <u>0.5</u>	ADT: <u>2,183</u>	Count Date: <u>3/11/2021</u>	
		Number of accidents: <u>4</u>	Time period: <u>3</u> years		
		Calc. Accident Rate = <u>3.35</u> Fatal + Injury Crashes per Million Vehicle-Miles			
		Street Width (ft): <u>40</u>	Configuration: <u>2V 2P</u>	Terrain: <u>Flat</u>	
Parking Conditions: <u>Both</u>	Sidewalk: <u>Both</u>	Class: <u>Collector</u>			
Other Considerations: Based on the 85th percentile speed of 28mph, a Residence District, an accident rate much higher than statewide averages for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.					
RECOMMENDATION					
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>25mph</u> is hereby determined to be reasonable for the above street segment.					
Signature: <u></u>					
Date: <u>9/19/21</u>					

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Pearl Street between Franklin St and Soscol Ave</u>		Speed	Number
Posted Limit: <u>25mph</u>		Speed	Number
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	15	40
Date: <u>6/28/2021</u>	Day: <u>Monday</u>	16	41
Begin Time: <u>2:15p</u>	End Time: <u>2:45p</u>	17	2
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Commercial-Downtown</u>	18	1
		19	5
		20	13
		21	13
		22	11
		23	15
		24	14
		25	19
		26	11
		27	7
		28	53
		29	54
		30	55
		31	56
		32	57
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL	111

Summary Statistics	
Total Observed	<u>111</u>
Speed Range	<u>17 - 27</u>
50th percentile speed	<u>23</u>
85th percentile speed	<u>26</u>
10 mph pace speed	<u>18 - 27</u>
% in pace speed	<u>98</u>
Skewness index	<u>0.857</u>



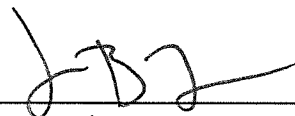
ANALYSIS INFORMATION

Segment Length (mi.):	<u>0.35</u>	ADT:	<u>3,792</u>	Count Date:	<u>3/18/2021</u>
Number of accidents:	<u>3</u>	Time period:	<u>3</u> years		
Calc. Accident Rate =	<u>2.06</u> accidents per million vehicle-miles				

Street Width (ft):	<u>40</u>	Configuration:	<u>2V</u>	Terrain:	<u>Flat</u>
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>Both</u>	Class:	<u>Collector</u>
Other Considerations:	Based on the 85th percentile speed of 26mph, an accident rate higher than statewide averages for similar roadways, it appears reasonable to retain the existing 25mph speed limit.				

RECOMMENDATION

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 25mph is hereby determined to be reasonable for the above street segment.

Signature: 

Date: 8/3/2021



EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Redwood Road between West City Limit to Dry Creek Rd</u>		Speed	Number
Posted Limit: <u>30mph</u>		20	1
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	21	0
Date: <u>4/1/2021</u>	Day: <u>Thursday</u>	22	2
Begin Time: <u>10:30a</u>	End Time: <u>11:15a</u>	23	4
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Residential-Rural</u>	24	5
		25	6
		26	11
		27	18
		28	18
		29	16
		30	20
		31	11
		32	6
		33	2
		34	2
		35	1
		36	61
		37	62
		38	63
		39	64
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL	123
Summary Statistics			
Total Observed	<u>123</u>		
Speed Range	<u>20 - 35</u>		
50th percentile speed	<u>28</u>		
85th percentile speed	<u>31</u>		
10 mph pace speed	<u>23 - 32</u>		
% in pace speed	<u>93</u>		
Skewness index	<u>1.000</u>		
ANALYSIS INFORMATION			
Segment Length (mi.): <u>1.07</u>	ADT: <u>3,368</u>	Count Date: <u>3/11/2021</u>	
Number of accidents: <u>6</u>	Time period: <u>3</u> years		
Calc. Accident Rate = <u>1.52</u> Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft): <u>Varies</u>	Configuration: <u>2V</u>	Terrain: <u>Curves</u>	
Parking Conditions: <u>None</u>	Sidewalk: <u>Discontinuous</u>	Class: <u>Arterial</u>	
Other Considerations: Based on the 85th percentile speed of 31mph, a rural residential zone with no parking and little pedestrian facilities, an accident rate higher than statewide averages for similar streets, it seems reasonable to retain the existing 30mph posted speed limit.			
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 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: <u>[Handwritten Signature]</u>			
Date: <u>8/3/2021</u>			

EXHIBIT A

City of Napa Engineering and Traffic Survey

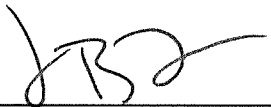

VEHICLE SPEED DATA					
Location: <u>Second Street between Jefferson St and Main St</u>		Speed	Number	Speed	Number
Posted Limit: <u>25mph</u>					
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	10		35	
Date: <u>6/29/2021</u>	Day: <u>Tuesday</u>	11		36	
Begin Time: <u>10:30a</u>	End Time: <u>11:15a</u>	12	1	37	
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Commercial-Downtown</u>	13	2	38	
		14	10	39	
		15	14	40	
		16	11	41	
		17	15	42	
		18	17	43	
		19	18	44	
		20	14	45	
		21	9	46	
		22	2	47	
		23	2	48	
		24	0	49	
		25	1	50	
		26		51	
		27		52	
		28		53	
		29		54	
		30		55	
		31		56	
		32		57	
		33		58	
		34		59	
		TOTAL		116	
ANALYSIS INFORMATION					
Segment Length (mi.): <u>0.5</u>	ADT: <u>2,955</u>	Count Date: <u>4/1/2021</u>			
Number of accidents: <u>12</u>	Time period: <u>3</u> years				
Calc. Accident Rate = <u>7.42</u> Fatal + Injury Crashes per Million Vehicle-Miles					
Street Width (ft): <u>40</u>	Configuration: <u>2V 2P</u>	Terrain: <u>Flat</u>			
Parking Conditions: <u>Both</u>	Sidewalk: <u>Both</u>	Class: <u>Arterial</u>			
Other Considerations: Based on the 85th percentile speed, the Downtown Business District, the number of conflict points for vehicles and pedestrians, an accident rate higher than statewide averages of similar 2 lane urban roadways, it appears to be reasonable to retain the posted speed limit of 25mph.					
RECOMMENDATION					
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>25mph</u> is hereby determined to be reasonable for the above street segment.					
Signature: <u></u>					
Date: <u>9/16/2021</u>					

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Shurtleff Avenue between Imola Ave and Terrace Dr</u>		Speed	Number
Posted Limit: <u>25mph</u>		Speed	Number
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	15	40
Date: <u>5/4/2021</u>	Day: <u>Tuesday</u>	16	0
Begin Time: <u>11:30a</u>	End Time: <u>12:30p</u>	17	2
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Res-School-Park</u>	18	3
		19	4
		20	7
		21	10
		22	6
		23	16
		24	22
		25	19
		26	17
		27	10
		28	4
		29	2
		30	55
		31	56
		32	57
		33	58
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		TOTAL	122
Summary Statistics			
Total Observed	<u>122</u>		
Speed Range	<u>17 - 29</u>		
50th percentile speed	<u>24</u>		
85th percentile speed	<u>26</u>		
10 mph pace speed	<u>19 - 28</u>		
% in pace speed	<u>94</u>		
Skewness index	<u>0.750</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.94</u>	ADT:	<u>2,772</u>
Number of accidents:	<u>4</u>	Count Date:	<u>5/6/2021</u>
Calc. Accident Rate =	<u>1.40</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V</u>
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Curves</u>
Other Considerations:	<u>Discontinuous</u>		
Class: <u>Collector</u>			
Other Considerations: Based on the 85th percentile speed of 26mph, a School and City Parks adjacent with gaps in pedestrian facilities and an accident rate higher than statewide average for similar streets, it appears reasonable to retain the posted 25mph speed limit.			
RECOMMENDATION			
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>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature:			
Date:	<u>8/3/2021</u>		

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>Solano Avenue between Lincoln Ave and Redwood Rd</u>		Speed	Number
Posted Limit: <u>35mph</u>		Speed	Number
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	20	45
Date: <u>4/1/2021</u>	Day: <u>Thursday</u>	21	46
Begin Time: <u>11:30a</u>	End Time: <u>12:30p</u>	22	47
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Residential-Commercial</u>	23	48
		24	49
		25	1
		26	1
		27	4
		28	5
		29	2
		30	3
		31	5
		32	13
		33	17
		34	19
		35	20
		36	17
		37	8
		38	4
		39	1
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL 120	
Summary Statistics			
Total Observed	<u>120</u>		
Speed Range	<u>25 - 39</u>		
50th percentile speed	<u>34</u>		
85th percentile speed	<u>36</u>		
10 mph pace speed	<u>28 - 37</u>		
% in pace speed	<u>91</u>		
Skewness index	<u>0.667</u>		
ANALYSIS INFORMATION			
Segment Length (mi.): <u>1.07</u>	ADT: <u>7,331</u>	Count Date: <u>4/8/2021</u>	
Number of accidents: <u>11</u>	Time period: <u>3</u> years		
Calc. Accident Rate = <u>1.28</u> Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft): <u>Varies</u>	Configuration: <u>2V 2B</u>	Terrain: <u>Flat</u>	
Parking Conditions: <u>Discontinuous</u>	Sidewalk: <u>Discontinuous</u>	Class: <u>Collector</u>	
Other Considerations: Based on the 85th percentile speed of 36mph, it appears reasonable to retain the posted 35mph speed limit.			
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>35mph</u> is hereby determined to be reasonable for the above street segment.			
Signature: _____			
Date: <u>8/3/2021</u>			

EXHIBIT A

City of Napa

Engineering and Traffic Survey

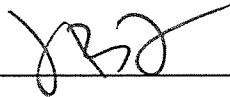

VEHICLE SPEED DATA			
Location: <u>Soccol Avenue between Silverado Tr (SR121) and Third St</u>		Speed	Number
Posted Limit: <u>40mph</u>		Speed	Number
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	20	45
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>	21	46
Begin Time: <u>11:00a</u>	End Time: <u>11:30a</u>	22	47
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Commercial</u>	23	48
		24	49
Summary Statistics		25	2
Total Observed	<u>129</u>	26	1
Speed Range	<u>25 - 39</u>	27	7
50th percentile speed	<u>32</u>	28	4
85th percentile speed	<u>35</u>	29	6
10 mph pace speed	<u>27 - 36</u>	30	16
% in pace speed	<u>96</u>	31	22
Skewness index	<u>0.750</u>	32	17
		33	14
		34	15
		35	16
		36	7
		37	1
		38	0
		39	1
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL	129
ANALYSIS INFORMATION			
Segment Length (mi.): <u>0.77</u>	ADT: <u>22,286</u>	Count Date: <u>4/15/2021</u>	
Number of accidents: <u>15</u>	Time period: <u>3</u> years		
Calc. Accident Rate = <u>0.80</u>	Fatal + Injury Crashes per Million Vehicle-Miles		
Street Width (ft): <u>62</u>	Configuration: <u>5V 2B</u>	Terrain: <u>Flat</u>	
Parking Conditions: <u>None</u>	Sidewalk: <u>Both</u>	Class: <u>Arterial</u>	
Other Considerations: Based on the 85th percentile speed of 35mph, an accident rate higher than statewide average for similar roadways, it appears reasonable to lower the posted speed limit to 35mph.			
RECOMMENDATION			
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>35mph</u> is hereby determined to be reasonable for the above street segment.			
Signature: <u></u>			
Date: <u>9/15/2021</u>			
			

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA							
Location: <u>Soscol Avenue between Third St and Lincoln Ave</u>		Speed	Number	Speed	Number		
Posted Limit: <u>40mph</u>							
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>						
Date: <u>6/3/2021</u>	Day: <u>Thursday</u>						
Begin Time: <u>10:15a</u>	End Time: <u>10:45a</u>						
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Commercial</u>						
Summary Statistics		20		45			
Total Observed	<u>134</u>	21		46			
Speed Range	<u>25 - 39</u>	22		47			
50th percentile speed	<u>32</u>	23		48			
85th percentile speed	<u>35</u>	24		49			
10 mph pace speed	<u>27 - 36</u>	25	1	50			
% in pace speed	<u>95</u>	26	1	51			
Skewness index	<u>1.000</u>	27	4	52			
		28	7	53			
		29	4	54			
		30	16	55			
		31	17	56			
		32	17	57			
		33	14	58			
		34	22	59			
		35	15	60			
		36	11	61			
		37	3	62			
		38	1	63			
		39	1	64			
		40		65			
		41		66			
		42		67			
		43		68			
		44		69			
				TOTAL		134	

ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.83</u>	ADT:	<u>21,031</u>
Number of accidents:	<u>15</u>	Count Date:	<u>4/8/2021</u>
Calc. Accident Rate =	<u>0.78</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>90</u>	Configuration:	<u>4V 2B 2P M</u>
Parking Conditions:	<u>Both</u>	Terrain:	<u>Flat</u>
Other Considerations:	Based on the 85th percentile speed of 35mph, an accident rate higher than statewide average for similar streets, it seems reasonable to lower the posted speed limit to 35mph.		

RECOMMENDATION

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 35mph is hereby determined to be reasonable for the above street segment.

Signature:

Date: 9/15/2021



EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA							
Location: <u>South Jefferson Street between Southern Terminus and Imola Ave</u>		Speed	Number	Speed	Number		
Posted Limit: <u>30mph</u>		20	1	45			
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	21	1	46			
Date: <u>4/8/2021</u>	Day: <u>Thursday</u>	22	1	47			
Begin Time: <u>11:15a</u>	End Time: <u>12:00n</u>	23	7	48			
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential-Senior-Park</u>	24	4	49			
Summary Statistics		25	6	50			
Total Observed	<u>134</u>	26	4	51			
Speed Range	<u>20 - 36</u>	27	9	52			
50th percentile speed	<u>30</u>	28	14	53			
85th percentile speed	<u>32</u>	29	15	54			
10 mph pace speed	<u>24 - 33</u>	30	21	55			
% in pace speed	<u>90</u>	31	21	56			
Skewness index	<u>0.600</u>	32	19	57			
		33	8	58			
		34	1	59			
		35	1	60			
		36	1	61			
		37		62			
		38		63			
		39		64			
		40		65			
		41		66			
		42		67			
		43		68			
		44		69			
				TOTAL		134	
		ANALYSIS INFORMATION					
		Segment Length (mi.): <u>0.51</u>	ADT: <u>5,642</u>	Count Date: <u>4/15/2021</u>			
Number of accidents: <u>3</u>	Time period: <u>3</u> years						
Calc. Accident Rate = <u>0.95</u> Fatal + Injury Crashes per Million Vehicle-Miles							
Street Width (ft): <u>Varies</u>	Configuration: <u>Varies</u>	Terrain: <u>Flat</u>					
Parking Conditions: <u>Discontinuous</u>	Sidewalk: <u>Both</u>	Class: <u>Arterial</u>					
Other Considerations: Based on the 85th percentile speed of 32mph, a Senior Housing Community and City Parkway, it appears reasonable to retain the posted 30mph speed limit.							
RECOMMENDATION							
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 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>8/3/2021</u>							

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA			
Location: <u>South Jefferson Street between Imola Ave and Old Sonoma Rd</u>		Speed	Number
Posted Limit: <u>30mph</u>		20	45
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	21	1
Date: <u>4/8/2021</u>	Day: <u>Thursday</u>	22	5
Begin Time: <u>10:45a</u>	End Time: <u>11:00a</u>	23	7
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential-Senior</u>	24	9
		25	8
		26	17
		27	16
		28	14
		29	21
		30	19
		31	18
		32	7
		33	4
		34	59
		35	60
		36	61
		37	62
		38	63
		39	64
		40	65
		41	66
		42	67
		43	68
		44	69
		TOTAL	146
Summary Statistics			
Total Observed	<u>146</u>		
Speed Range	<u>21 - 33</u>		
50th percentile speed	<u>28</u>		
85th percentile speed	<u>31</u>		
10 mph pace speed	<u>23 - 32</u>		
% in pace speed	<u>93</u>		
Skewness index	<u>0.889</u>		
ANALYSIS INFORMATION			
Segment Length (mi.): <u>0.39</u>	ADT: <u>7,882</u>	Count Date: <u>4/1/2021</u>	
Number of accidents: <u>6</u>	Time period: <u>3</u> years		
Calc. Accident Rate = <u>1.78</u>	Fatal + Injury Crashes per Million Vehicle-Miles		
Street Width (ft): <u>40</u>	Configuration: <u>2V 2P</u>	Terrain: <u>Flat</u>	
Parking Conditions: <u>Both</u>	Sidewalk: <u>Discontinuous</u>	Class: <u>Arterial</u>	
Other Considerations: Based on the 85th percentile speed of 31mph, a residential and senior district with gaps in pedestrian facilities, an accident rate higher than statewide averages for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 25mph.			
RECOMMENDATION			
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of <u>25mph</u> is hereby determined to be reasonable for the above street segment.			
Signature: <u>J. Blue</u>			
Date: <u>9/15/2021</u>			

EXHIBIT A
City of Napa
Engineering and Traffic Survey

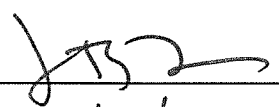

VEHICLE SPEED DATA			
Location: <u>Terrace Drive between Shurtleff Ave and Coombsville Rd</u>		Speed	Number
Posted Limit: <u>30mph</u>		20	
Direction: <u>NB SB</u>	Recorder: <u>EBM</u>	21	2
Date: <u>5/27/2021</u>	Day: <u>Thursday</u>	22	4
Begin Time: <u>2:45p</u>	End Time: <u>3:45p</u>	23	3
Weather: <u>Clear Dry Warm</u>	Land Use: <u>Residential</u>	24	7
		25	10
		26	12
		27	14
		28	17
		29	16
		30	15
		31	7
		32	2
		33	
		34	
		35	
		36	
		37	
		38	
		39	
		40	
		41	
		42	
		43	
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		60	
		61	
		62	
		63	
		64	
		65	
		66	
		67	
		68	
		69	
		TOTAL	109
Summary Statistics			
Total Observed	<u>109</u>		
Speed Range	<u>21 - 32</u>		
50th percentile speed	<u>28</u>		
85th percentile speed	<u>30</u>		
10 mph pace speed	<u>22 - 31</u>		
% in pace speed	<u>96</u>		
Skewness index	<u>0.750</u>		
ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.48</u>	ADT:	<u>3,356</u>
Number of accidents:	<u>1</u>	Count Date:	<u>3/25/2021</u>
Calc. Accident Rate =	<u>0.57</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V</u>
Parking Conditions:	<u>Discontinuous</u>	Terrain:	<u>Rolling</u>
Other Considerations:	Based on the 85th percentile speed of 30mph, it appears reasonable to retain the existing 30mph posted speed limit.		
RECOMMENDATION			
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>8/3/2021</u>		
			

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA							
Location: <u>Third Street between Jefferson St and Soscol Ave</u>		Speed	Number	Speed	Number		
Posted Limit: <u>25mph</u>							
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>						
Date: <u>5/13/2021</u>	Day: <u>Thursday</u>						
Begin Time: <u>3:30p</u>	End Time: <u>4:00p</u>						
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Commercial</u>						
Summary Statistics							
Total Observed	<u>147</u>	15		40			
Speed Range	<u>17 - 30</u>	16		41			
50th percentile speed	<u>24</u>	17	2	42			
85th percentile speed	<u>27</u>	18	2	43			
10 mph pace speed	<u>19 - 28</u>	19	3	44			
% in pace speed	<u>96</u>	20	9	45			
Skewness index	<u>0.857</u>	21	8	46			
		22	16	47			
		23	22	48			
		24	21	49			
		25	23	50			
		26	18	51			
		27	16	52			
		28	5	53			
		29	1	54			
		30	1	55			
		31		56			
		32		57			
		33		58			
		34		59			
		35		60			
		36		61			
		37		62			
		38		63			
		39		64			
				TOTAL		147	
		ANALYSIS INFORMATION					
Segment Length (mi.):	<u>0.49</u>	ADT:	<u>8,089</u>	Count Date:	<u>4/29/2021</u>		
Number of accidents:	<u>20</u>	Time period:	<u>3</u>	years			
Calc. Accident Rate =	<u>4.61</u>	Fatal + Injury Crashes per Million Vehicle-Miles					
Street Width (ft):	<u>Varies</u>	Configuration:	<u>Varies</u>	Terrain:	<u>Flat</u>		
Parking Conditions:	<u>Discontinuous</u>	Sidewalk:	<u>Both</u>	Class:	<u>Arterial</u>		
Other Considerations:	Based on the 8th percentile speed of 27mph, a Downtown Commercial area, it appears reasonable to retain the existing 25mph posted speed limit.						
RECOMMENDATION							
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>25mph</u> is hereby determined to be reasonable for the above street segment.							
Signature:							
Date:	<u>5/13/2021</u>						



EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA					
Location: <u>Wine Country Avenue between Linda Vista Ave and Highway 29</u>		Speed	Number		
Posted Limit: <u>35mph</u>		20	45		
Direction: <u>EB WB</u>	Recorder: <u>EBM</u>	21	46		
Date: <u>3/23/2021</u>	Day: <u>Tuesday</u>	22	2		
Begin Time: <u>3:45p</u>	End Time: <u>4:45p</u>	23	1		
Weather: <u>Clear Dry Cool</u>	Land Use: <u>Residential-Commercial</u>	24	4		
Summary Statistics		25	9		
Total Observed	<u>120</u>	26	10		
Speed Range	<u>22 - 38</u>	27	13		
50th percentile speed	<u>29</u>	28	12		
85th percentile speed	<u>32</u>	29	12		
10 mph pace speed	<u>24 - 33</u>	30	10		
% in pace speed	<u>90</u>	31	20		
Skewness index	<u>1.111</u>	32	14		
		33	4		
		34	3		
		35	4		
		36	0		
		37	1		
		38	1		
		39			
		40			
		41			
		42			
		43			
		44			
				TOTAL	120

ANALYSIS INFORMATION			
Segment Length (mi.):	<u>0.47</u>	ADT:	<u>2,246</u>
Number of accidents:	<u>2</u>	Count Date:	<u>2/4/2021</u>
Calc. Accident Rate =	<u>1.73</u>	Time period:	<u>3</u> years
Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	<u>Varies</u>	Configuration:	<u>2V 2P</u>
Parking Conditions:	<u>Both</u>	Sidewalk:	<u>Discontinuous</u>
Other Considerations:	Based on the 85th percentile speed of 32mph, gaps in pedestrian facilities, an accident rate higher than statewide average for similar roadways, it is the Engineer's recommendation to lower the posted speed limit to 30mph.		

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 30mph is hereby determined to be reasonable for the above street segment.

Signature:

Date: 9/15/21

