EXHIBIT A
City of Napa
Engineering and Traffic Survey

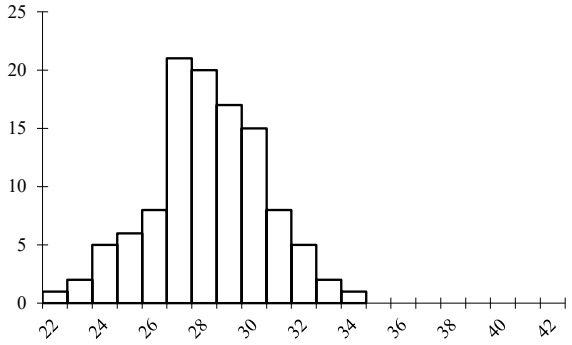
VEHICLE SPEED DATA

Location: **Beard Road between Pueblo Ave & Trancas St**
Posted Limit: **30 MPH**
Direction: **NB-SB** Recorder: **JCL**
Date: **5/14/2025** Day: **Wednesday**
Begin Time: **4:00 PM** End Time: **4:30 PM**
Weather: **Clear, Warm, Dry** Land Use: **Res / Comm**

Speed	Number	Speed	Number
20		45	
21		46	
22	1	47	
23	2	48	
24	5	49	
25	6	50	
26	8	51	
27	21	52	
28	20	53	
29	17	54	
30	15	55	
31	8	56	
32	5	57	
33	2	58	
34	1	59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**111**

Summary Statistics

Total Observed	111
Speed Range	22 - 34
50th percentile speed	28
85th percentile speed	30
10 mph pace speed	24 - 33
% in pace speed	96
Skewness index	1.000



ANALYSIS INFORMATION

Segment Length (mi.): **0.51** ADT: **3,599** Count Date: **5/13/2025**
Number of accidents: **5** Time period: **5** years
Calculated Crash Rate = **1.49** Fatal + Injury crashes per million vehicle-miles

Street Width (ft): **40 ft** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 30mph, adjacent residential properties, a crash rate 3x the State District Average, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

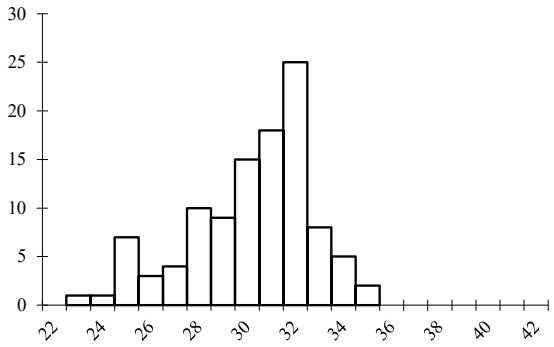
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Browns Valley Road between Partrick Rd & Redwood Rd**
Posted Limit: **35mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **12/4/23** Day: **Monday**
Begin Time: **1:20pm** End Time: **2:00pm**
Weather: **Clear Dry Warm** Land Use: **Residential**

Summary Statistics

Total Observed	108
Speed Range	23 - 35
50th percentile speed	31
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	96
Skewness index	0.500



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23	1	48	
24	1	49	
25	7	50	
26	3	51	
27	4	52	
28	10	53	
29	9	54	
30	15	55	
31	18	56	
32	25	57	
33	8	58	
34	5	59	
35	2	60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**108**

ANALYSIS INFORMATION

Segment Length (mi.): **0.59** ADT: **3,248** Count Date: **5/5/22**
Number of collisions: **2** Time period: **3** years
Calc. Crash Rate = **0.95** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln+ Bike** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 32mph, adjacent residential properties, a crash rate 2x of the State District Average, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of this ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

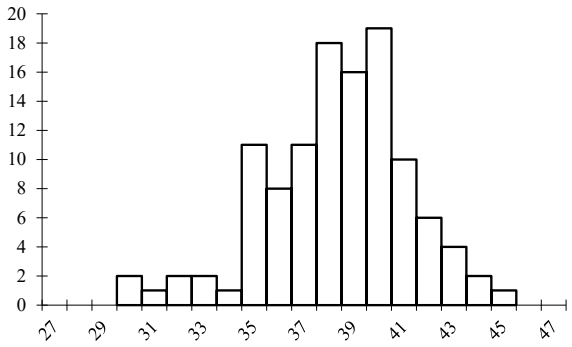
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Buhman Avenue between So City Limit & Crestview Wy**
Posted Limit: **40 MPH**
Direction: **NB-SB** Recorder: **JCL**
Date: **5/29/2025** Day: **Thursday**
Begin Time: **10:30 AM** End Time: **11:30 AM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Summary Statistics

Total Observed	114
Speed Range	30 - 45
50th percentile speed	39
85th percentile speed	41
10 mph pace speed	35 - 44
% in pace speed	92
Skewness index	0.750



Speed	Number	Speed	Number
25		50	
26		51	
27		52	
28		53	
29		54	
30	2	55	
31	1	56	
32	2	57	
33	2	58	
34	1	59	
35	11	60	
36	8	61	
37	11	62	
38	18	63	
39	16	64	
40	19	65	
41	10	66	
42	6	67	
43	4	68	
44	2	69	
45	1	70	
46		71	
47		72	
48		73	
49		74	
TOTAL			**114**

ANALYSIS INFORMATION

Segment Length (mi.): **0.51** ADT: **5,308** Count Date: **5/14/2025**
Number of accidents: **0** Time period: **5** years
Calc. Crash Rate = **0.00** Fatal + Injury crashes per million vehicle-miles

Street Width (ft): **35** Configuration: **2 Lns+ Bikes** Terrain: **Rolling Hill**
Parking Conditions: **None** Sidewalk: **East Side Only** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 41mph, a short section of Bike Lane removal / Share the Road to accommodate a left turn pocket, it is the Engineer's judgement 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, 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

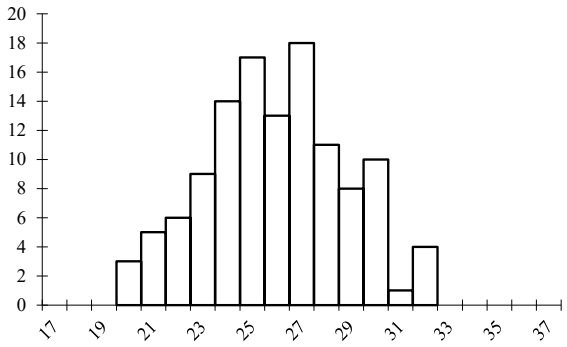
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Buhman Avenue between Crestview Wy & Browns Valley Rd**
Posted Limit: **30 MPH**
Direction: **NB-SB** Recorder: **JCL**
Date: **5/29/2025** Day: **Thursday**
Begin Time: **9:30 AM** End Time: **10:30 AM**
Weather: **Clear Dry Warm** Land Use: **Sch / Res**

Summary Statistics

Total Observed	119
Speed Range	20 - 32
50th percentile speed	26
85th percentile speed	29
10 mph pace speed	21 - 30
% in pace speed	93
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	3	45	
21	5	46	
22	6	47	
23	9	48	
24	14	49	
25	17	50	
26	13	51	
27	18	52	
28	11	53	
29	8	54	
30	10	55	
31	1	56	
32	4	57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
TOTAL			**119**

ANALYSIS INFORMATION

Segment Length (mi.): **0.29** ADT: **7,900** Count Date: **5/14/2025**
Number of accidents: **1** Time period: **5** years
Calc. Crash Rate = **0.24** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 29mph, adjacent Elementary School and City Park, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

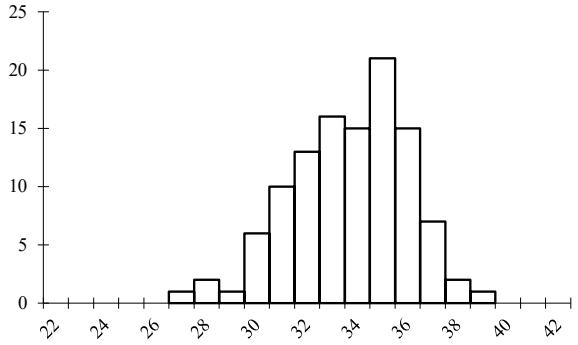
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**California Boulevard between Lincoln Ave & Pueblo Ave**		
Posted Limit:	**35 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**6/5/2025**	Day:	**Thursday**
Begin Time:	**2:40 PM**	End Time:	**3:20 PM**
Weather:	**Clear Warm Dry**	Land Use:	**Residential**

Summary Statistics

Total Observed	110
Speed Range	27 - 39
50th percentile speed	34
85th percentile speed	36
10 mph pace speed	30 - 39
% in pace speed	96
Skewness index	0.857



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	
26		51	
27	1	52	
28	2	53	
29	1	54	
30	6	55	
31	10	56	
32	13	57	
33	16	58	
34	15	59	
35	21	60	
36	15	61	
37	7	62	
38	2	63	
39	1	64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**110**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.51**	ADT:	**15,246**	Count Date:	**5/13/2025**
Number of accidents:	**11**	Time period:	**5** years		
Calc. Crash Rate =	**0.78**	Fatal + Injury crashes per million vehicle-miles			
Street Width (ft):	**56**	Configuration:	**2Ln, M, 2Bk**	Terrain:	**Flat**
Parking Conditions:	**None**	Sidewalk:	**Both**	Class:	**Arterial**

Other Considerations: Based on the 85th percentile speed of 36mph, a crash rate 2x the State District Average, it is the Engineer's judgement 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

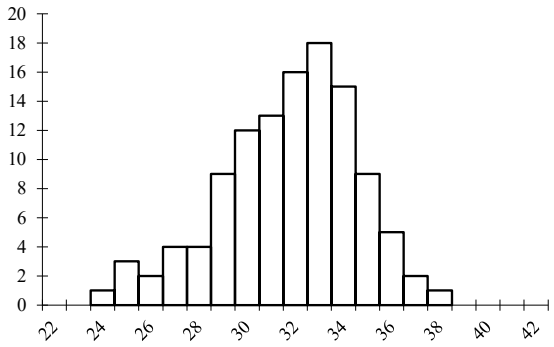
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **California Boulevard between Pueblo Ave & Trancas St**
Posted Limit: **35mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **12/4/23** Day: **Monday**
Begin Time: **3:45pm** End Time: **4:30pm**
Weather: **Clear Dry Warm** Land Use: **Commercial**

Summary Statistics

Total Observed	114
Speed Range	24 - 38
50th percentile speed	32
85th percentile speed	34
10 mph pace speed	27 - 36
% in pace speed	92
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25	3	50	
26	2	51	
27	4	52	
28	4	53	
29	9	54	
30	12	55	
31	13	56	
32	16	57	
33	18	58	
34	15	59	
35	9	60	
36	5	61	
37	2	62	
38	1	63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**114**

ANALYSIS INFORMATION

Segment Length (mi.): **0.54** ADT: **10,678** Count Date: **4/21/22**
Number of accidents: **9** Time period: **3** years
Calc. Crash Rate = **1.43** Fatal + Injury Crashes per Million Vehicle Miles

Street Width (ft): **Varies** Configuration: **2Ln+ Bikes** Terrain: **Curves**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 34mph, a crash rate over 3x the State District Average, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

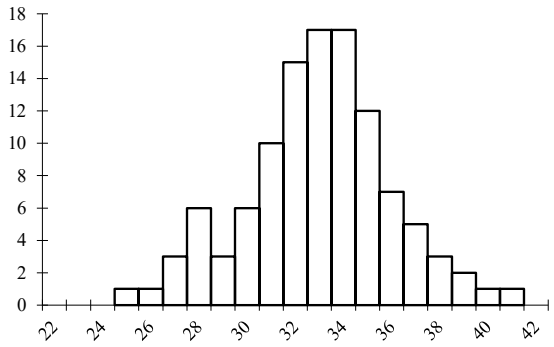
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Coombsville Road between Terrace Dr & East City Limit**
Posted Limit: **35mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **12/11/23** Day: **Monday**
Begin Time: **1:35pm** End Time: **2:15pm**
Weather: **Clear Dry Cool** Land Use: **Res / Com**

Summary Statistics

Total Observed	110
Speed Range	25 - 41
50th percentile speed	33
85th percentile speed	36
10 mph pace speed	28 - 37
% in pace speed	89
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	1	50	
26	1	51	
27	3	52	
28	6	53	
29	3	54	
30	6	55	
31	10	56	
32	15	57	
33	17	58	
34	17	59	
35	12	60	
36	7	61	
37	5	62	
38	3	63	
39	2	64	
40	1	65	
41	1	66	
42		67	
43		68	
44		69	
T O T A L			**110**

ANALYSIS INFORMATION

Segment Length (mi.): **0.52** ADT: **5,210** Count Date: **5/19/22**
Number of accidents: **3** Time period: **3** years
Calc. Crash Rate = **1.01** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln+ Bikes** Terrain: **Curved-Rolling**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 36mph, a crash rate 2x of the State District Average, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurrred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

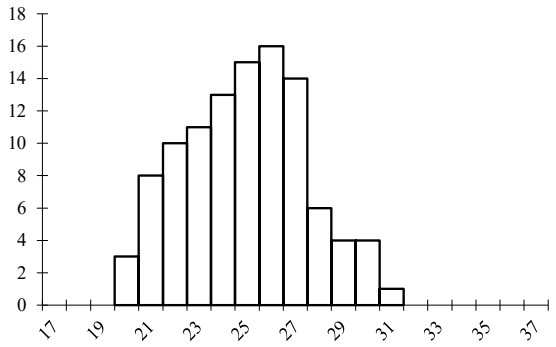
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **East Avenue between Silverado Trl (S) & East First St**
Posted Limit: **25mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **10:25am** End Time: **11:30am**
Weather: **Clear Dry Cold** Land Use: **Res / Sch**

Summary Statistics

Total Observed	105
Speed Range	20 - 31
50th percentile speed	25
85th percentile speed	27
10 mph pace speed	21 - 30
% in pace speed	96
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	3	45	
21	8	46	
22	10	47	
23	11	48	
24	13	49	
25	15	50	
26	16	51	
27	14	52	
28	6	53	
29	4	54	
30	4	55	
31	1	56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**105**

ANALYSIS INFORMATION

Segment Length (mi.): **0.34** ADT: **2,568** Count Date: **5/19/2022**
Number of accidents: **2** Time period: **3** years
Calc. Crash Rate = **2.09** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln** Terrain: **Hills**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 27mph, adjacent Elementary School, it appears reasonable to retain the posted speed limit of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

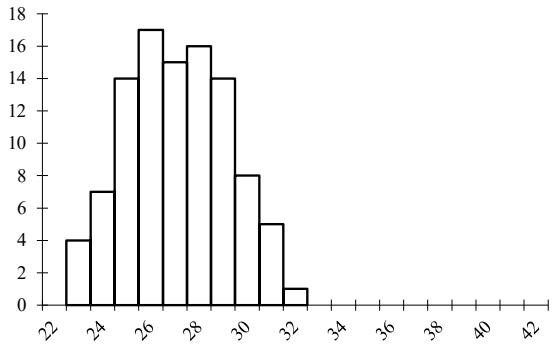
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **East Avenue between East First St & Silverado Trail (N)**
Posted Limit: **25mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **9:15am** End Time: **10:25am**
Weather: **Clear Dry Cold** Land Use: **Residential**

Summary Statistics

Total Observed	102
Speed Range	20 - 32
50th percentile speed	27
85th percentile speed	29
10 mph pace speed	23 - 32
% in pace speed	99
Skewness index	1.000



Speed	Number	Speed	Number
20	1	45	
21		46	
22		47	
23	4	48	
24	7	49	
25	14	50	
26	17	51	
27	15	52	
28	16	53	
29	14	54	
30	8	55	
31	5	56	
32	1	57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**102**

ANALYSIS INFORMATION

Segment Length (mi.): **0.65** ADT: **2,573** Count Date: **5/25/22**
Number of accidents: **2** Time period: **3** years
Calc. Crash Rate = **1.09** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2Ln+ TrCalm** Terrain: **Rolling**
Parking Conditions: **Both** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 29mph, narrowed travel lanes for traffic calming, it appears reasonable to retain the existing posted speed of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp.09/30/27
TRAFFIC
STATE OF CALIFORNIA

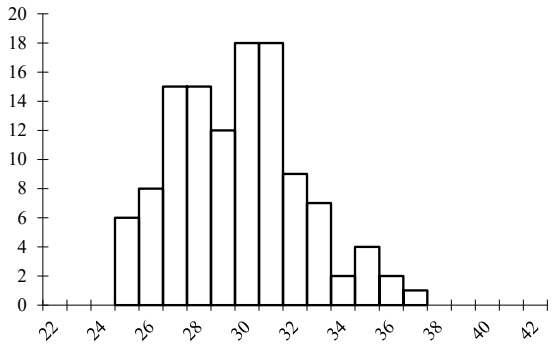
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **First Street between California Blvd & Jefferson St**
Posted Limit: **30 MPH**
Direction: **EB** Recorder: **JCL**
Date: **5/29/2025** Day: **Thursday**
Begin Time: **1:50 PM** End Time: **2:20 PM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Summary Statistics

Total Observed	117
Speed Range	25 - 37
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	94
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	6	50	
26	8	51	
27	15	52	
28	15	53	
29	12	54	
30	18	55	
31	18	56	
32	9	57	
33	7	58	
34	2	59	
35	4	60	
36	2	61	
37	1	62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**117**

ANALYSIS INFORMATION

Segment Length (mi.): **0.39** ADT: **5,139** Count Date: **4/14/2022**
Number of accidents: **5** Time period: **5** years
Calc. Crash Rate = **1.37** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 32mph, this section is identified on the Countywide High Injury Network and a crash rate 3x the State District Average, this also section meets the definition of Residence District, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A
City of Napa
Engineering and Traffic Survey

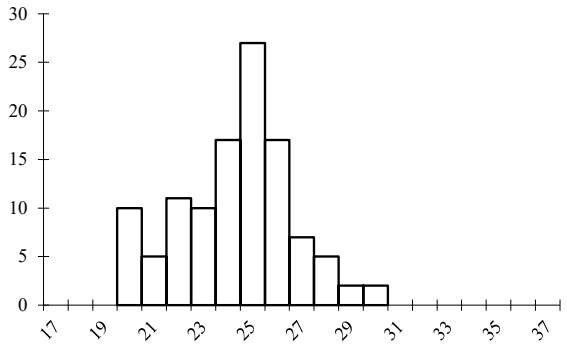
VEHICLE SPEED DATA

Location: **First Street between Soscol Ave & Silverado Trail**
Posted Limit: **25 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **5/29/2025** Day: **Thursday**
Begin Time: **4:00 PM** End Time: **4:50 PM**
Weather: **Clear Warm Dry** Land Use: **Commercial**

Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	10	45	
21	5	46	
22	11	47	
23	10	48	
24	17	49	
25	27	50	
26	17	51	
27	7	52	
28	5	53	
29	2	54	
30	2	55	
31		56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
TOTAL			**113**

Summary Statistics

Total Observed	113
Speed Range	20 - 30
50th percentile speed	25
85th percentile speed	26
10 mph pace speed	20 - 29
% in pace speed	98
Skewness index	0.750



ANALYSIS INFORMATION

Segment Length (mi.): **0.41** ADT: **7,921** Count Date: **5/15/2025**
Number of accidents: **9** Time period: **5** years
Calc. Crash Rate = **1.52** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Rolling**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 26mph, it appears reasonable to retain the existing 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

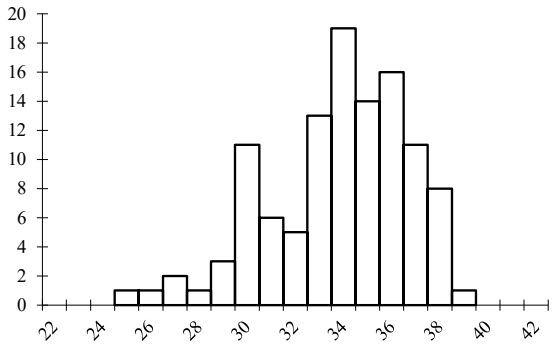
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Freeway Drive between Old Sonoma Rd & Laurel St**
Posted Limit: **35mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **2:35pm** End Time: **3:30pm**
Weather: **Clear Dry Cold** Land Use: **Commercial**

Summary Statistics

Total Observed	112
Speed Range	25 - 39
50th percentile speed	34
85th percentile speed	37
10 mph pace speed	29 - 38
% in pace speed	95
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	1	50	
26	1	51	
27	2	52	
28	1	53	
29	3	54	
30	11	55	
31	6	56	
32	5	57	
33	13	58	
34	19	59	
35	14	60	
36	16	61	
37	11	62	
38	8	63	
39	1	64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**112**

ANALYSIS INFORMATION

Segment Length (mi.): **0.4** ADT: **9,254** Count Date: **6/7/22**
Number of collisions: **5** Time period: **3** years
Calc. Crash Rate = **1.23** Fatal +Injury Crashes per Million Vehicle-Miles

Street Width (ft): **30** Configuration: **2Ln + Bikes** Terrain: **Flat**
Parking Conditions: **None** Sidewalk: **West Only** Class: **Local**
Other Considerations: Based on the 85th percentile speed of 37mph, a crash rate 3x the State District Average, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 __**30mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

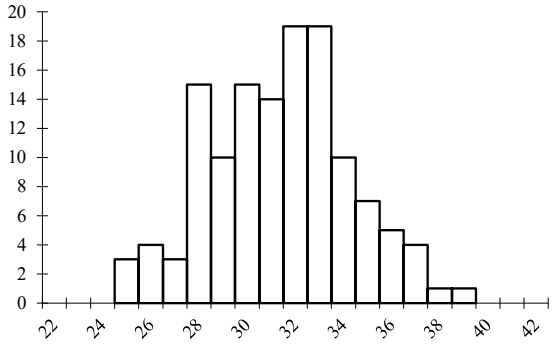
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Freeway Drive between Laurel St & First St**
Posted Limit: **35mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **1:45pm** End Time: **2:30pm**
Weather: **Clear Dry Cold** Land Use: **Commercial**

Summary Statistics

Total Observed	130
Speed Range	25 - 39
50th percentile speed	32
85th percentile speed	34
10 mph pace speed	28 - 37
% in pace speed	91
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	3	50	
26	4	51	
27	3	52	
28	15	53	
29	10	54	
30	15	55	
31	14	56	
32	19	57	
33	19	58	
34	10	59	
35	7	60	
36	5	61	
37	4	62	
38	1	63	
39	1	64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**130**

ANALYSIS INFORMATION

Segment Length (mi.): **0.51** ADT: **8,856** Count Date: **5/12/22**
Number of collisions: **6** Time period: **3** years
Calc. Crash Rate = **1.21** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln, Bike CL4** Terrain: **Flat Curve**
Parking Conditions: **Dicontinuous** Sidewalk: **West Only** Class: **Local**
Other Considerations: Based on the 85th percentile speed of 34mph, adjacent Elementary School and Shopping Outlet Center, a crash rate 3x the State District Average, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 __**30mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

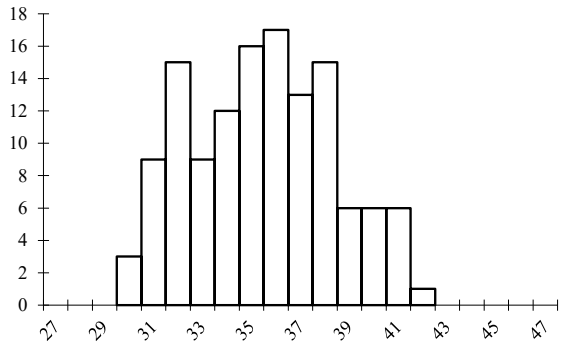
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Hagen Road between Silverado Trl & East City Limits**
Posted Limit: **35 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **5/14/2025** Day: **Wednesday**
Begin Time: **2:50 PM** End Time: **3:30 PM**
Weather: **Clear Dry Warm** Land Use: **Residential**

Summary Statistics

Total Observed	128
Speed Range	30 - 42
50th percentile speed	35
85th percentile speed	38
10 mph pace speed	31 - 40
% in pace speed	92
Skewness index	1.111



Speed	Number	Speed	Number
25		50	
26		51	
27		52	
28		53	
29		54	
30	3	55	
31	9	56	
32	15	57	
33	9	58	
34	12	59	
35	16	60	
36	17	61	
37	13	62	
38	15	63	
39	6	64	
40	6	65	
41	6	66	
42	1	67	
43		68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**128**

ANALYSIS INFORMATION

Segment Length (mi.): **0.44** ADT: **6,500** Count Date: **5/15/2025**
Number of accidents: **0** Time period: **5** years
Calc. Crashes Rate = **0.00** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2 Lane** Terrain: **Rolling Curves**
Parking Conditions: **Discontinuous** Sidewalk: **None** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 38mph, it is the Engineer's judgement to round down to 35mph and retain the existing 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 __**35mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

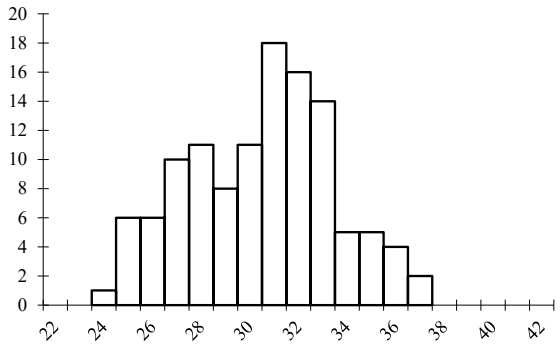
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Imola Avenue between Shurtleff Ave & East City Limit**
Posted Limit: **35mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **12/12/23** Day: **Tuesday**
Begin Time: **1:45pm** End Time: **2:30pm**
Weather: **Clear Dry Cool** Land Use: **Res / Com**

Summary Statistics

Total Observed	117
Speed Range	24 - 37
50th percentile speed	31
85th percentile speed	33
10 mph pace speed	25 - 34
% in pace speed	90
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25	6	50	
26	6	51	
27	10	52	
28	11	53	
29	8	54	
30	11	55	
31	18	56	
32	16	57	
33	14	58	
34	5	59	
35	5	60	
36	4	61	
37	2	62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**117**

ANALYSIS INFORMATION

Segment Length (mi.): **0.49** ADT: **5,279** Count Date: **5/19/22**
Number of collisions: **2** Time period: **3** years
Calc. Crash Rate = **0.71** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 33mph, has a crash rate 2x the State District Average, this section is on the Napa Countywide High Injury Network, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

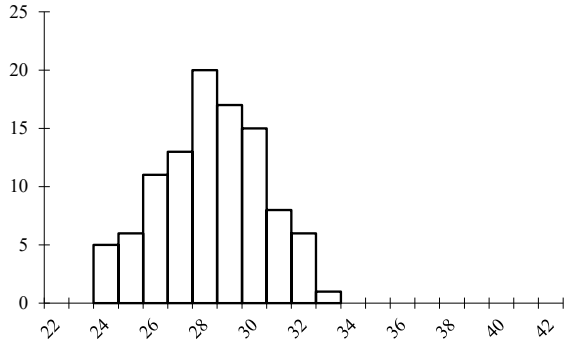
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Jefferson Street between Lincoln Ave & Pueblo Ave**
Posted Limit: **30 MPH**
Direction: **NB-SB** Recorder: **JCL**
Date: **5/27/2025** Day: **Tuesday**
Begin Time: **11:20 PM** End Time: **11:50 AM**
Weather: **Clear Warm Dry** Land Use: **Sch / Comm**

Summary Statistics

Total Observed	102
Speed Range	24 - 33
50th percentile speed	28
85th percentile speed	30
10 mph pace speed	24 - 33
% in pace speed	100
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	5	49	
25	6	50	
26	11	51	
27	13	52	
28	20	53	
29	17	54	
30	15	55	
31	8	56	
32	6	57	
33	1	58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**102**

ANALYSIS INFORMATION

Segment Length (mi.): **0.51** ADT: **19,799** Count Date: **5/15/2025**
Number of accidents: **22** Time period: **5** years
Calc. Crashes Rate = **1.19** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **4 Ln + TLWTL** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 30mph, it appears reasonable to retain the posted speed limit of 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

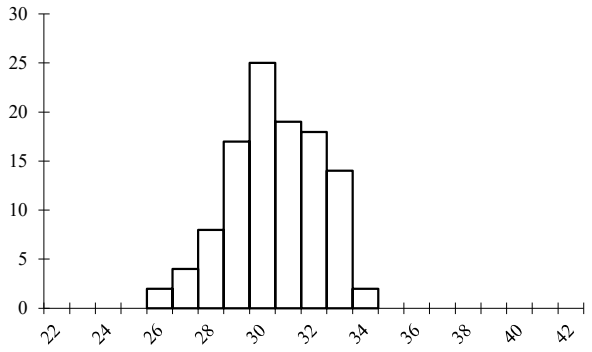
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Jefferson Street between Pueblo Ave & Trancas St**		
Posted Limit:	**30 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**5/27/2025**	Day:	**Thursday**
Begin Time:	**10:30 AM**	End Time:	**11:00 AM**
Weather:	**Clear Dry Cool**	Land Use:	**Commercial**

Summary Statistics

Total Observed	109
Speed Range	26 - 34
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	26 - 35
% in pace speed	100
Skewness index	1.200



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	
26	2	51	
27	4	52	
28	8	53	
29	17	54	
30	25	55	
31	19	56	
32	18	57	
33	14	58	
34	2	59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**109**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.51**	ADT:	**20,440**	Count Date:	**5/15/2025**
Number of accidents:	**17**	Time period:	**5** years		
Calc. Crash Rate =	**0.89** accidents per million vehicle-miles				
Street Width (ft):	**64**	Configuration:	**4 Lns + TWLTL**	Terrain:	**Flat**
Parking Conditions:	**None**	Sidewalk:	**Both**	Class:	**Arterial**

Other Considerations: Based on the 85th percentile speed of 32mph, it appears reasonable to retain the posted speed limit of 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A
City of Napa
Engineering and Traffic Survey

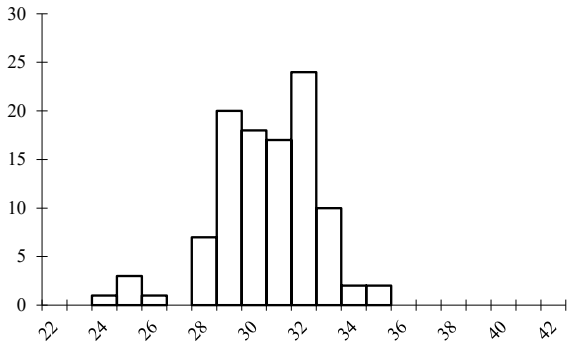
VEHICLE SPEED DATA

Location: **Jefferson Street between Trancas St & Trower Ave**
Posted Limit: **30 MPH**
Direction: **SB-NB** Recorder: **JCL**
Date: **5/16/2025** Day: **Friday**
Begin Time: **10:00 AM** End Time: **10:50 AM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25	3	50	
26	1	51	
27		52	
28	7	53	
29	20	54	
30	18	55	
31	17	56	
32	24	57	
33	10	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			**105**

Summary Statistics

Total Observed	105
Speed Range	24 - 35
50th percentile speed	31
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	97
Skewness index	0.800



ANALYSIS INFORMATION

Segment Length (mi.): **0.81** ADT: **15,659** Count Date: **5/15/2025**
Number of accidents: **15** Time period: **5** years
Calc. Crash Rate = **0.65** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **2Ln, M, 2B** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 32mph, it appears reasonable to retain the existing posted speed limit of 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

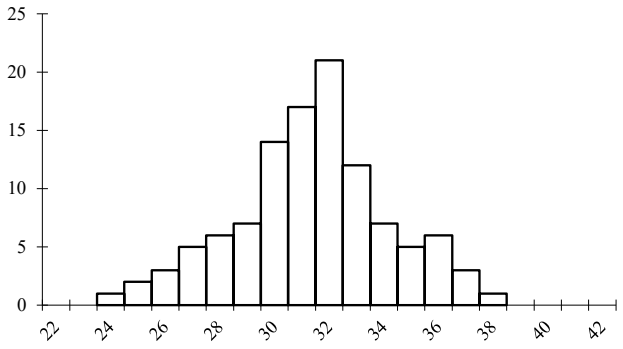
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Jefferson Street between Trower Ave & Salvador Ave**		
Posted Limit:	**30 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**5/8/2025**	Day:	**Thursday**
Begin Time:	**10:50 AM**	End Time:	**11:40 AM**
Weather:	**Dry Warm Cool**	Land Use:	**Residential**

Summary Statistics

Total Observed	110
Speed Range	24 - 38
50th percentile speed	31
85th percentile speed	34
10 mph pace speed	27 - 36
% in pace speed	91
Skewness index	1.111



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25	2	50	
26	3	51	
27	5	52	
28	6	53	
29	7	54	
30	14	55	
31	17	56	
32	21	57	
33	12	58	
34	7	59	
35	5	60	
36	6	61	
37	3	62	
38	1	63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**110**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.8**	ADT:	**9,509**	Count Date:	**5/13/2025**
Number of accidents:	**4**	Time period:	**5** years		
Calc. Crash Rate =	**0.29**	Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	**Varies**	Configuration:	**2 Ln + 2 Bk**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Discontinuous**	Class:	**Arterial**

Other Considerations: Based on the 85th perentile speed of 34mph, it is the Engineer's judgement to round down to 30mph and retain the existing 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 __**30mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

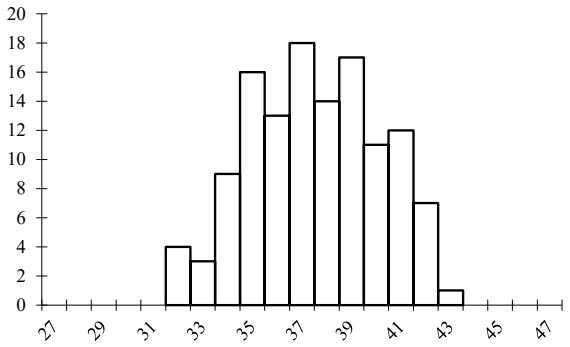
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Kaiser Road between West City limit & Hwy 221**		
Posted Limit:	**40 MPH**		
Direction:	**EB-WB**	Recorder:	**JCL**
Date:	**6/5/2025**	Day:	**Thursday**
Begin Time:	**10:00 AM**	End Time:	**10:40 AM**
Weather:	**Cloudy Cool Dry**	Land Use:	**Commercial**

Summary Statistics

Total Observed	125
Speed Range	32 - 43
50th percentile speed	37
85th percentile speed	41
10 mph pace speed	33 - 42
% in pace speed	96
Skewness index	1.143



Speed	Number	Speed	Number
25		50	
26		51	
27		52	
28		53	
29		54	
30		55	
31		56	
32	4	57	
33	3	58	
34	9	59	
35	16	60	
36	13	61	
37	18	62	
38	14	63	
39	17	64	
40	11	65	
41	12	66	
42	7	67	
43	1	68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
TOTAL			**125**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.52**	ADT:	**1,400**	Count Date:	**5/15/2025**
Number of accidents:	**1**	Time period:	**5** years		
Calc. Crash Rate =	**0.75** Fatal + Injury Crashes per Million Vehicle-Miles				
Street Width (ft):	**82**	Configuration:	**4 Lns w/Median**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Northside**	Class:	**Arterial**

Other Considerations: Based on the 85th percentile speed of 41mph, a crash rate higher than State District Average, it is the Engineer's judgement 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, 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A
City of Napa
Engineering and Traffic Survey

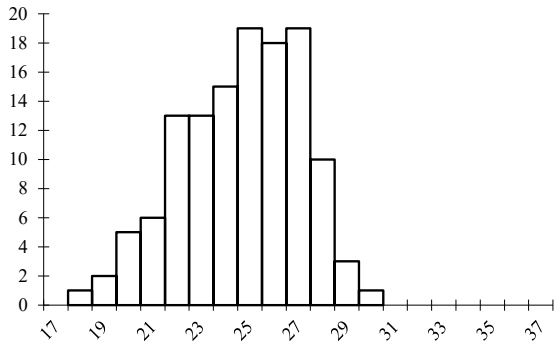
VEHICLE SPEED DATA

Location: **Kansas Avenue between Soscol Ave & Shurtleff Ave**
Posted Limit: **25mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **12/11/23** Day: **Monday**
Begin Time: **3:45pm** End Time: **4:30pm**
Weather: **Clear Dry Cool** Land Use: **Res / Comm**

Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18	1	43	
19	2	44	
20	5	45	
21	6	46	
22	13	47	
23	13	48	
24	15	49	
25	19	50	
26	18	51	
27	19	52	
28	10	53	
29	3	54	
30	1	55	
31		56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
TOTAL			**125**

Summary Statistics

Total Observed	125
Speed Range	18 - 30
50th percentile speed	25
85th percentile speed	27
10 mph pace speed	20 - 29
% in pace speed	97
Skewness index	0.857



ANALYSIS INFORMATION

Segment Length (mi.): **0.59** ADT: **956** Count Date: **5/19/22**
Number of collisions: **8** Time period: **3** years
Calc. Crash Rate = **12.95** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2Ln** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 27mph, it's reasonable to retain the posted speed limit of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

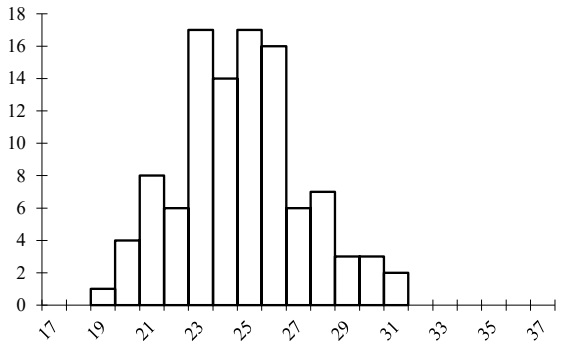
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Kilburn Avenue between Laurel St & Freeway Dr**
Posted Limit: **25 MPH**
Direction: **EB-WB** Recorder: **JCL**
Date: **5/28/2025** Day: **Wednesday**
Begin Time: **1:50 PM** End Time: **2:30 PM**
Weather: **Clear Warm Dry** Land Use: **Sch / Res**

Summary Statistics

Total Observed	104
Speed Range	19 - 31
50th percentile speed	25
85th percentile speed	27
10 mph pace speed	20 - 29
% in pace speed	94
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19	1	44	
20	4	45	
21	8	46	
22	6	47	
23	17	48	
24	14	49	
25	17	50	
26	16	51	
27	6	52	
28	7	53	
29	3	54	
30	3	55	
31	2	56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**104**

ANALYSIS INFORMATION

Segment Length (mi.): **0.81** ADT: **1,696** Count Date: **5/20/2015**
Number of accidents: **2** Time period: **5** years
Calc. Crash Rate = **0.80** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Local**
Other Considerations: Based on the 85th percentile of 27mph, this section meets the definition of Residence District, it appears reasonable to retain the existing 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, 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

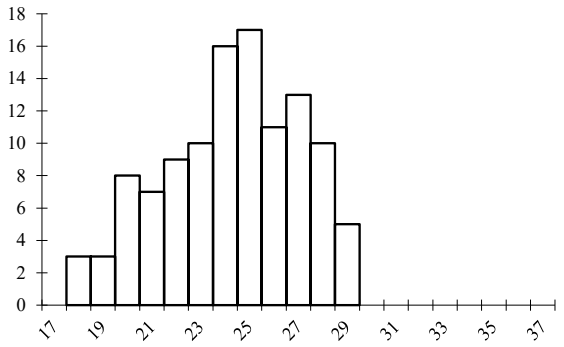
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Laurel Street between Griggs Ln & Freeway Dr**
Posted Limit: **25 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **5/28/2025** Day: **Wednesday**
Begin Time: **3:00PM** End Time: **3:50 PM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Summary Statistics

Total Observed	112
Speed Range	18 - 29
50th percentile speed	24
85th percentile speed	27
10 mph pace speed	20 - 29
% in pace speed	95
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18	3	43	
19	3	44	
20	8	45	
21	7	46	
22	9	47	
23	10	48	
24	16	49	
25	17	50	
26	11	51	
27	13	52	
28	10	53	
29	5	54	
30		55	
31		56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**112**

ANALYSIS INFORMATION

Segment Length (mi.): **0.53** ADT: **1,500** Count Date: **5/15/2025**
Number of accidents: **0** Time period: **5** years
Calc. Crash Rate = **0.00** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Continuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 27mph, this section meets the definition of a Residence District, it appears reasonable to retain the existing 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, 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

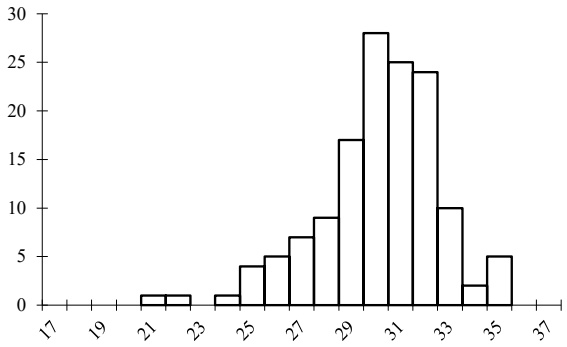
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Lincoln Avenue between Solano Ave & Jefferson St**
Posted Limit: **30 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **6/5/2025** Day: **Thursday**
Begin Time: **3:40 PM** End Time: **4:10 PM**
Weather: **Clear Warm Dry** Land Use: **Commercial**

Summary Statistics

Total Observed	139
Speed Range	21 - 35
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	26 - 35
% in pace speed	95
Skewness index	0.857



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20		45	
21	1	46	
22	1	47	
23		48	
24	1	49	
25	4	50	
26	5	51	
27	7	52	
28	9	53	
29	17	54	
30	28	55	
31	25	56	
32	24	57	
33	10	58	
34	2	59	
35	5	60	
36		61	
37		62	
38		63	
39		64	
TOTAL			**139**

ANALYSIS INFORMATION

Segment Length (mi.): **0.59** ADT: **19,720** Count Date: **5/15/2025**
Number of accidents: **23** Time period: **5** years
Calc. Crash Rate = **1.08** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **4 Lanes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on an 85th percentile speed of 32mph, it appears reasonable to retain the posted speed limit of 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

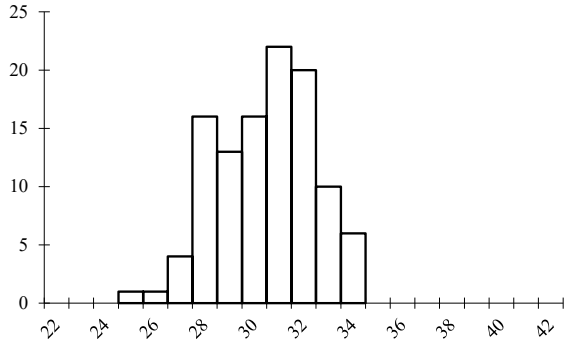
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Lincoln Avenue between Jefferson St & Soscol Ave**
Posted Limit: **30 MPH**
Direction: **EB-WB** Recorder: **JCL**
Date: **5/28/2025** Day: **Tuesday**
Begin Time: **9:30 AM** End Time: **10:00 AM**
Weather: **Cloudy Dry Cool** Land Use: **Com / Res**

Summary Statistics

Total Observed	109
Speed Range	25 - 34
50th percentile speed	31
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	100
Skewness index	0.800



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	1	50	
26	1	51	
27	4	52	
28	16	53	
29	13	54	
30	16	55	
31	22	56	
32	20	57	
33	10	58	
34	6	59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**109**

ANALYSIS INFORMATION

Segment Length (mi.): **0.59** ADT: **18,566** Count Date: **5/15/2025**
Number of accidents: **26** Time period: **5** years
Calc. Crash Rate = **1.30** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **4Lns +bikes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on an 85th percentile speed of 32mph, it appears reasonable to retain the posted speed limit of 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

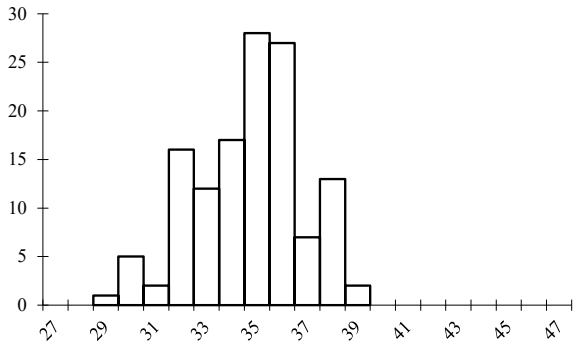
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Lincoln Avenue between Soscol Ave & Silverado Tr**
Posted Limit: **35 MPH**
Direction: **EB-WB** Recorder: **JCL**
Date: **5/28/2025** Day: **Wednesday**
Begin Time: **10:30 AM** End Time: **11:00 AM**
Weather: **Clear Cool Dry** Land Use: **Commercial**

Summary Statistics

Total Observed	130
Speed Range	29 - 39
50th percentile speed	35
85th percentile speed	37
10 mph pace speed	30 - 39
% in pace speed	99
Skewness index	1.000



Speed	Number	Speed	Number
25		50	
26		51	
27		52	
28		53	
29	1	54	
30	5	55	
31	2	56	
32	16	57	
33	12	58	
34	17	59	
35	28	60	
36	27	61	
37	7	62	
38	13	63	
39	2	64	
40		65	
41		66	
42		67	
43		68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**130**

ANALYSIS INFORMATION

Segment Length (mi.): **0.48** ADT: **13,424** Count Date: **5/15/2025**
Number of accidents: **7** Time period: **5** years
Calc. Crash Rate = **0.60** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **4 Lanes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on an 85th percentile speed of 37mph, this section is identified on both the Citywide and Countywide High Injury Networks, this section is contiguous to a 30mph section, it is the Engineer's judgement 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp.09/30/27
TRAFFIC
STATE OF CALIFORNIA

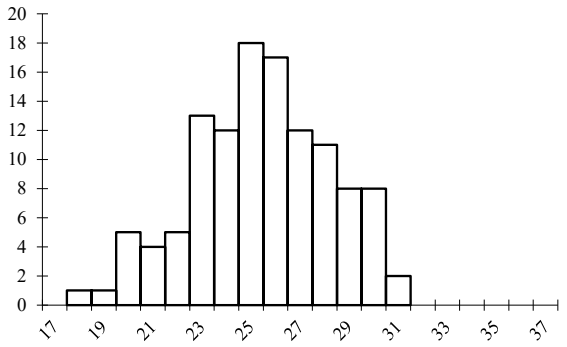
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Linda Vista Avenue between Lone Oak Ave & West Pueblo Ave**		
Posted Limit:	**25 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**5/14/2025**	Day:	**Wednesday**
Begin Time:	**11:00 AM**	End Time:	**11:50 AM**
Weather:	**Clear Dry Cool**	Land Use:	**Res / Sch**

Summary Statistics

Total Observed	117
Speed Range	18 - 31
50th percentile speed	25
85th percentile speed	29
10 mph pace speed	21 - 30
% in pace speed	92
Skewness index	1.111



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18	1	43	
19	1	44	
20	5	45	
21	4	46	
22	5	47	
23	13	48	
24	12	49	
25	18	50	
26	17	51	
27	12	52	
28	11	53	
29	8	54	
30	8	55	
31	2	56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**117**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.38**	ADT:	**3,915**	Count Date:	**4/5/2022**
Number of accidents:	**1**	Time period:	**5** years		
Calc. Crash Rate =	**0.37**	Fatal + Injury Crashes per Million Vehicle-Miles			

Street Width (ft):	**40**	Configuration:	**2 Lanes**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Discontinuous**	Class:	**Collector**

Other Considerations: Based on the 85th percentile speed of 29mph, it is the Engineer's judgement to round down to 25mph and retain the 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

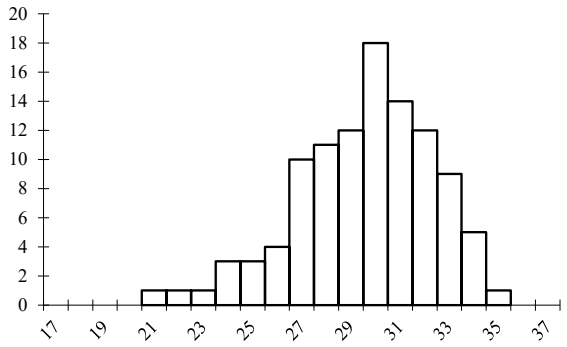
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Linda Vista Avenue between Redwood Rd & Trower Ave**		
Posted Limit:	**30 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**5/15/2025**	Day:	**Wednesday**
Begin Time:	**9:30 AM**	End Time:	**10:30 AM**
Weather:	**Clear Dry Cool**	Land Use:	**Res / Sch**

Summary Statistics

Total Observed	105
Speed Range	21 - 35
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	93
Skewness index	0.750



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20		45	
21	1	46	
22	1	47	
23	1	48	
24	3	49	
25	3	50	
26	4	51	
27	10	52	
28	11	53	
29	12	54	
30	18	55	
31	14	56	
32	12	57	
33	9	58	
34	5	59	
35	1	60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**105**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.6**	ADT:	**3,089**	Count Date:	**5/15/2025**
Number of accidents:	**1**	Time period:	**5** years		
Calc. Crash Rate =	**0.30**	Fatal + Injury Crashes per Million Vehicle-Miles			

Street Width (ft):	**Varies**	Configuration:	**2 Lanes**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Discontinuous**	Class:	**Collector**

Other Considerations: Based on the 85th percentile speed of 32mph, this section meets the definition of Residence District, it is the Engineer's judgement to lower the poster 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 ___**25mph**___ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

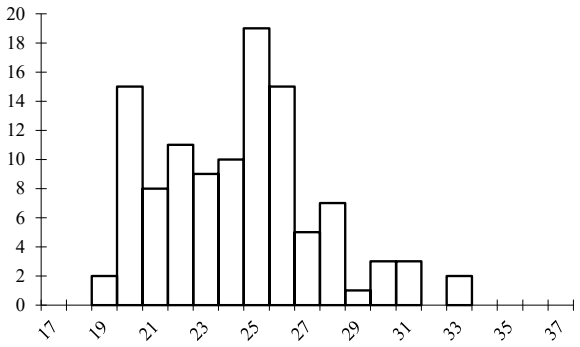
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**McKinstry Street between First St & Soscol Ave**		
Posted Limit:	**30 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**6/3/2025**	Day:	**Tuesday**
Begin Time:	**3:00 PM**	End Time:	**4:30 PM**
Weather:	**Clear Warm Dry**	Land Use:	**Comm / Park**

Summary Statistics

Total Observed	110
Speed Range	19 - 33
50th percentile speed	24
85th percentile speed	27
10 mph pace speed	19 - 28
% in pace speed	92
Skewness index	1.200



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19	2	44	
20	15	45	
21	8	46	
22	11	47	
23	9	48	
24	10	49	
25	19	50	
26	15	51	
27	5	52	
28	7	53	
29	1	54	
30	3	55	
31	3	56	
32		57	
33	2	58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
TOTAL			**110**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.3**	ADT:	**1,391**	Count Date:	**5/25/2022**
Number of accidents:	**1**	Time period:	**5** years		
Calc. Crash Rate =	**1.31**	Fatal + Injury crashes per million vehicle-miles			
Street Width (ft):	**40**	Configuration:	**2 Lanes**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Discontinuous**	Class:	**Collector**

Other Considerations: Based on the 85th percentile speed of 27mph, a crash rate 3x the State District Average, the roadway divides a City Park, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Napa Valley Corporate Drive - South City Limit to NV Corporate Way**

Posted Limit: **40 MPH**

Direction: **NB - SB** Recorder: **JCL**

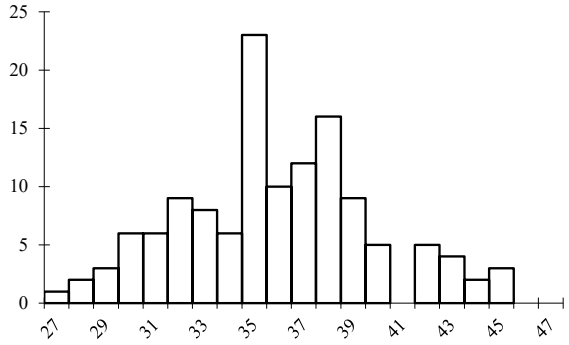
Date: **4/8/2026** Day: **Wednesday**

Begin Time: **2:20 PM** End Time: **3:10 PM**

Weather: **Clear, Warm** Land Use: **Commercial**

Summary Statistics

Total Observed	131
Speed Range	26 - 45
50th percentile speed	36
85th percentile speed	39
10 mph pace speed	30 - 39
% in pace speed	80
Skewness index	1



Speed	Number	Speed	Number
25		50	
26	1	51	
27	1	52	
28	2	53	
29	3	54	
30	6	55	
31	6	56	
32	9	57	
33	8	58	
34	6	59	
35	23	60	
36	10	61	
37	12	62	
38	16	63	
39	9	64	
40	5	65	
41		66	
42	5	67	
43	4	68	
44	2	69	
45	3	70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**131**

ANALYSIS INFORMATION

Segment Length (mi.): **0.36** ADT: **6,676** Count Date: **2023**

Number of accidents: **2** Time period: **5** years

Calc. Crash Rate = **0.46** Fatal + Injury crashes per million vehicle-miles

Street Width (ft): **75** Configuration: **4Lns,M,2 Bk** Terrain: **Curve, Hill**

Parking Conditions: **None** Sidewalk: **discontinuous** Class: **Minor Arterial**

Other Considerations: Based on the 85th percentile speed of 39mph, adjacent Resort Property, it is the Engineer's judgement 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, 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

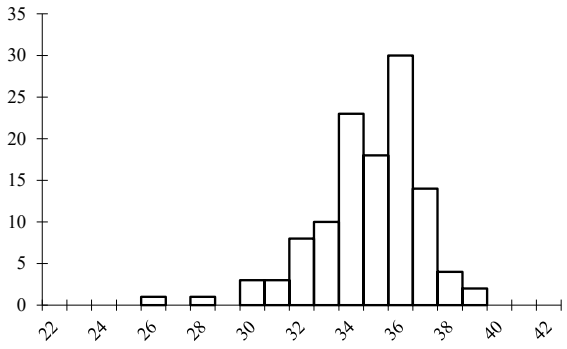
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Old Sonoma Road between West City limit & Foster Rd**
Posted Limit: **35 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **5/27/2025** Day: **Tuesday**
Begin Time: **2:50 PM** End Time: **3:40 PM**
Weather: **Clear Warm Dry** Land Use: **Res / Comm**

Summary Statistics

Total Observed	117
Speed Range	26 - 39
50th percentile speed	35
85th percentile speed	37
10 mph pace speed	30 - 39
% in pace speed	98
Skewness index	0.800



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	
26	1	51	
27		52	
28	1	53	
29		54	
30	3	55	
31	3	56	
32	8	57	
33	10	58	
34	23	59	
35	18	60	
36	30	61	
37	14	62	
38	4	63	
39	2	64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**117**

ANALYSIS INFORMATION

Segment Length (mi.): **0.44** ADT: **8,818** Count Date: **5/14/2025**
Number of accidents: **3** Time period: **5** years
Calc. Crash Rate = **0.42** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2 Lanes** Terrain: **Hill**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 37mph, it appears reasonable to retain the existing posted speed limit of 35mph.

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

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

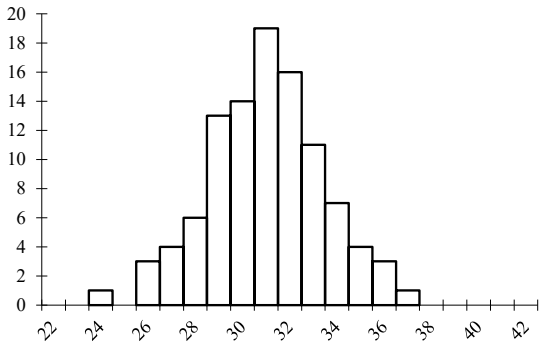
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Old Sonoma Road between Foster Rd & Jefferson St**
Posted Limit: **30 MPH**
Direction: **WB-EB** Recorder: **EM**
Date: **5/15/2025** Day: **Thursday**
Begin Time: **2:45 PM** End Time: **3:45 PM**
Weather: **Clear Dry Warm** Land Use: **Res / Comm**

Summary Statistics

Total Observed	102
Speed Range	24 - 37
50th percentile speed	31
85th percentile speed	33
10 mph pace speed	27 - 36
% in pace speed	95
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25		50	
26	3	51	
27	4	52	
28	6	53	
29	13	54	
30	14	55	
31	19	56	
32	16	57	
33	11	58	
34	7	59	
35	4	60	
36	3	61	
37	1	62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**102**

ANALYSIS INFORMATION

Segment Length (mi.): **0.72** ADT: **9,500** Count Date: **5/14/2025**
Number of accidents: **4** Time period: **5** years
Calc. Crash Rate = **0.32** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2-3 Lanes** Terrain: **Flat + Hill**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 33mph, this section is identified on the Countywide High Injury Network, it is the Engineer's judgement to lower 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

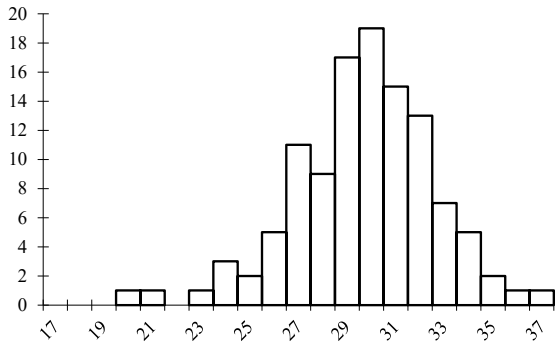
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Old Soscol Way between Soscol Ave & Trancas St**
Posted Limit: **25mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **12/11/23** Day: **Monday**
Begin Time: **12:45pm** End Time: **1:30pm**
Weather: **Clear Dry Cool** Land Use: **Commercial**

Summary Statistics

Total Observed	113
Speed Range	20 - 37
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	26 - 35
% in pace speed	91
Skewness index	0.889



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	1	45	
21	1	46	
22	0	47	
23	1	48	
24	3	49	
25	2	50	
26	5	51	
27	11	52	
28	9	53	
29	17	54	
30	19	55	
31	15	56	
32	13	57	
33	7	58	
34	5	59	
35	2	60	
36	1	61	
37	1	62	
38		63	
39		64	
T O T A L			**113**

ANALYSIS INFORMATION

Segment Length (mi.): **0.22** ADT: **4,250** Count Date: **4/21/22**
Number of accidents: **4** Time period: **3** years
Calc. Crash Rate = **3.91** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln+ Bike** Terrain: **Flat Curve**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 32mph, a crash rate over 4x the State District Average; it is the Engineer's judgement to retain the posted speed limit of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

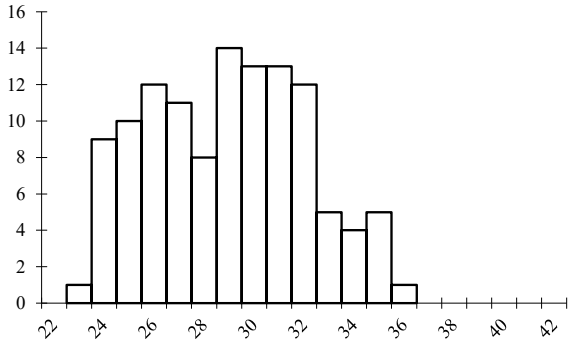
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Partrick Road between West City Limit & Browns Valley Rd**
Posted Limit: **30 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **6/3/2025** Day: **Tuesday**
Begin Time: **10:00 AM** End Time: **11:30 AM**
Weather: **Clear Cool Dry** Land Use: **Residential**

Summary Statistics

Total Observed	118
Speed Range	23 - 36
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	24 - 33
% in pace speed	91
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23	1	48	
24	9	49	
25	10	50	
26	12	51	
27	11	52	
28	8	53	
29	14	54	
30	13	55	
31	13	56	
32	12	57	
33	5	58	
34	4	59	
35	5	60	
36	1	61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**118**

ANALYSIS INFORMATION

Segment Length (mi.): **0.53** ADT: **667** Count Date: **5/12/2022**
Number of accidents: **0** Time period: **5** years
Calc. Crash Rate = **0.00** Fatal + Injury crashes per million vehicle-miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat + Curves**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 32mph, it appears reasonable to retain the posted speed.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

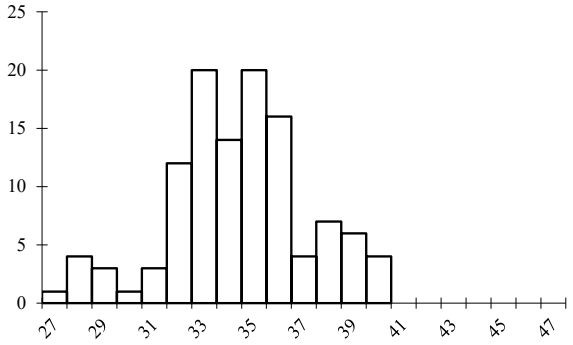
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Partrick Road between Browns Valley Rd w & Browns Valley Rd e**		
Posted Limit:	**35 MPH**		
Direction:	**WB-EB**	Recorder:	**JCL**
Date:	**6/3/2025**	Day:	**Tuesday**
Begin Time:	**1:45 PM**	End Time:	**2:50 PM**
Weather:	**Clear Warm Dry**	Land Use:	**Residential**

Summary Statistics

Total Observed	115
Speed Range	27 - 40
50th percentile speed	34
85th percentile speed	37
10 mph pace speed	31 - 40
% in pace speed	92
Skewness index	1.111



Speed	Number	Speed	Number
25		50	
26		51	
27	1	52	
28	4	53	
29	3	54	
30	1	55	
31	3	56	
32	12	57	
33	20	58	
34	14	59	
35	20	60	
36	16	61	
37	4	62	
38	7	63	
39	6	64	
40	4	65	
41		66	
42		67	
43		68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**115**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.36**	ADT:	**2,831**	Count Date:	**5/5/2022**
Number of accidents:	**2**	Time period:	**5** years		
Calc. Crash Rate =	**1.08**	Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	**40**	Configuration:	**2 Lns, 2 Bike**	Terrain:	**Flat**
Parking Conditions:	**None**	Sidewalk:	**Both**	Class:	**Collector**

Other Considerations: Based on the 85th percentile speed of 37mph, a crash rate 2x of the State District Average, this section is between posted 30mph speed limits, it is the Engineer's judgement 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

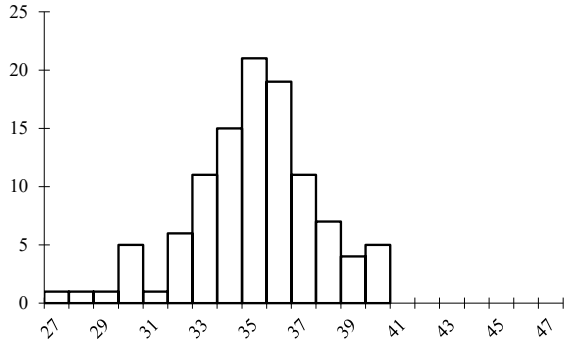
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Redwood Road between Dry Creek Rd & Solano Ave**
Posted Limit: **35 MPH**
Direction: **EB-WB** Recorder: **JCL**
Date: **5/16/2025** Day: **Friday**
Begin Time: **11:20 AM** End Time: **12:00 PM**
Weather: **Clear Dry Cool** Land Use: **Residential**

Summary Statistics

Total Observed	108
Speed Range	27 - 40
50th percentile speed	35
85th percentile speed	37
10 mph pace speed	31 - 40
% in pace speed	93
Skewness index	0.889



Speed	Number	Speed	Number
25		50	
26		51	
27	1	52	
28	1	53	
29	1	54	
30	5	55	
31	1	56	
32	6	57	
33	11	58	
34	15	59	
35	21	60	
36	19	61	
37	11	62	
38	7	63	
39	4	64	
40	5	65	
41		66	
42		67	
43		68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**108**

ANALYSIS INFORMATION

Segment Length (mi.): **0.95** ADT: **14,522** Count Date: **5/15/2025**
Number of accidents: **22** Time period: **5** years
Calc. Crash Rate = **0.87** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **4-5 Lanes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 37mph, a crash rate 2x of State District Average and 30% were Ped-Bike involved, this section is identified on both Citywide and Countywide High Injury Networks, it is the Engineer's judgement 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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp.09/30/27
TRAFFIC
STATE OF CALIFORNIA

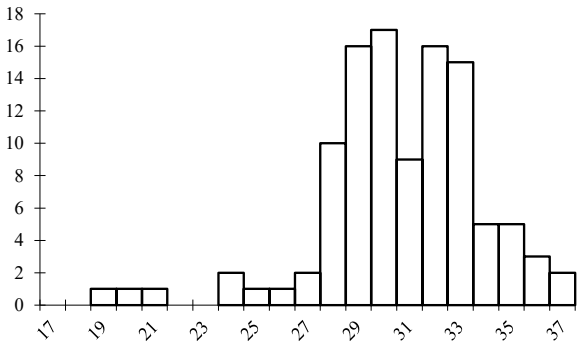
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	Salvador Avenue Between Hwy 29 & East City Limits		
Posted Limit:	30 MPH		
Direction:	WB-EB	Recorder:	JCL
Date:	5/8/2025	Day:	Thursday
Begin Time:	9:30 AM	End Time:	10:20 AM
Weather:	Cloudy Dry Cool	Land Use:	Res / Sch

Summary Statistics

Total Observed	108
Speed Range	19 - 38
50th percentile speed	31
85th percentile speed	33
10 mph pace speed	28 - 37
% in pace speed	91
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19	1	44	
20	1	45	
21	1	46	
22		47	
23		48	
24	2	49	
25	1	50	
26	1	51	
27	2	52	
28	10	53	
29	16	54	
30	17	55	
31	9	56	
32	16	57	
33	15	58	
34	5	59	
35	5	60	
36	3	61	
37	2	62	
38	1	63	
39		64	
T O T A L			**108**

ANALYSIS INFORMATION

Segment Length (mi.):	0.87	ADT:	6,357	Count Date:	5/14/2025
Number of accidents:	7	Time period:	5	years	
Calc. Crash Rate =	0.69	Fatal + Inujry Crashes per Million Vehicle-Miles			

Street Width (ft):	Varies	Configuration:	2 Lanes	Terrain:	Flat
Parking Conditions:	Discontinuous	Sidewalk:	Both	Class:	Collector

Other Considerations: Based on the 85th percentile speed of 33mph, a crash rate higher than the State District Average, this section is identified on the Countywide High Injury Network, it is the Engineer's judgement 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 **_25mph_** is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

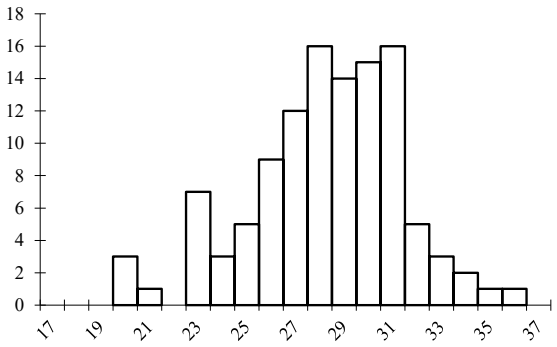
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Saratoga Drive between Silverado Trl & Capitola Dr**
Posted Limit: **25mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **12/11/23** Day: **Monday**
Begin Time: **3:00pm** End Time: **3:45pm**
Weather: **Clear Dry Cool** Land Use: **Residential**

Summary Statistics

Total Observed	113
Speed Range	20 - 36
50th percentile speed	29
85th percentile speed	31
10 mph pace speed	23 - 32
% in pace speed	90
Skewness index	0.667



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	3	45	
21	1	46	
22	0	47	
23	7	48	
24	3	49	
25	5	50	
26	9	51	
27	12	52	
28	16	53	
29	14	54	
30	15	55	
31	16	56	
32	5	57	
33	3	58	
34	2	59	
35	1	60	
36	1	61	
37		62	
38		63	
39		64	
T O T A L			**113**

ANALYSIS INFORMATION

Segment Length (mi.): **0.17** ADT: **2,928** Count Date: **5/19/22**
Number of collisions: **0** Time period: **3** years
Calc. Crash Rate = **0.00** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **34** Configuration: **2Ln+ Bikes** Terrain: **Hill**
Parking Conditions: **Discontinuous** Sidewalk: **Both** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 31mph, adjacent segements are posted 25mph, it is the Engineer's judgement to retain the posted speed limit of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

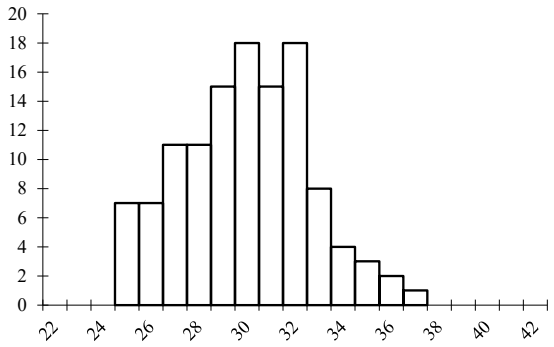
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Second Street between California Blvd & Jefferson St**
Posted Limit: **30 MPH**
Direction: **WB** Recorder: **JCL**
Date: **5/29/2025** Day: **Thursday**
Begin Time: **2:50 PM** End Time: **3:40 PM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Summary Statistics

Total Observed	120
Speed Range	25 - 37
50th percentile speed	30
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	95
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	7	50	
26	7	51	
27	11	52	
28	11	53	
29	15	54	
30	18	55	
31	15	56	
32	18	57	
33	8	58	
34	4	59	
35	3	60	
36	2	61	
37	1	62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**120**

ANALYSIS INFORMATION

Segment Length (mi.): **0.37** ADT: **2,201** Count Date: **4/14/2022**
Number of accidents: **1** Time period: **5** years
Calc. Crash Rate = **0.67** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 32mph, a crash rate higher than State District Average, this section meets the definition of Residence District, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

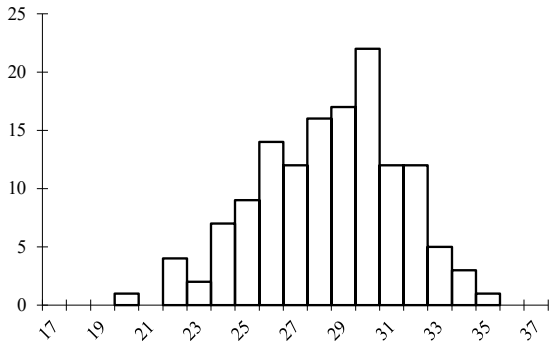
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Shetler Avenue between Soscol Ave and Parrish Rd**
Posted Limit: **30mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **3:45pm** End Time: **4:45pm**
Weather: **Clear Dry Cold** Land Use: **Residential**

Summary Statistics

Total Observed	137
Speed Range	20 - 35
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	24 - 33
% in pace speed	92
Skewness index	0.750



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	1	45	
21		46	
22	4	47	
23	2	48	
24	7	49	
25	9	50	
26	14	51	
27	12	52	
28	16	53	
29	17	54	
30	22	55	
31	12	56	
32	12	57	
33	5	58	
34	3	59	
35	1	60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**137**

ANALYSIS INFORMATION

Segment Length (mi.): **0.48** ADT: **3,946** Count Date: **5/19/22**
Number of collisions: **6** Time period: **3** years
Calc. Collision Rate = **2.89** collisions per million vehicle-miles

Street Width (ft): **40** Configuration: **2Ln** Terrain: **Rolling**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 32mph, a crash rate significantly higher than State District Average, this section meets the definition of a Residence District, it is the Engineer's judgement to lower the posted speed limit to 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

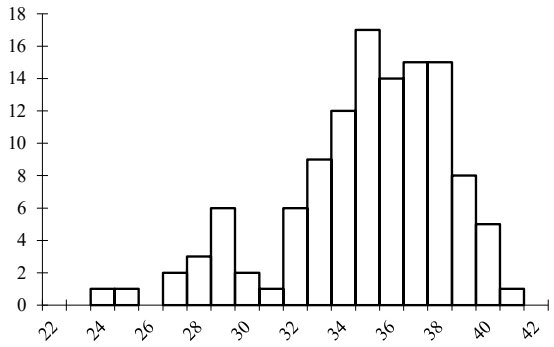
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Solano Avenue between Trower Ave & Salvador Ave**
Posted Limit: **40mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **11/28/23** Day: **Tuesday**
Begin Time: **10:20am** End Time: **10:30am**
Weather: **Clear Dry Cool** Land Use: **Commercial**

Summary Statistics

Total Observed	118
Speed Range	24 - 41
50th percentile speed	35
85th percentile speed	38
10 mph pace speed	32 - 41
% in pace speed	86
Skewness index	0.800



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	1	49	
25	1	50	
26		51	
27	2	52	
28	3	53	
29	6	54	
30	2	55	
31	1	56	
32	6	57	
33	9	58	
34	12	59	
35	17	60	
36	14	61	
37	15	62	
38	15	63	
39	8	64	
40	5	65	
41	1	66	
42		67	
43		68	
44		69	
T O T A L			**118**

ANALYSIS INFORMATION

Segment Length (mi.): **0.73** ADT: **4,727** Count Date: **4/6/22**
Number of collisions: **10** Time period: **3** years
Calc. Crash Rate = **2.65** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **34** Configuration: **2Ln+ Bikes** Terrain: **Flat**
Parking Conditions: **None** Sidewalk: **West only** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 38mph, a crash rate 5x the State District Average, adjacent section at 35mph, it is the Engineer's recommendation to lower the posted speed limit to 35mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp.09/30/27
TRAFFIC
STATE OF CALIFORNIA

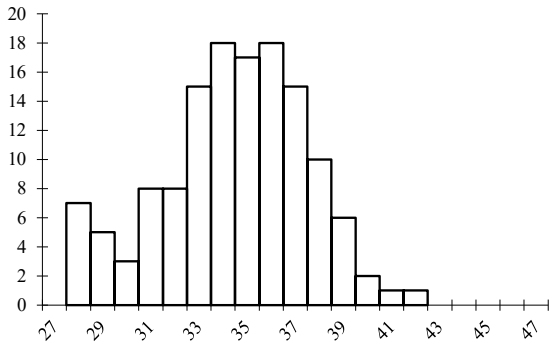
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Soscol Avenue between Lincoln Ave & Pueblo Ave**
Posted Limit: **40mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **1/18/24** Day: **Thursday**
Begin Time: **11:30am** End Time: **12:15pm**
Weather: **Clear Dry Cold** Land Use: **Residential**

Summary Statistics

Total Observed	135
Speed Range	26 - 42
50th percentile speed	35
85th percentile speed	37
10 mph pace speed	30 - 39
% in pace speed	87
Skewness index	0.800



Speed	Number	Speed	Number
25		50	
26	1	51	
27		52	
28	7	53	
29	5	54	
30	3	55	
31	8	56	
32	8	57	
33	15	58	
34	18	59	
35	17	60	
36	18	61	
37	15	62	
38	10	63	
39	6	64	
40	2	65	
41	1	66	
42	1	67	
43		68	
44		69	
45		70	
46		71	
47		72	
48		73	
49		74	
T O T A L			**135**

ANALYSIS INFORMATION

Segment Length (mi.): **0.53** ADT: **22,000** Count Date: **6/7/22**
Number of collisions: **16** Time period: **3** years
Calc. Crash Rate = **1.25** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **61** Configuration: **5Ln + 2Bike** Terrain: **Flat**
Parking Conditions: **None** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 37mph, a crash rate 3x the the State District Average, this section is on both the Citywide and Countywide High Injury Networks, it is the Engineer's judgement to lower the posted speed limit to 35mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

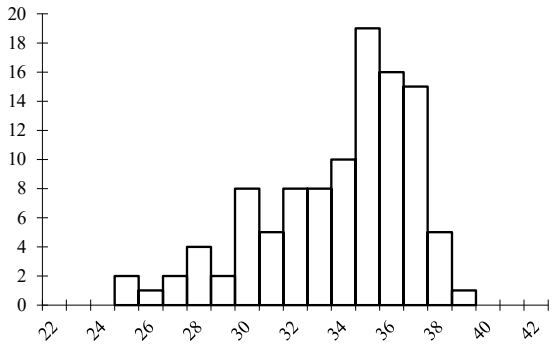
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Soscol Avenue between Pueblo Ave & Trancas St**
Posted Limit: **40mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **12/5/23** Day: **Tuesday**
Begin Time: **11:00am** End Time: **12:15pm**
Weather: **Clear Dry Warm** Land Use: **Residential**

Summary Statistics

Total Observed	106
Speed Range	25 - 39
50th percentile speed	35
85th percentile speed	37
10 mph pace speed	29 - 38
% in pace speed	91
Skewness index	0.444



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	2	50	
26	1	51	
27	2	52	
28	4	53	
29	2	54	
30	8	55	
31	5	56	
32	8	57	
33	8	58	
34	10	59	
35	19	60	
36	16	61	
37	15	62	
38	5	63	
39	1	64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**106**

ANALYSIS INFORMATION

Segment Length (mi.): **0.54** ADT: **21,523** Count Date: **6/9/22**
Number of collisions: **20** Time period: **3** years
Calc. Crash Rate = **1.57** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **5Ln+ Bikes** Terrain: **Curved**
Parking Conditions: **None** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 37mph, this section is on both the Citywide and Countywide High Injury Networks, it is the Engineer's recommendation to lower the posted speed limit to 35mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A

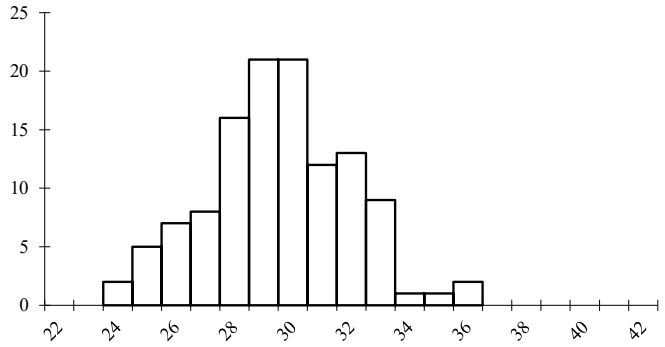
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**South Coombs Street between Imola Ave & Spruce St**		
Posted Limit:	**30 MPH**		
Direction:	**NB-SB**	Recorder:	**JCL**
Date:	**5/27/2025**	Day:	**Tuesday**
Begin Time:	**4:00 PM**	End Time:	**4:30 PM**
Weather:	**Clear Warm Dry**	Land Use:	**Comm / Res**

Summary Statistics

Total Observed	118
Speed Range	24 - 36
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	24 - 33
% in pace speed	97
Skewness index	1.143



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24	2	49	
25	5	50	
26	7	51	
27	8	52	
28	16	53	
29	21	54	
30	21	55	
31	12	56	
32	13	57	
33	9	58	
34	1	59	
35	1	60	
36	2	61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**118**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.33**	ADT:	**5,996**	Count Date:	**6/2/2022**
Number of accidents:	**2**	Time period:	**5** years		
Calc. Crash Rate =	**0.55**	Fatal + Injury Crashes per Million Vehicle-Miles			
Street Width (ft):	**48**	Configuration:	**2 Lanes**	Terrain:	**Flat**
Parking Conditions:	**Both**	Sidewalk:	**Both**	Class:	**Collector**

Other Considerations: Based on an 85th percentile speed of 32mph, a crash rate higher tha State District Average, this section meets the definition of Residence District, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

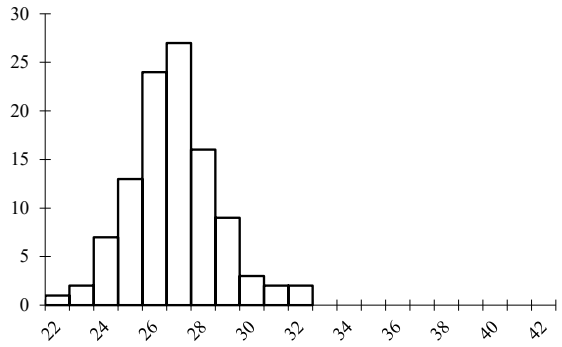
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Third Street between California Blvd & Jefferson St**
Posted Limit: **30mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **11/27/23** Day: **Monday**
Begin Time: **3:20pm** End Time: **4:00pm**
Weather: **Clear Dry Cool** Land Use: **Residential**

Summary Statistics

Total Observed	107
Speed Range	21 - 32
50th percentile speed	27
85th percentile speed	28
10 mph pace speed	23 - 32
% in pace speed	98
Skewness index	0.800



Speed	Number	Speed	Number
20		45	
21	1	46	
22	1	47	
23	2	48	
24	7	49	
25	13	50	
26	24	51	
27	27	52	
28	16	53	
29	9	54	
30	3	55	
31	2	56	
32	2	57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**107**

ANALYSIS INFORMATION

Segment Length (mi.): **0.36** ADT: **3,831** Count Date: **4/14/22**
Number of collisions: **10** Time period: **3** years
Calc. Crash Rate = **6.62** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **40** Configuration: **2Ln** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 28mph, a crash rate significantly higher than the State District Average, it is the Engineer's recommendation to lower the posted speed limit to 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2[illegible]05
Exp.09/30/27
TRAFFIC
STATE OF CALIFORNIA

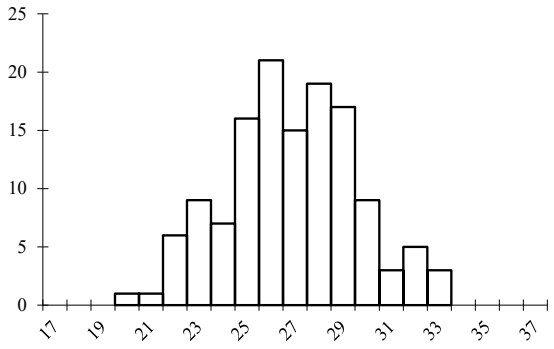
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Third Street between Soscol Ave & Silverado Trail**
Posted Limit: **30 mph**
Direction: **Both** Recorder: **L.Sevilla**
Date: **6/3/2025** Day: **Tuesday**
Begin Time: **10:45a** End Time: **12:00p**
Weather: **Clear Dry Cool** Land Use: **Mixed use**

Summary Statistics

Total Observed	132
Speed Range	20 - 33
50th percentile speed	27
85th percentile speed	30
10 mph pace speed	22 - 31
% in pace speed	92
Skewness index	1.000



Speed	Number	Speed	Number
15		40	
16		41	
17		42	
18		43	
19		44	
20	1	45	
21	1	46	
22	6	47	
23	9	48	
24	7	49	
25	16	50	
26	21	51	
27	15	52	
28	19	53	
29	17	54	
30	9	55	
31	3	56	
32	5	57	
33	3	58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**132**

ANALYSIS INFORMATION

Segment Length (mi.): **0.35** ADT: **7,094** Count Date: **5/15/2025**
Number of accidents: **5** Time period: **3** years
Calc. Crash Rate = **1.84** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **50** Configuration: **2 Lns, 2 Bikes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Both** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 30mph, a crash rate 4x the State District Average and 60% involving peds / bikes, this section is identified on the Countywide High Injury Network, it is the Engineer's judgement to lower the speed limit to 25 mph.

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

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

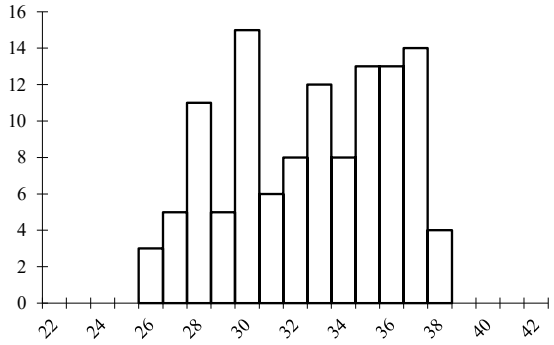
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Trancas Street between Big Ranch Rd & East City Limits**
Posted Limit: **35mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **12/5/23** Day: **Tuesday**
Begin Time: **3:45pm** End Time: **4:30pm**
Weather: **Clear Dry Warm** Land Use: **Commercial**

Summary Statistics

Total Observed	117
Speed Range	26 - 38
50th percentile speed	33
85th percentile speed	37
10 mph pace speed	28 - 37
% in pace speed	90
Skewness index	0.889



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	
26	3	51	
27	5	52	
28	11	53	
29	5	54	
30	15	55	
31	6	56	
32	8	57	
33	12	58	
34	8	59	
35	13	60	
36	13	61	
37	14	62	
38	4	63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**117**

ANALYSIS INFORMATION

Segment Length (mi.): **0.27** ADT: **15,079** Count Date: **4/21/22**
Number of accidents: **8** Time period: **3** years
Calc. Crash Rate = **1.79** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **64** Configuration: **4-5Ln+Bike** Terrain: **Flat**
Parking Conditions: **None** Sidewalk: **South only** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 37mph, a crash rate at 2x the State District Average, this section is on the Citywide High Injury Network, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

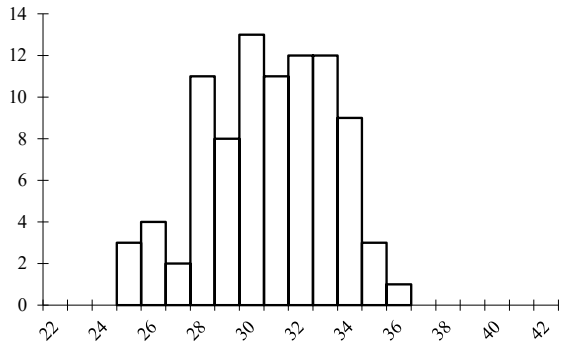
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **Trower Avenue between Dry Creek Rd & Linda Vista Ave**
Posted Limit: **35mph**
Direction: **EB - WB** Recorder: **EBM**
Date: **11/28/23** Day: **Tuesday**
Begin Time: **11:40am** End Time: **1:30pm**
Weather: **Clear Dry Cool** Land Use: **Residential**

Summary Statistics

Total Observed	89
Speed Range	25 - 36
50th percentile speed	31
85th percentile speed	33
10 mph pace speed	26 - 35
% in pace speed	96
Skewness index	0.750



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25	3	50	
26	4	51	
27	2	52	
28	11	53	
29	8	54	
30	13	55	
31	11	56	
32	12	57	
33	12	58	
34	9	59	
35	3	60	
36	1	61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**89**

ANALYSIS INFORMATION

Segment Length (mi.): **0.49** ADT: **5,087** Count Date: **4/6/22**
Number of collisions: **5** Time period: **3** years
Calc. Crash Rate = **1.83** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln + Bikes** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Arterial**
Other Considerations: Based on the 85th percentile speed of 33mph, a crash rate 4x the State District Average, an adjacent segment posted at 30mph, it is the Engineer's judgement to lower the posted speed limit to 30mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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 _**30mph**_ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

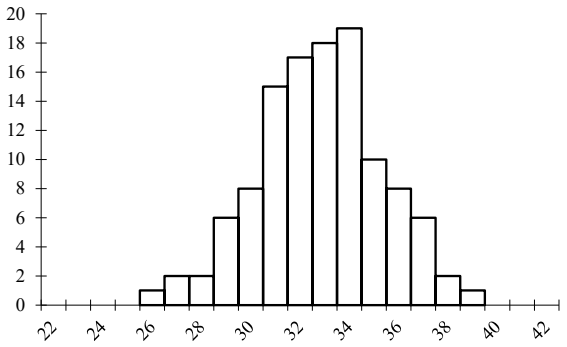
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location:	**Trower Avenue Between Hwy 29 & Jefferson St**		
Posted Limit:	**30 MPH**		
Direction:	**WB-EB**	Recorder:	**JCL**
Date:	**5/8/2025**	Day:	**Thursday**
Begin Time:	**2:00 PM**	End Time:	**3:00 PM**
Weather:	**Clear Warm Dry**	Land Use:	**Residential**

Summary Statistics

Total Observed	115
Speed Range	26 - 39
50th percentile speed	33
85th percentile speed	35
10 mph pace speed	29 - 38
% in pace speed	95
Skewness index	1.000



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	
26	1	51	
27	2	52	
28	2	53	
29	6	54	
30	8	55	
31	15	56	
32	17	57	
33	18	58	
34	19	59	
35	10	60	
36	8	61	
37	6	62	
38	2	63	
39	1	64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**115**

ANALYSIS INFORMATION

Segment Length (mi.):	**0.53**	ADT:	**8,334**	Count Date:	**5/13/2025**
Number of accidents:	**9**	Time period:	**5** years		
Calc. Crash Rate =	**1.12**	Fatal + Injury Crashes per Million Vehicle-Miles			

Street Width (ft):	**64**	Configuration:	**3 Ln + 2Bk**	Terrain:	**Flat**
Parking Conditions:	**Discontinuous**	Sidewalk:	**Both**	Class:	**Arterial**

Other Considerations: Based on an 85th percentile speed of 35mph, a crash rate of 3x the State District Average, this section meets the definition of Residence District. it is the Engineer's judgement 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 __**30mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

EXHIBIT A
City of Napa
Engineering and Traffic Survey

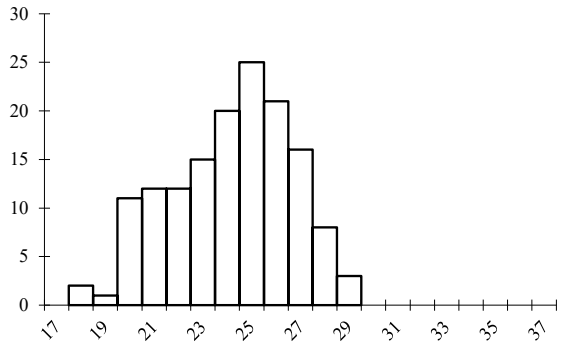
VEHICLE SPEED DATA

Location: **Walnut Street between Old Sonoma Rd & Laurel St**
Posted Limit: **25mph**
Direction: **NB - SB** Recorder: **EBM**
Date: **11/27/23** Day: **Monday**
Begin Time: **4:10pm** End Time: **5:00pm**
Weather: **Clear Dry Cool** Land Use: **Commercial**

Speed	Number	Speed	Number
15	1	40	
16		41	
17		42	
18	2	43	
19	1	44	
20	11	45	
21	12	46	
22	12	47	
23	15	48	
24	20	49	
25	25	50	
26	21	51	
27	16	52	
28	8	53	
29	3	54	
30		55	
31		56	
32		57	
33		58	
34		59	
35		60	
36		61	
37		62	
38		63	
39		64	
T O T A L			**147**

Summary Statistics

Total Observed	147
Speed Range	15 - 29
50th percentile speed	24
85th percentile speed	27
10 mph pace speed	20 - 29
% in pace speed	97
Skewness index	1.000



ANALYSIS INFORMATION

Segment Length (mi.): **0.36** ADT: **3,269** Count Date: **6/7/22**
Number of accidents: **0** Time period: **3** years
Calc. Crash Rate = **0.00** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2Ln** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 27mph, it appears reasonable to retain the existing posted speed limit of 25mph. No significant changes have occurred in the roadway or in traffic conditions within the limits of ET&S since the collection of data.

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: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

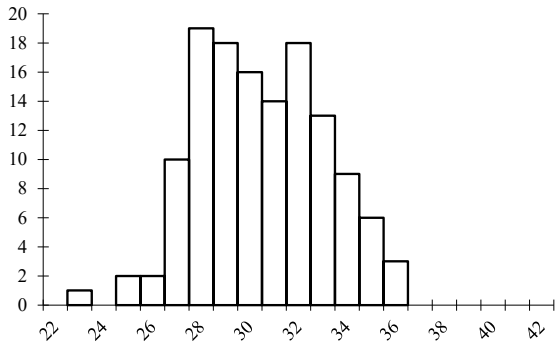
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **West Lincoln Avenue between Lone Oak Ave & Solano Ave**
Posted Limit: **30 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **6/2/2025** Day: **Monday**
Begin Time: **3:30 PM** End Time: **4:20PM**
Weather: **Clear Warm Dry** Land Use: **Residential**

Summary Statistics

Total Observed	131
Speed Range	23 - 36
50th percentile speed	30
85th percentile speed	33
10 mph pace speed	27 - 36
% in pace speed	96
Skewness index	1.143



Speed	Number	Speed	Number
20		45	
21		46	
22		47	
23	1	48	
24		49	
25	2	50	
26	2	51	
27	10	52	
28	19	53	
29	18	54	
30	16	55	
31	14	56	
32	18	57	
33	13	58	
34	9	59	
35	6	60	
36	3	61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
T O T A L			**131**

ANALYSIS INFORMATION

Segment Length (mi.): **0.48** ADT: **5,247** Count Date: **5/15/2025**
Number of accidents: **0** Time period: **5** years
Calc. Crash Rate = **0.00** Fatal + Injury Crashes per Million Vehicle-Miles

Street Width (ft): **Varies** Configuration: **2 Lane** Terrain: **Flat**
Parking Conditions: **Discontinuous** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 33mph, this section meets the definition of Residence District, it is the Engineers' judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA

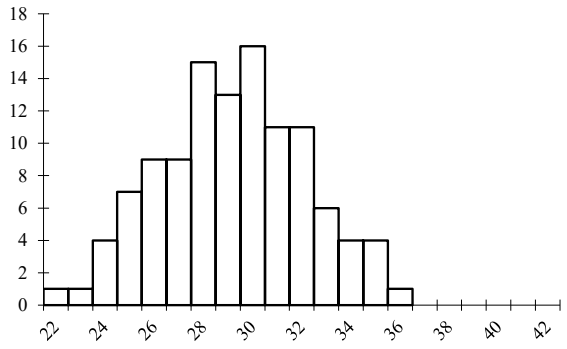
EXHIBIT A
City of Napa
Engineering and Traffic Survey

VEHICLE SPEED DATA

Location: **West Pueblo Avenue between Linda Vista Ave & Solano Ave**
Posted Limit: **30 MPH**
Direction: **WB-EB** Recorder: **JCL**
Date: **5/30/2025** Day: **Friday**
Begin Time: **9:30 AM** End Time: **10:45 AM**
Weather: **Clear Cool Dry** Land Use: **Residential**

Summary Statistics

Total Observed	112
Speed Range	22 - 36
50th percentile speed	29
85th percentile speed	32
10 mph pace speed	25 - 34
% in pace speed	90
Skewness index	1.111



Speed	Number	Speed	Number
20		45	
21		46	
22	1	47	
23	1	48	
24	4	49	
25	7	50	
26	9	51	
27	9	52	
28	15	53	
29	13	54	
30	16	55	
31	11	56	
32	11	57	
33	6	58	
34	4	59	
35	4	60	
36	1	61	
37		62	
38		63	
39		64	
40		65	
41		66	
42		67	
43		68	
44		69	
TOTAL			**112**

ANALYSIS INFORMATION

Segment Length (mi.): **0.5** ADT: **2,896** Count Date: **6/7/2022**
Number of accidents: **3** Time period: **5** years
Calc. Accident Rate = **1.14** accidents per million vehicle-miles

Street Width (ft): **40** Configuration: **2 Lanes** Terrain: **Flat**
Parking Conditions: **Both** Sidewalk: **Discontinuous** Class: **Collector**
Other Considerations: Based on the 85th percentile speed of 32mph, a crash rate 2x the State District Average, this section meets the definition of Residence District, it is the Engineer's judgement 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 __**25mph**__ is hereby determined to be reasonable for the above street segment.

Signature: David J. Parisi, PE, TE

Date: 5/8/2026

REGISTERED PROFESSIONAL ENGINEER
DAVID J. PARISI
No. 2705
Exp. 09/30/27
TRAFFIC
STATE OF CALIFORNIA