

**APPENDIX K**  
**Traffic Impact Study**



**Traffic Impact Study  
Hunter Subdivision  
St. Helena, CA**

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# Hunter Subdivision TIS

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## 1 INTRODUCTION

The purpose of this Traffic Impact Study (TIS) is to identify potential traffic operations deficiencies associated with a proposed residential development known as the Hunter Subdivision (proposed project) located in the eastern portion of the City of St. Helena (City). The TIS will also determine whether the proposed project would be consistent with the City's level of service (LOS) standards contained in their *Traffic Impact Study Scoping Agreement* form. The project's scoping agreement has been approved by the City's Engineering Division and is provided as Appendix A. If LOS deficiencies are found, improvements are identified that would offset or reduce vehicle delay, or improve LOS.

### *Senate Bill 743*

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which changed the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, an evaluation of LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. The updates to the CEQA Guidelines required under SB 743 were approved by the California Natural Resources Agency on December 28, 2018. Under the new guidelines, vehicle miles traveled (VMT) has been adopted as the most appropriate metric to evaluate transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020.

A separate VMT analysis has been prepared, and its methodology, analysis results, findings, and mitigation measures (if any) are provided in the environmental impact report (EIR).

### 1.1 Purpose and Scope of the TIS

This TIS has been prepared per the City's *Traffic Impact Study Scoping Agreement* which contains guidelines for the preparation of a TIS. In addition, this TIS complies with the City's 1993 General Plan Transportation Element as well as the City's General Plan Update 2040, Circulation Element (2018) that was approved in June 2019.

The objectives of this TIS are:

- Document existing traffic conditions, including intersection levels of service in the study area;
- Estimate trip generation, distribution, and assignment characteristics for the proposed project;

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- Analyze the traffic impacts that would occur as a result of project traffic under the Existing and Buildout Year (2040) conditions;
- Describe the potential impacts under the Existing and Buildout Year (2040) conditions;
- Identify improvements for any transportation facilities that would be inconsistent with the City's LOS policies;
- Describe the adequacy of project access locations;
- Analyze vehicular queuing to identify storage length issues;
- Analyze vehicle collisions within the past 5 years for major intersections; and
- Describe active transportation and transit facilities in the vicinity of the project site.

Dudek analyzed the following scenarios to identify potential LOS deficiencies and queuing and site circulation impacts associated with the proposed project:

### **Existing Conditions**

The TIS includes a description of existing traffic conditions in the site vicinity, including the existing roadway system, existing weekday AM and PM peak hour traffic volumes, existing Saturday peak hour traffic volumes, existing weekday and Saturday roadway segment daily traffic volumes, and traffic operations. The existing condition is representative of the year (2018) when traffic counts were collected.

### **Existing plus Project**

This condition includes analysis of traffic operations under existing conditions with project-related traffic added to the existing weekday AM and PM peak hour traffic volumes, and existing Saturday peak hour traffic volumes.

### **Buildout Year (2040)**

This condition includes analysis of traffic operation under Buildout Year (2040) conditions within a long-term planning horizon period, consistent with the City's General Plan Update 2040 (General Plan Update), when the proposed project would be constructed and fully occupied. This scenario assumes buildout of the land uses designated in the City's General Plan Update because this is the most current information available. The proposed project is consistent with the site's residential land use types designated in the 1993 General Plan and the General Plan Update. Buildout (2040) volumes were derived from the Year 2040 Conditions analysis prepared by Fehr & Peers included in the *Draft Environmental Impact Report (DEIR) for the St. Helena General Plan Update, Chapter 3.13 Transportation and Traffic* (Dyett & Bhatia 2018).

## 1.2 Project Description

Figure 1 illustrates the project location and study area. The proposed project would be located on a 16.9-acre vacant site within the City along the eastern terminus of Adams Street and along the northern terminus of Starr Avenue. The project site is undeveloped with the exception of a small vineyard generally located in the southwestern portion of the site. The project site plan is shown in Figure 2.

The proposed project includes a residential subdivision tentative map consisting of 51 single-family residences, 25 affordable multifamily units, and 11 accessory dwelling units (ADUs) for a total of 87 dwelling units. Therefore, a cumulative total of 87 residential dwelling units is assumed for the purposes of this analysis. The project site is zoned for medium-density residential and is adjacent to other residential uses to its south and west, and vineyards and undeveloped/vacant parcels to its north and east.

Currently, the project site is located without access to roadways; however, as part of the project Adams Street and Starr Avenue would be extended to serve the site. Primary access to the project site would be provided via the eastern extension of Adams Street, as well as the northern extension of Starr Avenue. Parking for future residences would be provided via private individual garages and driveways for single-family residences, covered carports for multifamily units, and publicly available on-street parking along the interior streets within the project site (as permitted).

## 1.3 Study Area and Scope

The scope of this TIS has been prepared in coordination with the City (see Appendix A), and focuses on the weekday AM (7:00 a.m. to 9:00 a.m.), PM (3:00 p.m. to 6:00 p.m.), and Saturday (2:00 p.m. to 4:00 p.m.) peak hour periods. These peak hour periods are analyzed for the hour of highest traffic volume between 7:00 to 9:00 AM, 4:00 to 6:00 PM; and, Saturday 2:00 to 4:00 PM. These periods represent the highest cumulative total traffic for the adjacent street system.

Per the approved Scoping Agreement, the study intersections include:

1. Main Street (State Route 29 – SR-29)/Fulton Lane – Madrona Avenue
2. Main Street (SR-29)/Adams Street
3. Main Street (SR-29)/Hunt Avenue
4. Main Street (SR-29)/Pope Street – Mitchell Drive
5. Railroad Avenue/Fulton Lane
6. Railroad Avenue/Adams Street

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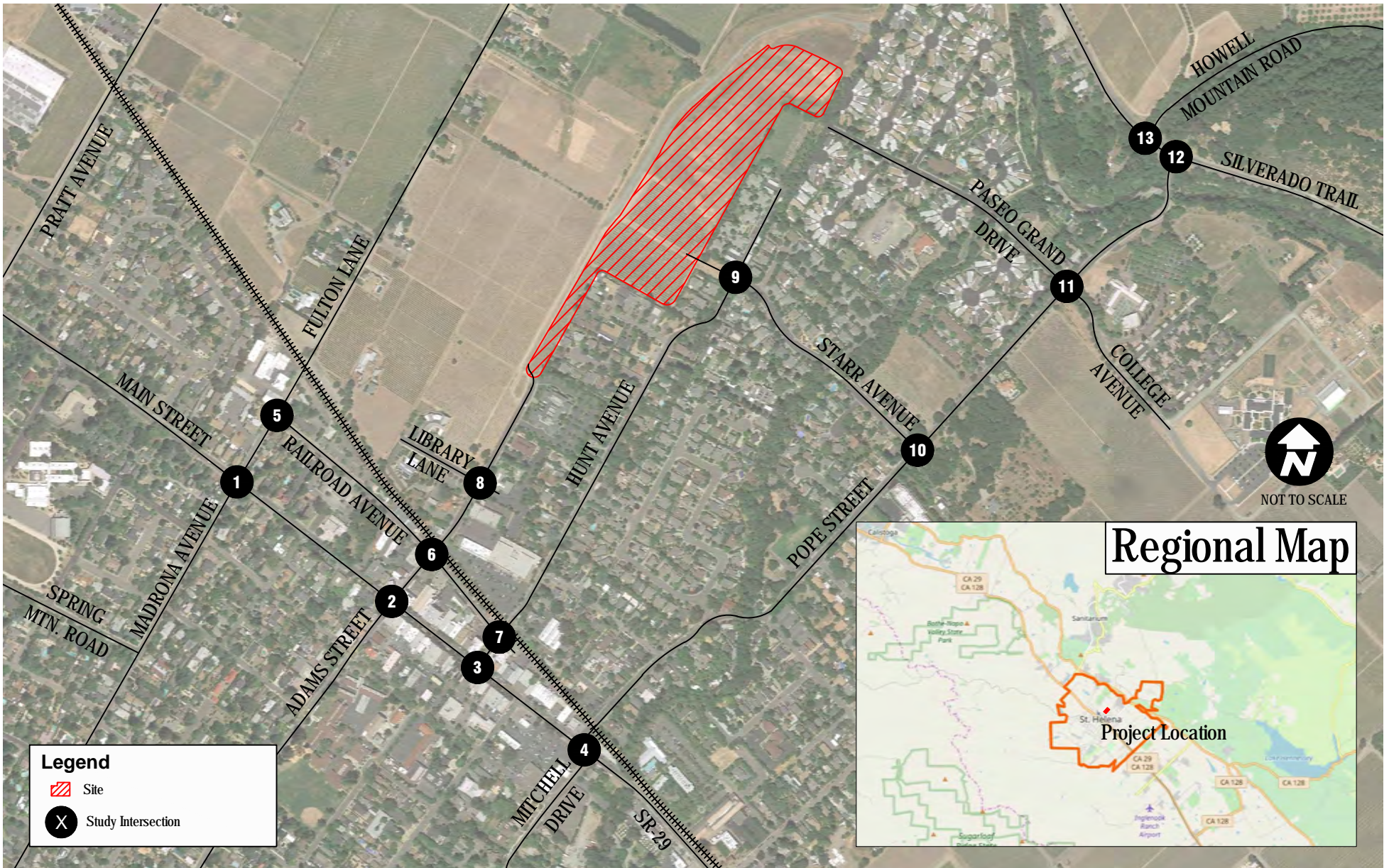
7. Railroad Avenue/Hunt Avenue
8. Library Lane/Adams Street
9. Starr Avenue/Hunt Avenue
10. Starr Avenue/Pope Street
11. Paseo Grand Drive – College Avenue/Pope Street
12. Silverado Trail/Pope Street
13. Silverado Trail/Howell Mountain Road

Further analysis for the 95th percentile queues for all intersections was also analyzed in order to evaluate existing storage lane lengths, especially in regard to left-turn lane queues at Main Street (SR-29).

The study intersections above were analyzed for the following study scenarios:

- Existing Conditions (2018)
- Existing plus Project
- Buildout (2040)

This TIS includes a description of existing conditions in the site vicinity, including roadway network, existing and buildout baseline weekday AM, PM, and Saturday peak hour traffic volumes, and traffic operations.



Source: Google Maps, 05/2017; Open Street Map, 01/2018

# Project Site Location and Study Area

Hunter Subdivision - St. Helena

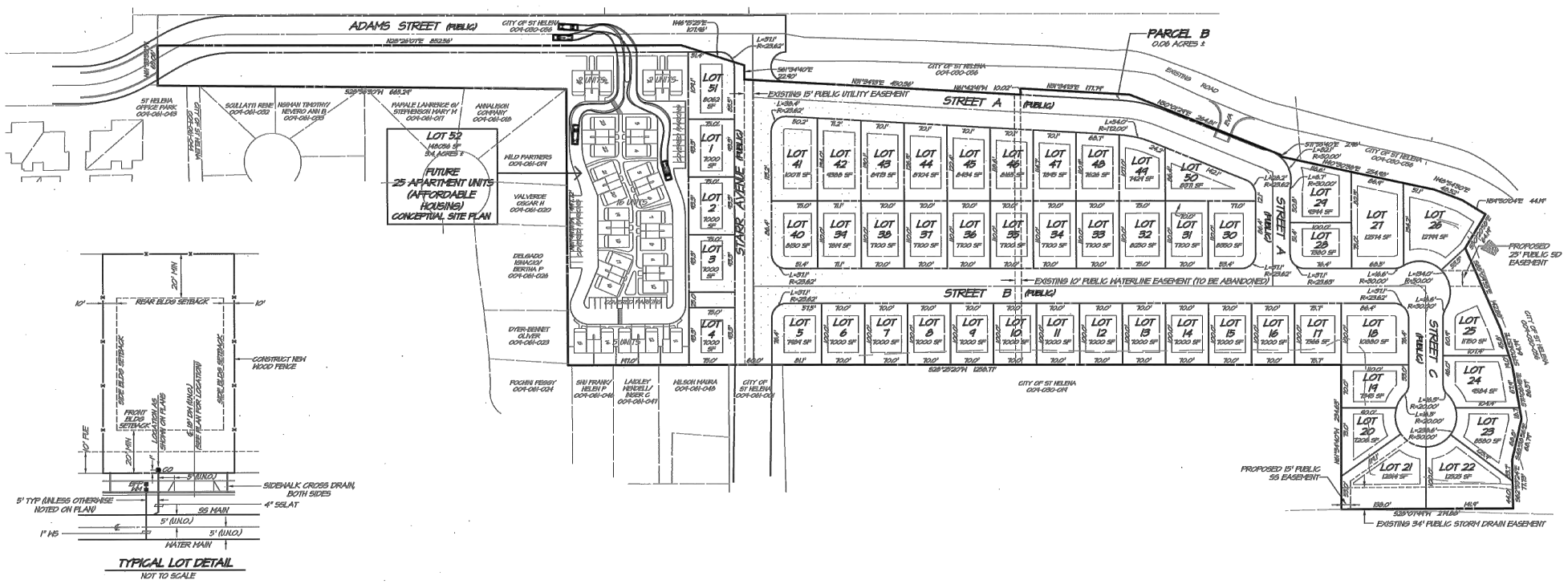
FIGURE

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Source: RSA+, 01/2019

# Project Site Plan

## Hunter Subdivision - St. Helena

FIGURE  
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## 1.4 Congestion Management Program

The Napa Valley Transportation Authority (NVTA) is designated as the Congestion Management Agency (CMA) in Napa County. However, NVTA does not have an adopted Congestion Management Program (CMP). Instead, NVTA works with the region’s Metropolitan Transportation Commission (MTC) to prepare the Napa County section of the Regional Transportation Plan (RTP). Currently, the NVTA does not have a LOS standard specific to traffic.

## 1.5 Methodology

The City’s intersection evaluation methodology and impact criteria is based on the *Highway Capacity Manual* (HCM), HCM 6<sup>th</sup> Edition, methodology for signalized and unsignalized intersections, including intersections under Caltrans jurisdiction.

### 1.5.1 Intersections

The operational characteristics of an intersection are determined by calculating the intersection’s LOS. The intersection, as a whole and its individual turning movements, can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. The intersection LOS was calculated using the HCM 6<sup>th</sup> Edition methodology. In the HCM, LOS is expressed in terms of the average intersection delay per vehicle for the peak 15-minute period within the analyzed hour.

At two-way, stop sign-controlled intersections, the LOS is defined in terms of the average vehicle delay of an individual movement. This is the industry standard method used to evaluate the performance of a two-way, stop sign-controlled intersection because the average vehicle delay is more closely reflected in terms of individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop sign-controlled intersection is defined in terms of its individual movement. With this in mind, the total average vehicle delay (i.e., average delay of all movements) for a two-way, stop sign-controlled intersections should be viewed with discretion and for that reason is not what is reported within the peak hour intersection LOS tables in the following sections. Table 1 shows the relationship of the average control delay and LOS for signalized and unsignalized intersections.

**Table 1**  
**Level of Service Criteria for Intersections using HCM Methodology**

Level of Service	Average Control Delay (sec/veh)		General Description
	Signalized	Unsignalized	
A	0–10	0–10	Free flow
B	>10–20	>10–15	Stable flow (slight delays)
C	>20–35	>15–25	Stable flow (acceptable delays)

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**Table 1**  
**Level of Service Criteria for Intersections using HCM Methodology**

Level of Service	Average Control Delay (sec/veh)		General Description
	<i>Signalized</i>	<i>Unsignalized</i>	
D	>35–55	>25–35	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55–80	>35–50	Unstable flow (intolerable delay)
F	>80	>50	Forced flow (jammed)

Source: Highway Capacity Manual, Transportation Research Board, 2016.

## 1.5.2 Future Traffic Forecasts

Future traffic volumes for year 2040 were obtained from the General Plan Update EIR Section 3.13, Transportation and Traffic section. Based on review of the traffic modeling/forecasting data of the General Plan Update, the 2040 forecast traffic volumes have incorporated traffic generated by the proposed project. In addition, traffic generated by the project ADUs was added to the Buildout (2040) scenario.

## 1.5.3 Impact Criteria

### City of St. Helena

The City's impact criteria is provided in the TIS Scoping Agreement form (Appendix A). The following LOS impact criteria are applicable to study area intersections:

- Operations at a signalized intersection along State Route 29 to deteriorate from LOS D, under conditions without the project, to LOS E or F, or, operations at other signalized intersections to deteriorate from LOS C under conditions without the project to LOS D, E or F.
- The LOS to deteriorate to LOS F for signalized intersections that operate at LOS E under conditions without the project.
- The average intersection delay to increase by more than five (5.0) seconds for signalized intersections that operate at LOS F under conditions without the project.
- The LOS to deteriorate to LOS D, E or F for unsignalized intersections operating at LOS C or better under conditions without the project, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation. For unsignalized intersections on State Route 29 operating at LOS D or better under conditions without the project, the impact would be inconsistent with the City's LOS policies if the project would cause the LOS to deteriorate to LOS E or F, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation.

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- Average delay to increase by five (5.0) or more seconds for unsignalized intersections operating at unacceptable levels (LOS D, E or F; or LOS E or F on State Route 29) under conditions without the project, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation.

A peak traffic signal warrant per the California Manual of Uniform Traffic Control Devices (CA MUTCD) was reviewed to determine whether the installation of a traffic signal may be warranted at unsignalized intersections with unsatisfactory LOS. The signal warrant compares the total traffic from both major street approaches, to the traffic of the single highest minor street approach. The signal warrant analysis is intended to provide guidance in determining the need to install a traffic signal based on data collected in the Federal Highway Administration Manual on Uniform Traffic Control Devices (FHWA MUTCD) and CA MUTCD guidelines. An intersection meeting a signal warrant itself does not constitute the only basis for installation of a traffic signal and instead serves as a tool, in addition to collision and engineering data, to provide guidance towards traffic signal installation.

### Caltrans

All study area intersections along Main Street, also fall under Caltrans jurisdiction as Main Street is also listed as a state route under Caltrans jurisdiction; SR-29. As stated in the Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002), the level of service for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and if an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

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## 2 EXISTING CONDITIONS

This section describes existing conditions within the identified study area. Descriptions are provided for the characteristics of the study area roadway network, peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit.

### 2.1 Existing Street System

Characteristics of the existing street system in the proposed project vicinity are shown in Table 2. Street classification data is derived from the Circulation Element of the draft *St. Helena General Plan Update 2040* (2018). As shown on Figure 2, the primary access points to the project site is provided via Adams Street or Starr Avenue. The existing traffic controls and geometrics at the study area intersections are shown on Figure 3.

**Table 2  
Study Area Existing Street System Summary**

Roadway	Street Classification	Posted Speed Limit (MPH) <sup>1</sup>	# of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Main Street (SR-29)	Regional Connector	25	2	Yes – along some sections	Yes	No
Fulton Lane/Madrona Avenue	Open Space/Rural Street	25	2	Yes – except for east of railroad tracks	Yes – except for east of railroad tracks	No
Adams Street	Downtown/Mixed-Use Street	25	2	Yes – along some sections	Yes	No
Hunt Avenue	Residential Street	25	2	Yes – along some sections	Yes – along some sections	Yes – Class III
Railroad Avenue	Downtown/Mixed-Use Street	25	2	Yes – along some sections	Yes – along some sections	No
Pope Street	Downtown/Mixed-Use Street	25	2	Yes – along some sections	Yes – along some sections	Yes – Class II and Class III
Starr Avenue	Residential Street	25	2	Yes – along some sections	Yes	Yes – Class II
Howell Mountain Road	Open Space/Rural Street	35	2	No	No	No
Silverado Trail	Rural Throughway <sup>2</sup>	50	2	No	No	Yes – Class II

Notes: MPH = miles per hour

<sup>1</sup> Speed limit information derived from §10.08.010-0.20 of the City of St. Helena Municipal Code.

<sup>2</sup> Obtained from the Circulation Element of the *Napa County General Plan* (2008).

## 2.2 Pedestrian Facilities

The pedestrian infrastructure within the study area depends largely on the types of land uses, as agricultural or open space land uses generally lack pedestrian amenities, as seen in segments of Adams Street near the edge of the project site boundary. Around the perimeter of developed land along Starr Avenue and Hunt Avenue, the study area generally contains sidewalks, lighting, landscaping, signage, and Americans with Disabilities Act (ADA)-compliant curb ramps. Railroad crossings are generally in good condition to allow safe crossings for pedestrians. Near the project site, Adams Street and Starr Avenue would be extended to provide vehicle, bicycle and pedestrian access to the site. Sidewalks would be provided along both sides of the street allowing safe pedestrian access to the site. The project site would facilitate accessibility to the downtown St. Helena corridor by way of existing sidewalks that would provide access to several neighborhood services such as Main Street, retail and grocery stores, and the St. Helena Public Library.

## 2.3 Bicycle Facilities

As shown in Table 2, there are a number of bicycle facilities within the study area. Class I bikeways, also known as bike paths or shared-use paths, are facilities with an exclusive right-of-way for bicyclists and pedestrians, separated from roadways. The project is not proposing any Class I bike paths. Class II bicycle lanes, which are striped and demarcated areas of roadway that separate bicyclists from motorists, are available along the entirety of Starr Avenue and Silverado Trail and the majority of Pope Street from Railroad Avenue to Paseo Grand Drive-College Avenue. Class III bicycle routes, are shared roadways where vehicles and bicyclists equally share the road, but do not contain a striped bike lane. Class III bicycle routes are provided along Hunt Avenue and portions of Pope Street, east of Railroad Avenue and west of Paseo Grand Drive-College Avenue, towards the approach to the Pope Street Bridge. Along the project access, Starr Avenues connects the site to the larger St. Helena bicycle network via Pope Street or Hunt Avenue. The City's Bicycle Plan was adopted in 2012 as part of the wider Napa County Transportation and Planning Agency's Bicycle Master Plan. Several improvements were identified such as Class III bicycle routes along Main Street and Class II bicycle lanes along Adams Street.

## 2.4 Transit System

The NVRTA manages Vine Transit, which provides transit service in the greater Napa County region and most closely serves the project study area and site. The St. Helena Shuttle, Vine Route 10, and Vine Route 29 all provide differing levels of frequency and connectivity to transit riders within the study area.

The St. Helena Shuttle route operates every weekday for one morning and one afternoon on a fixed route starting at 7:50 a.m. and then again, at 3:15 p.m., circulating throughout the City and stopping

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directly adjacent to the project site at the intersection of Starr Avenue/Hunt Avenue. The shuttle provides access to several schools in the City as well as an east-west connection through the city. Outside of the fixed route, the shuttle operates as an on-demand, door-to-door service within much of the city limits Monday to Thursday from 7:45 a.m. to 6:00 p.m. with extended hours Friday until 11:00 p.m. Weekend service is also provided with service on Saturdays from 10:00 a.m. to 11:00 p.m., and on Sundays from 12:00 p.m. to 7:00 p.m. Service is not provided on major holidays.

Vine Route 10 is a regional transit route that connects the cities of Calistoga and Napa, with stops within the study area along Main Street at Adams Street and at Pope Street/Mitchell Drive. Weekday service generally occurs every 45 minutes starting at 6:15 a.m. and ending at 10:44 p.m. Weekend service is provided every hour and is truncated during the morning and night periods. Service is not provided on weekends or major holidays.

Vine Route 29 connects Calistoga southward towards the greater Napa County residential core, connecting to the Vallejo Ferry and finally the El Cerrito BART station. The nearest stop within the study area is the St. Helena Post Office located on Main Street. Service is primarily provided twice during the morning and afternoon periods starting at 5:22 a.m. and ending at 6:35 p.m. Service is not provided on weekends or major holidays.

The Napa Valley Wine Train also passes through the city; however, it is mainly utilized as a tourist attraction and not for commuting purposes. Stops are limited and occur on an irregular basis in the city. The Wine Train's proximity to Main Street can result in increased congestion and vehicle queueing, as well as the potential to impede emergency access across Adams Street and Hunt Avenue. The Wine Train blocks egress and ingress at Adams Street and Hunt Avenue for up to two minutes at a time departing and arriving, therefore these crossings will be closed or delayed for a maximum of eight minutes per day. The Wine Train is mandated to keep all grade crossings clear; therefore, the limited speed in the area is what constitutes the delay described above.

### **2.5 Pope Street Bridge**

The Pope Street Bridge is a narrow two-lane historic bridge that spans the Napa River and connects the City with Silverado Trail, a regional roadway that provides north-south access through Napa County. Silverado Trail also serves as an alternative route to Main Street (SR-29). The Pope Street Bridge is largely unimproved, and is constructed of stone, creating narrow lanes and reduced speed for motorists. This also creates a situation where bicyclists share the road with vehicles, creating potential areas of conflict. Operationally, the Pope Street Bridge allows for one lane of westbound traffic, creating conflicts between vehicles turning onto Pope Street versus vehicles turning onto Silverado Trail. Collisions between these conflict points were analyzed in depth in the following sections. Additionally, emergency access can be impeded due to congestion along the bridge, creating difficulty for services to be provided to areas along Silverado Trail.

## 2.6 Traffic Volumes

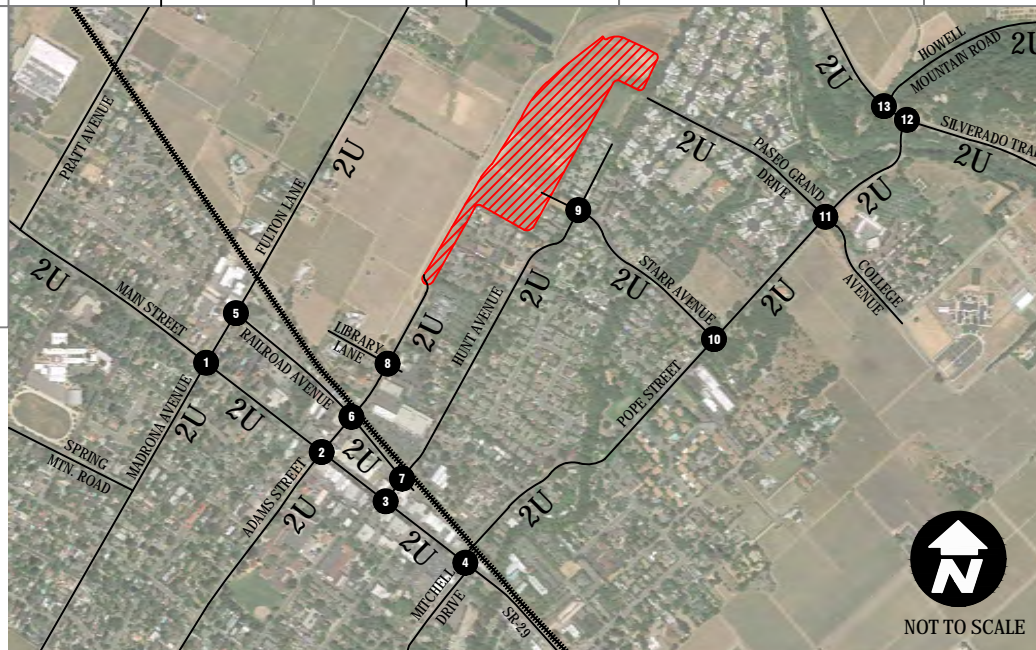
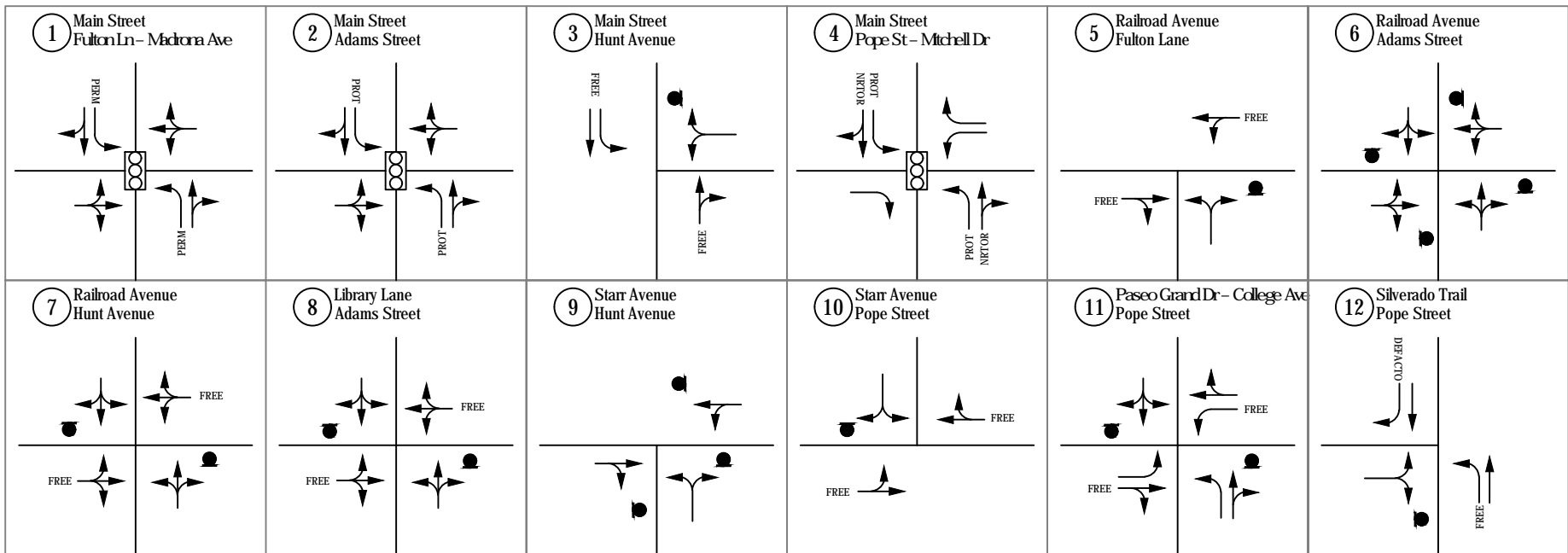
Existing peak hour turning movement counts at the study intersections were conducted in April 2018, during the week (and Saturday) of the Napa Arts in April Art Festival and celebration in Lyman Park. Per review of Caltrans data from the previous seven years, the month of April was identified as the peak month for traffic volumes in the St. Helena downtown area based on traffic volumes on Main Street (SR-29), north and south of Adam Street.<sup>1</sup> This data is presented in Appendix B. Therefore, these volumes represent a high traffic period during the year and present a conservative existing baseline scenario.

Traffic volumes were balanced between intersections. Raw intersection turning movement counts are provided in Appendix B. Existing weekday AM and PM peak hour traffic volumes, and Saturday peak hour volumes, are summarized in Figures 4 and 5, respectively. These volumes were used to evaluate existing weekday and Saturday traffic conditions.

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<sup>1</sup> The second busiest time in the area is during the fall harvest “crush” period in the month of October.





**Legend**

- Site
- Study Intersection
- Lane Geometrics
- Traffic Signal
- Stop Sign
- PROT Protected Left Turn Phasing
- PERM Permitted Left Turn Phasing
- FREE Free Movement
- DEFACTO Defacto Right Turn Lane
- NRTOR No Right Turn on Red
- XD Number of lanes (divided roadway)
- XU Number of lanes (undivided roadway)

Source: Google Maps, 05/2017

**Existing Traffic Controls and Geometrics**

Hunter Subdivision - St. Helena

FIGURE

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## 2.7 Intersection Operations

An intersection LOS analysis was prepared for the existing weekday and Saturday conditions using the HCM methodology discussed in Section 1. Detailed LOS worksheets and signal warrants are included in Appendix C. Tables 3 and 4 show the results of the weekday and Saturday, respectively, existing conditions LOS analysis.

**Table 3**  
**Existing Weekday Peak Hour Intersection LOS**

Intersection	Control	AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Main Street/Fulton Lane – Madrona Avenue	signalized	13.0	B	11.2	B
2. Main Street/Adams Street	signalized	22.9	C	20.8	C
3. Main Street/Hunt Avenue	unsignalized	16.9	C	18.3	C
4. Main Street/Pope Street – Mitchell Drive	signalized	148.7	F	110.1	F
5. Railroad Avenue/Fulton Lane	unsignalized	10.1	B	10.4	B
6. Railroad Avenue/Adams Street	unsignalized	10.0	A	11.2	B
7. Railroad Avenue/Hunt Avenue	unsignalized	14.4	B	14.0	B
8. Library Lane/Adams Street	unsignalized	10.6	B	12.4	B
9. Starr Avenue/Hunt Avenue	unsignalized	7.6	A	7.4	A
10. Starr Avenue/Pope Street	unsignalized	15.4	C	14.1	B
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	27.1	D	15.5	C
12. Silverado Trail/Pope Street	unsignalized	18.0	C	27.3	D
13. Silverado Trail/Howell Mountain Road	unsignalized	14.5	B	17.7	C

Notes:

<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

As shown in Table 3, a majority of the study area intersections are currently operating at satisfactory LOS under existing weekday conditions except for:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F in AM and PM peak hours.
- 11. Paseo Grand Drive – College Avenue/Pope Street: LOS D in AM peak hour.
- 12. Silverado Trail/Pope Street: LOS D in PM peak hour.

**Table 4**  
**Existing Saturday Peak Hour Intersection LOS**

Intersection	Control	Saturday PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>
1. Main Street/Fulton Lane – Madrona Avenue	signalized	22.3	C
2. Main Street/Adams Street	signalized	37.5	D

## Hunter Subdivision TIS

**Table 4**  
**Existing Saturday Peak Hour Intersection LOS**

Intersection	Control	Saturday PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>
3. Main Street/Hunt Avenue	unsignalized	22.6	C
4. Main Street/Pope Street – Mitchell Drive	signalized	129.2	F
5. Railroad Avenue/Fulton Lane	unsignalized	9.6	A
6. Railroad Avenue/Adams Street	unsignalized	8.7	A
7. Railroad Avenue/Hunt Avenue	unsignalized	11.1	B
8. Library Lane/Adams Street	unsignalized	9.9	A
9. Starr Avenue/Hunt Avenue	unsignalized	7.2	A
10. Starr Avenue/Pope Street	unsignalized	11.7	B
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	13.4	B
12. Silverado Trail/Pope Street	unsignalized	20.2	C
13. Silverado Trail/Howell Mountain Road	unsignalized	15.2	C

Notes:

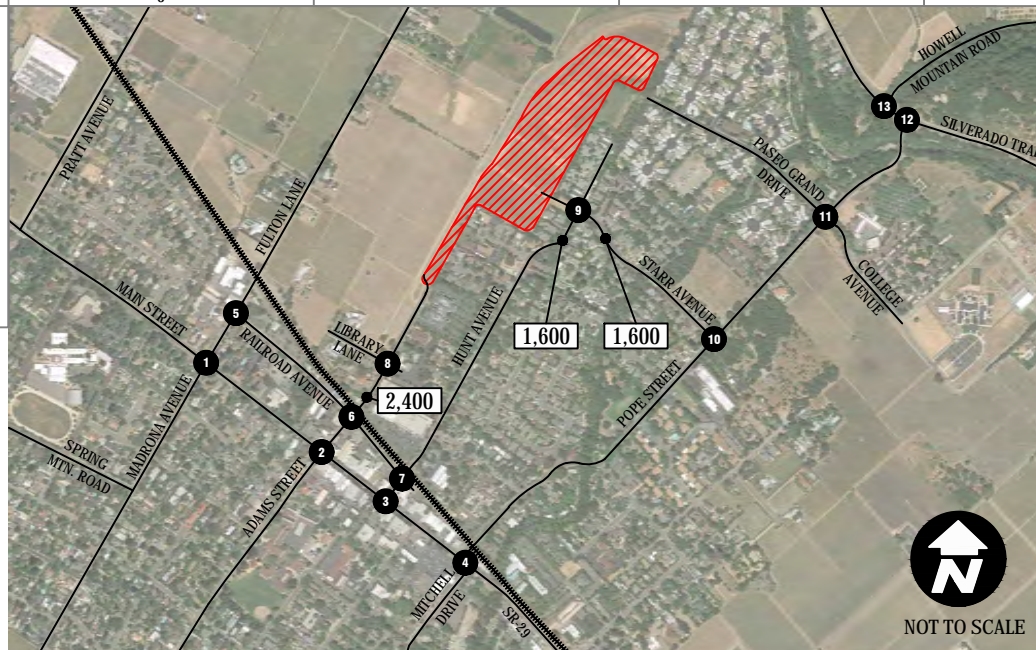
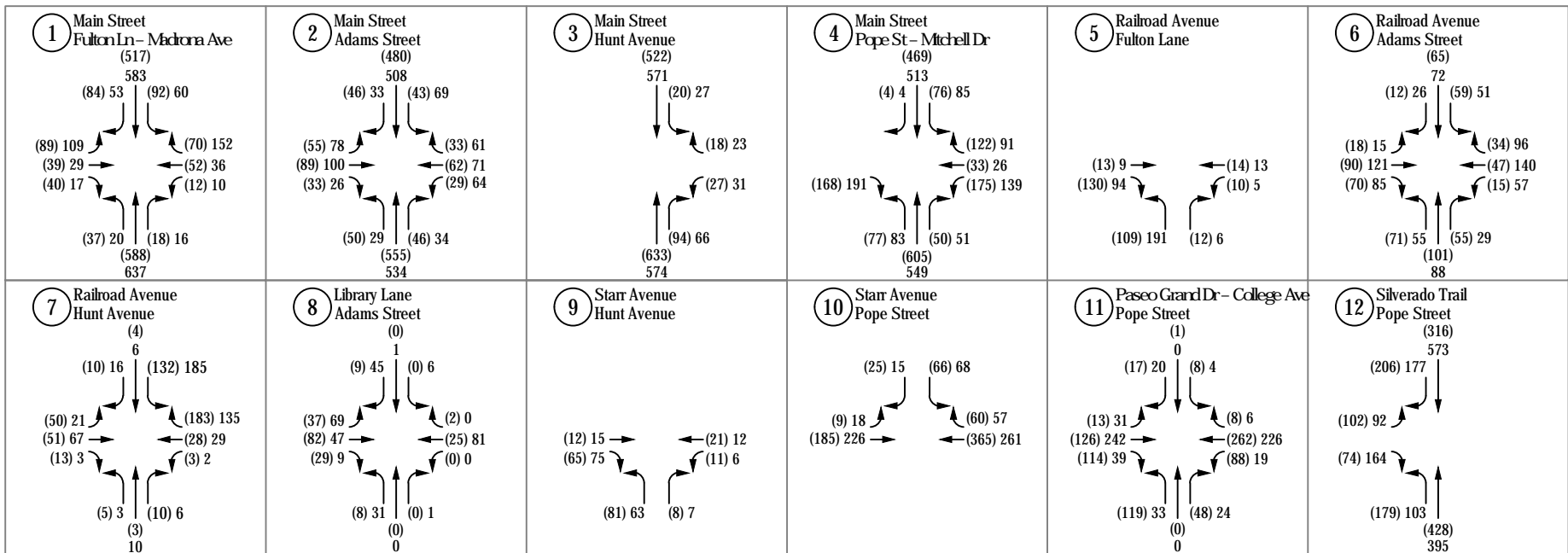
<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

As shown in Table 4, a majority of the study area intersections are currently operating at satisfactory LOS under existing Saturday conditions except for:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F.



**Legend**

- Site
- Weekday PM Peak Hour Traffic Volumes
- Weekday AM Peak Hour Traffic Volumes
- Study Intersection
- Average Daily Traffic

Source: Google Maps, 05/2017

# Existing Weekday Traffic Volumes

Hunter Subdivision - St. Helena

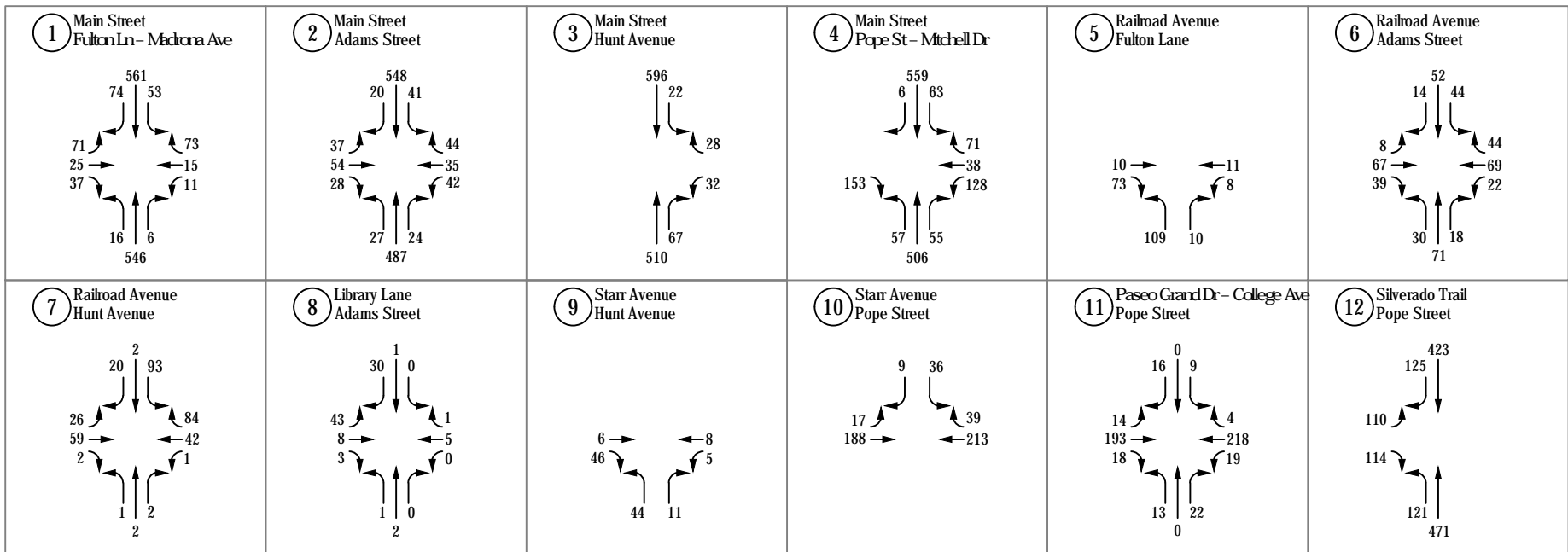
FIGURE

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## Hunter Subdivision TIS

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Source: Google Maps, 05/2017

# Existing Saturday Traffic Volumes

Hunter Subdivision - St. Helena

FIGURE

## Hunter Subdivision TIS

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# Hunter Subdivision TIS

## 3 PROJECT TRAFFIC

This section documents project-generated changes on the surrounding transportation system and at the study intersections.

### 3.1 Trip Generation

Trip generation estimates for the project were calculated based upon the trip rates from the Institute of Transportation Engineers' *Trip Generation, 10<sup>th</sup> Edition* (ITE 2017). Average trip generation rates represent weighted averages from studies conducted throughout the United States and Canada since 1980 that surveyed the identified use.<sup>2</sup> For example, "single-family detached housing," which has the highest trip generation rate per dwelling unit of all residential uses, specifically identifies all detached homes on individual lots, with a typical site being a suburban subdivision.

In order to reflect the correct intensity of land use and project traffic, the single-family detached housing rate was also used for the income-restricted housing, while the multifamily housing rate was used for the ADU rate. The calculation of project trip generation estimates for the weekday and Saturday is shown in Tables 5 and 6, respectively.

As shown in Table 5, during a weekday the project would generate 798 daily trips, 62 AM peak hour trips (16 inbound and 46 outbound), and 82 PM peak hour trips (52 inbound and 30 outbound).

**Table 5**  
**Weekday Project Trip Generation**

Trip Generation Rates <sup>1</sup>									
<i>Land Use</i>	<i>Daily Trip Rate</i>	<i>Unit</i>	<i>AM Peak Hour</i>			<i>PM Peak Hour</i>			
			<i>% In</i>	<i>% Out</i>	<i>Total</i>	<i>% In</i>	<i>% Out</i>	<i>Total</i>	
Single-Family Detached Housing (ITE Code 210)	9.44	DU	0.19	0.56	0.74	0.62	0.37	0.99	
Multifamily Housing (Low-Rise) (ITE Code 220)	7.32	DU	0.11	0.35	0.46	0.35	0.21	0.56	
Trip Generation									
<i>Land Use</i>	<i>Total No. of Units</i>	<i>Unit</i>	<i>Daily</i>	<i>AM Peak Hour</i>			<i>PM Peak Hour</i>		
				<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Single-Family Detached Housing	51	DU	481	10	28	38	32	19	51
Accessory (Granny) Units	11	DU	81	1	4	5	4	2	6
Affordable Housing <sup>2</sup>	25	DU	236	5	14	19	16	9	25
Total Trip Generation			798	16	46	62	52	30	82

Notes:

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*.

<sup>2</sup> Single-Family and multifamily land uses are based on surveys and weighted averages. Rates are not based on a specified number of bedrooms or vehicles per household.

## Hunter Subdivision TIS

<sup>2</sup> Reflects use of Single-Family land use since this rate is more conservative (higher trip generation) as compared to multifamily housing.

As shown in Table 6, during a Saturday the project would generate 815 daily trips, and 80 peak hour trips (40 inbound and 40 outbound).

**Table 6**  
**Saturday Project Trip Generation**

Trip Generation Rates <sup>1</sup>						
Land Use	Saturday Trip Rate	Unit	Peak Hour			
			% In	% Out	Total	
Single-Family Detached Housing (ITE Code 210)	9.54	DU	0.47	0.47	0.93	
Multifamily Housing (Low-Rise) (ITE Code 220)	8.14	DU	0.35	0.35	0.70	
Trip Generation						
Land Use	Total No. of Units	Unit	Daily	Peak Hour		
				In	Out	Total
Single-Family Detached Housing	51	DU	487	24	24	48
Accessory (Granny) Units	11	DU	90	4	4	8
Affordable Housing <sup>2</sup>	25	DU	239	12	12	24
Total Trip Generation			815	40	40	80

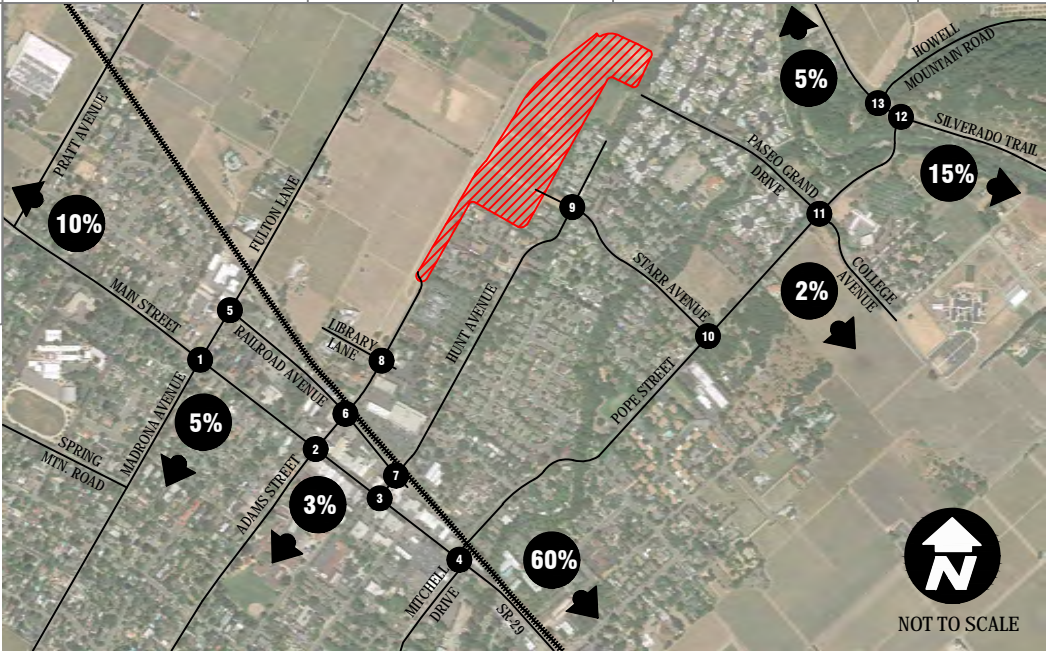
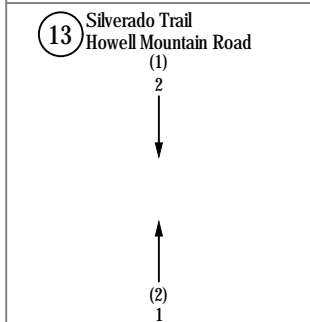
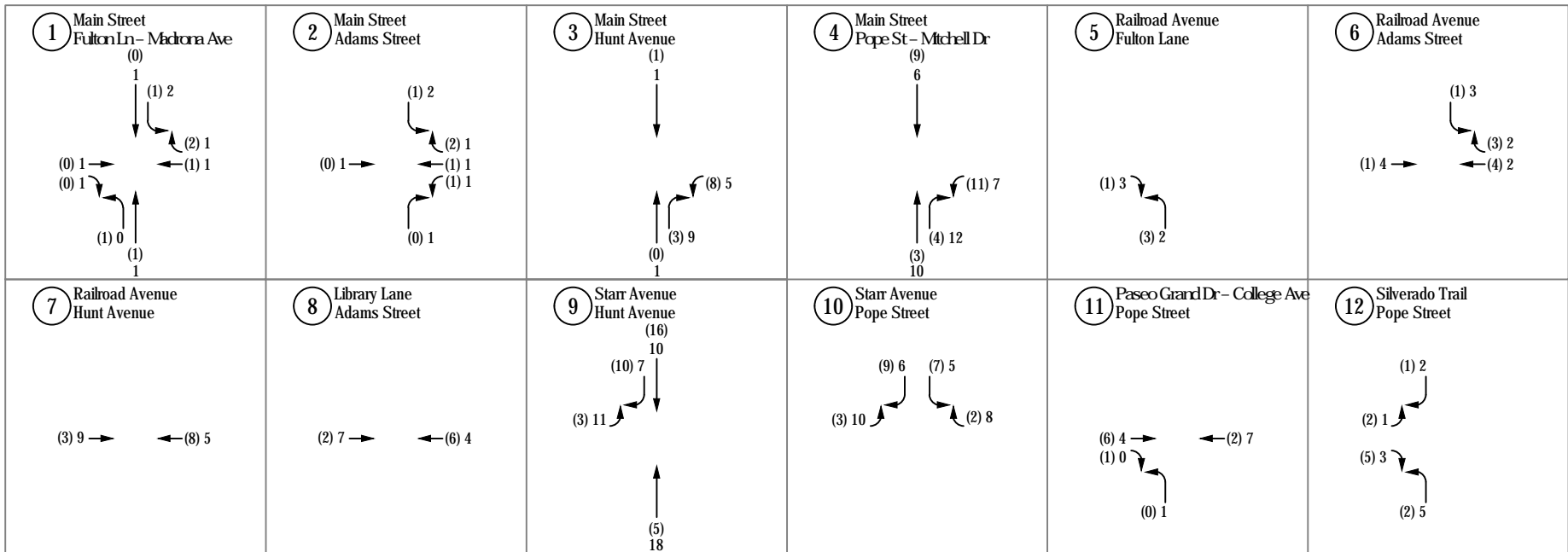
Notes:

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

<sup>2</sup> Reflects use of Single-Family land use since this rate is more conservative (higher trip generation) as compared to multifamily housing.

### 3.2 Trip Distribution and Assignment

Project trips were distributed to the study area intersections using the existing travel patterns and logical commute routes for project-related traffic. Project trips were assigned to the study area intersections by applying the project trip generation estimates to the trip distribution percentages at each study area intersection. Single-family and ADU trips were distributed and assigned together, as shown on Figure 6, while the multifamily housing trips were distributed and assigned separately, as shown on Figure 7. The total project trip assignment is shown in Figure 8. The project trip distribution and assignment for Saturday includes all uses combined and is shown on Figure 9.



Source: Google Maps, 05/2017

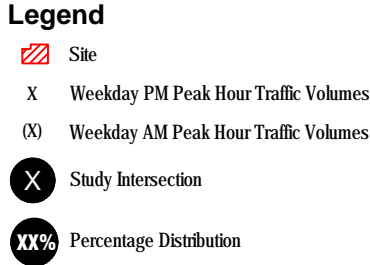
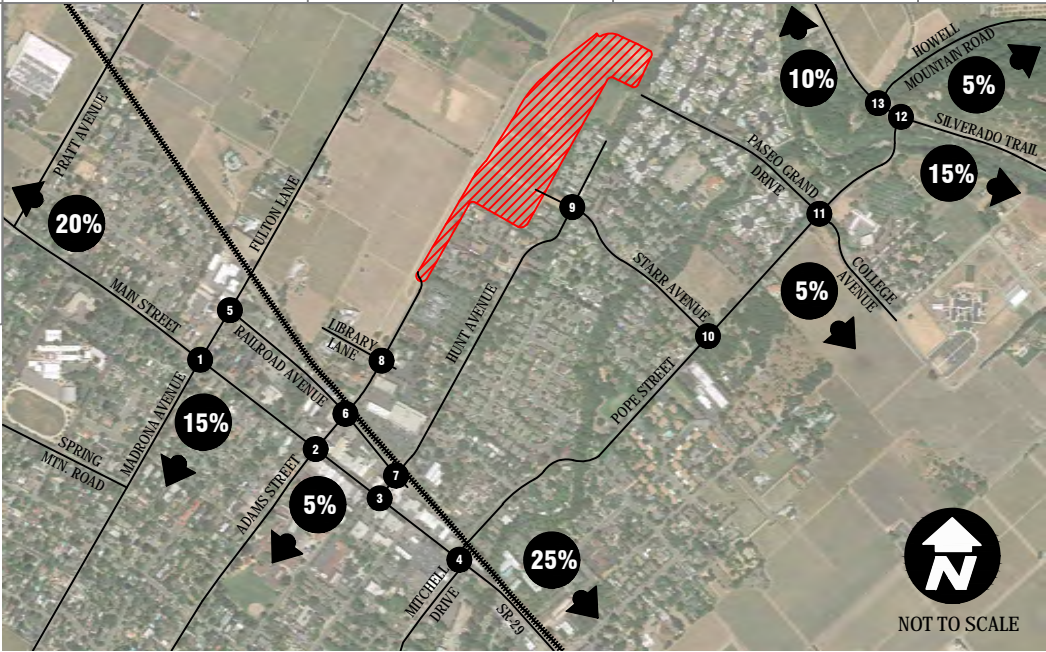
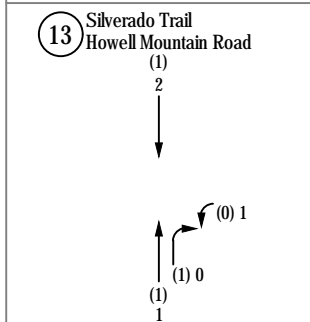
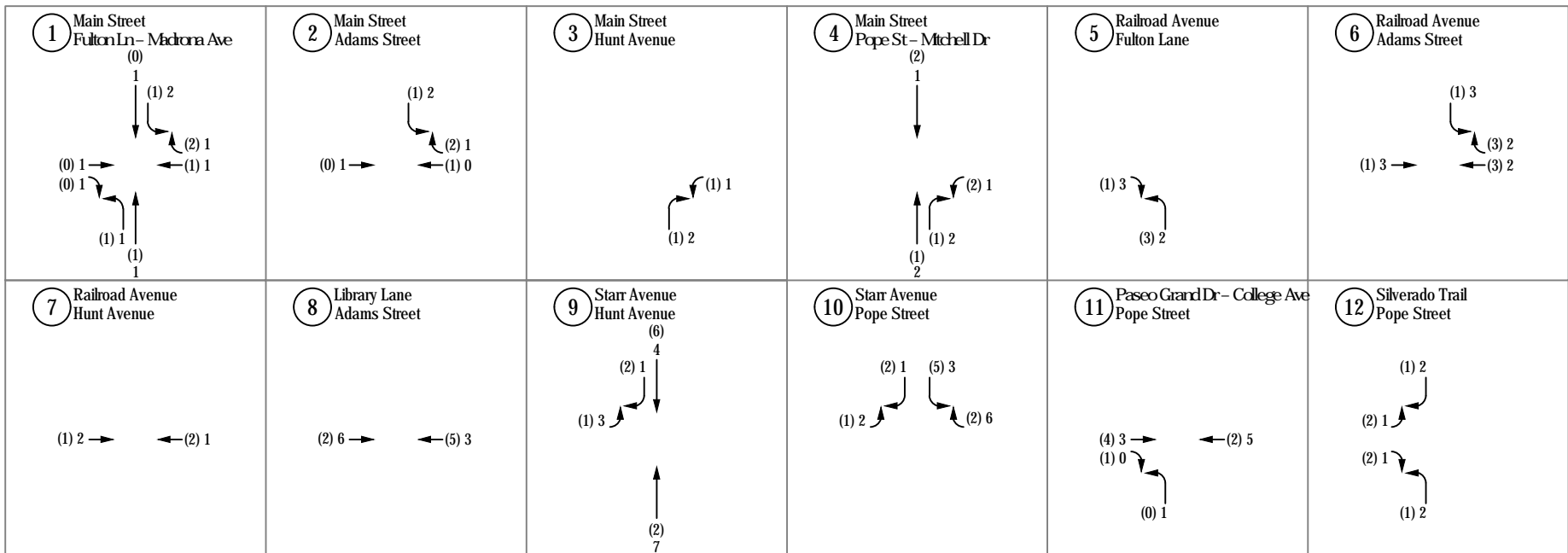
Project Trip Distribution & Assignment - Single-Family & Accessory Dwelling Units FIGURE

Hunter Subdivision - St. Helena

## Hunter Subdivision TIS

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Source: Google Maps, 05/2017

# Project Trip Distribution & Assignment - Multi-Family Housing

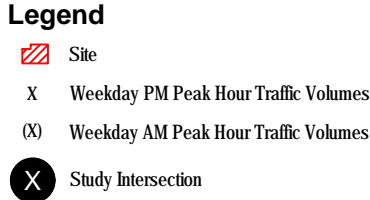
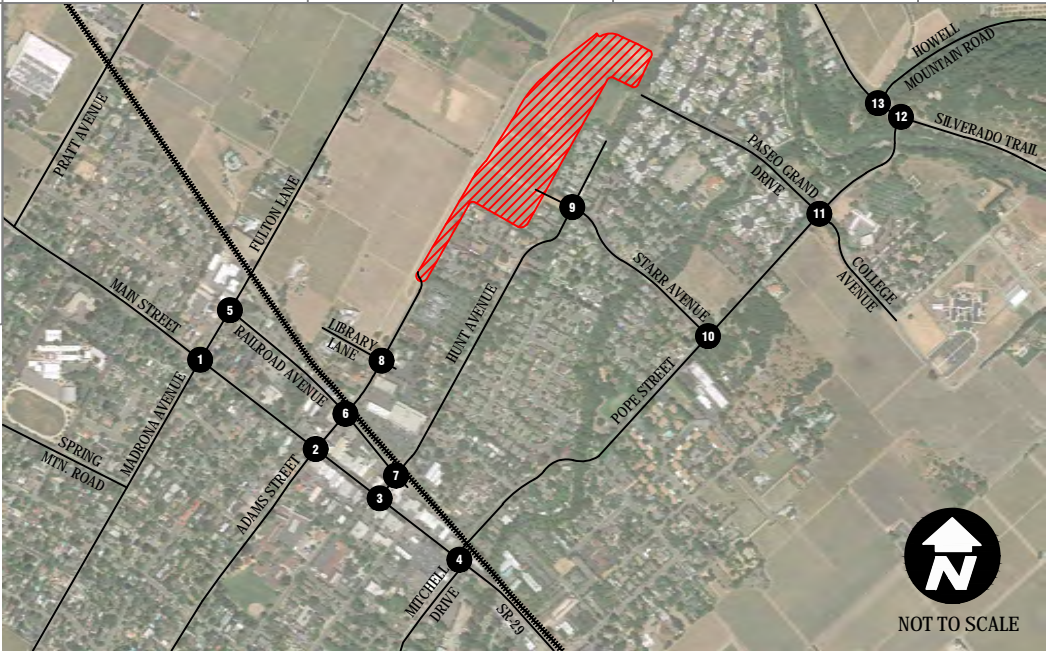
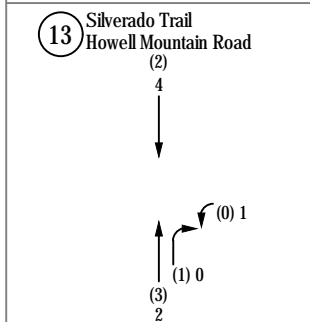
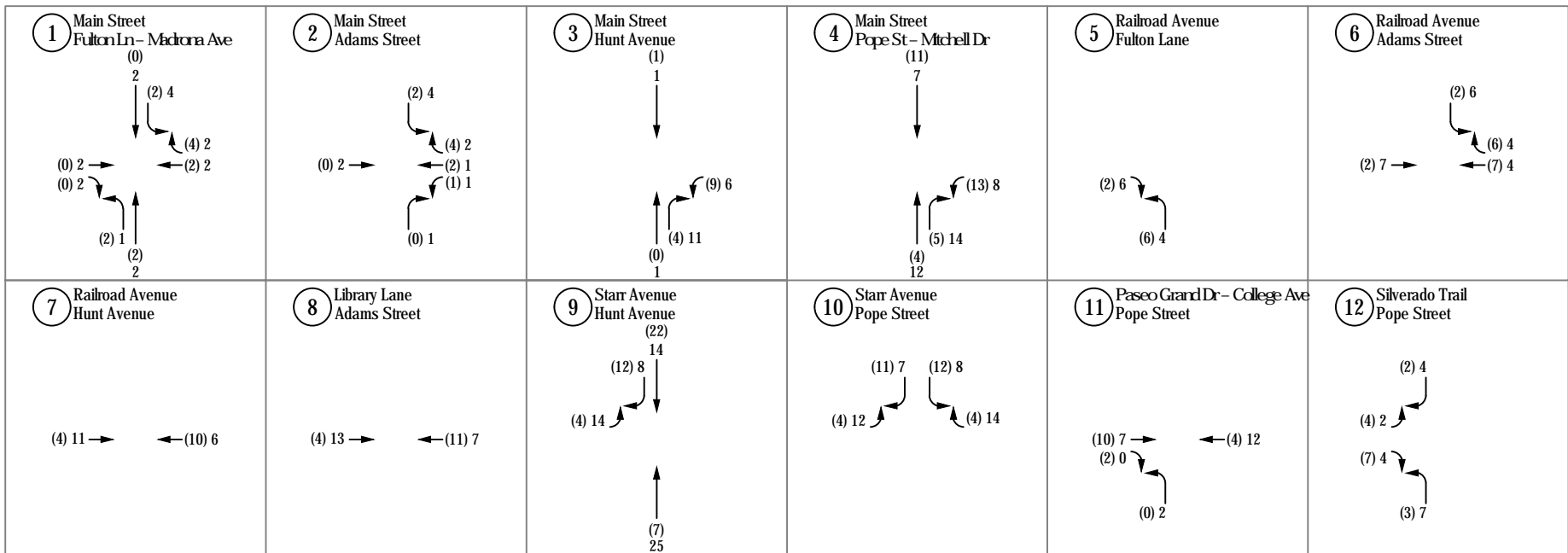
Hunter Subdivision - St. Helena

FIGURE

## Hunter Subdivision TIS

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Source: Google Maps, 05/2017

# Project Trip Assignment - Total (All Uses)

Hunter Subdivision - St. Helena

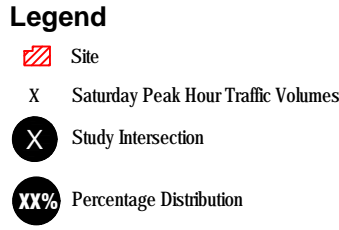
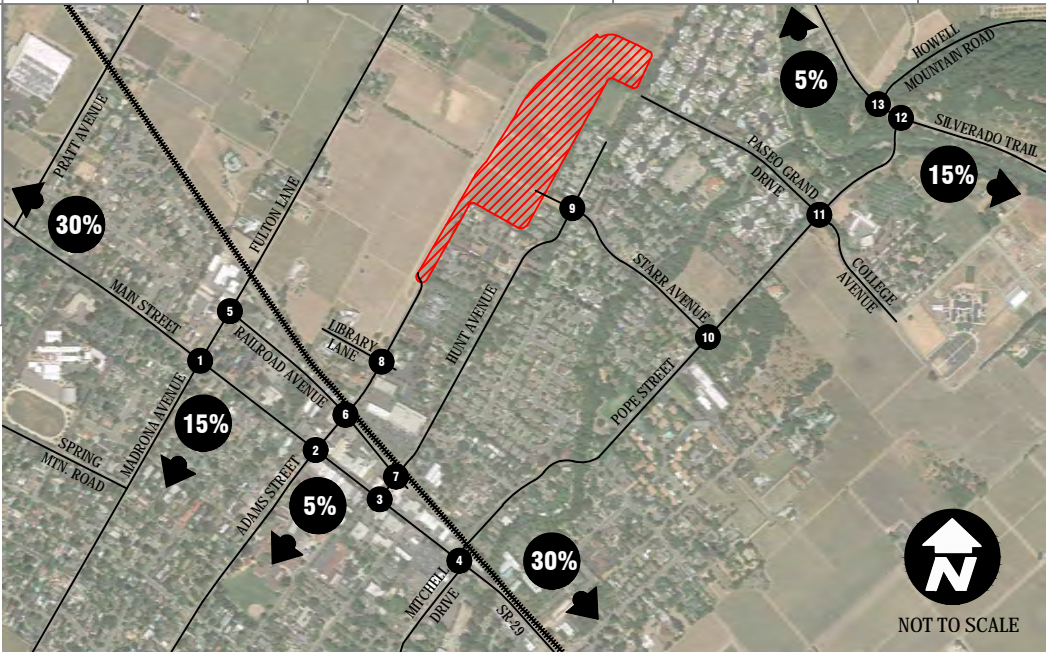
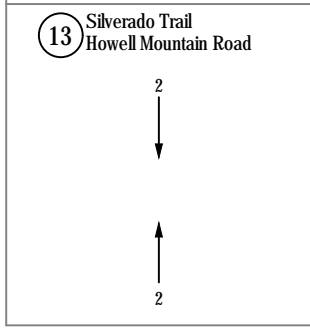
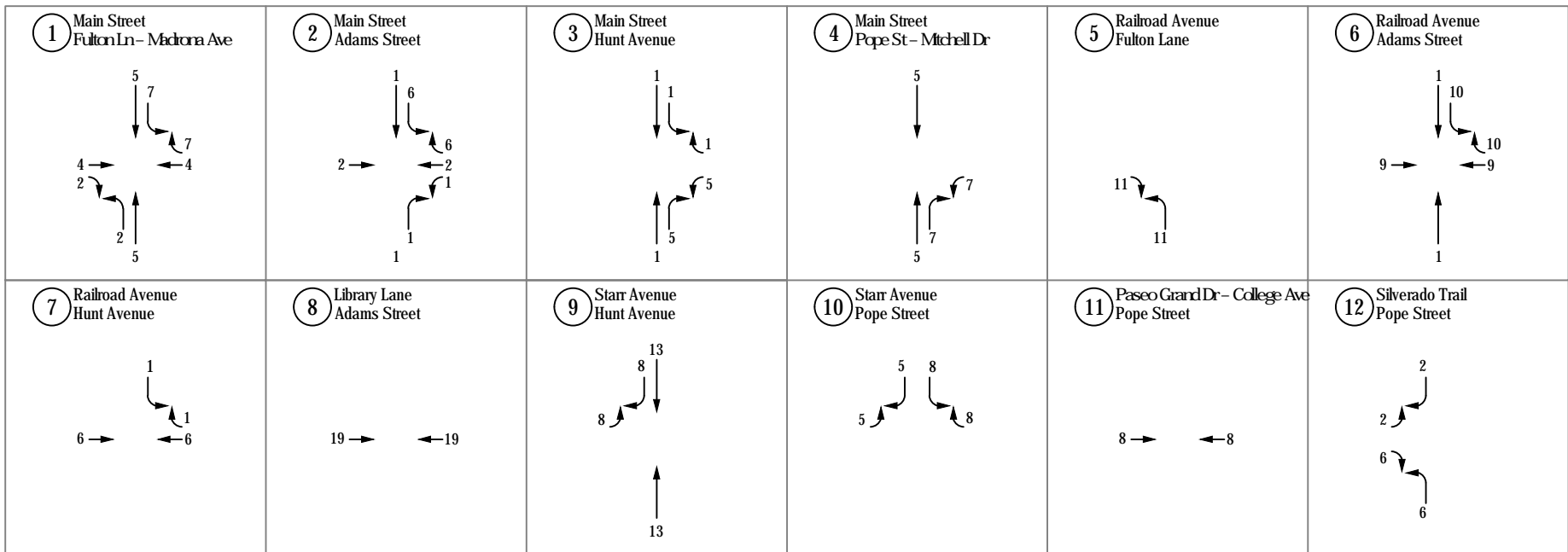
FIGURE

## Hunter Subdivision TIS

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Source: Google Maps, 05/2017

# Project Trip Distribution & Assignment - Saturday (All Uses)

Hunter Subdivision - St. Helena

FIGURE

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## Hunter Subdivision TIS

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## 4 EXISTING PLUS PROJECT

### 4.1 Traffic Volumes

The project trip assignments shown in Figure 8 were added to the existing weekday traffic volumes shown in Figure 4 to derive the Existing plus Project weekday AM and PM peak hour traffic volumes. Figure 10 illustrates the Existing plus Project weekday AM and PM peak hour traffic volumes that were used to evaluate Existing plus Project weekday traffic conditions.

The project trip assignments shown in Figure 9 were added to the Existing Saturday traffic volumes shown in Figure 5 to derive the Existing plus Project Saturday peak hour traffic volumes. Figure 11 illustrates the Existing plus Project Saturday peak hour traffic volumes that were used to evaluate Existing plus Project Saturday traffic conditions.

### 4.2 Intersection Operations

An intersection operations analysis was conducted for the study area to evaluate the Existing plus Project weekday AM and PM peak hour, and Saturday peak hour conditions. Intersection operations were calculated using the LOS methodology described in Section 1. The following presents the results of the project analysis.

Tables 7 and 8 show the results of the Existing plus Project weekday and Saturday LOS analysis, respectively, and provides a comparison to the Existing (without project) conditions for the weekday peak hours using the HCM methodology described previously at all intersections. Detailed LOS worksheets and signal warrants are included in Appendix C.

As shown in Table 7, based on the appropriate impact criteria, all of the study area intersections would continue to operate at a satisfactory LOS, except for the following intersections:

- 4. Main Street/Pope Street – Mitchell Drive: Continues to operate with unsatisfactory LOS at LOS F during both the AM and PM peak hours, however the increase in delay is less than 5.0 seconds in the AM peak hour (4.8 seconds), while the increase in delay is greater than 5.0 seconds in the PM peak hour (11.4 seconds). This constitutes a deficiency with the City’s LOS impact criteria (discussed in Section 1.5.3 above) for the PM peak hour.
- 11. Paseo Grand Drive – College Avenue/Pope Street: Continues to operate with unsatisfactory LOS at LOS D in AM peak hour. This intersection is unsignalized and does not satisfy a peak hour signal warrants (traffic signal), and the increase in delay is less than 5.0 seconds (1.1 seconds). Therefore, the project would not exceed the City’s impact criteria and would be consistent with the City’s LOS policies.

## Hunter Subdivision TIS

**Table 7  
Existing plus Project Weekday Peak Hour Intersection Level of Service**

Intersection	Control	Existing				Existing Plus Project				Delay Change		Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>				
1. Main Street/Fulton Lane – Madrona Avenue	signalized	13.0	B	11.2	B	13.2	B	11.4	B	0.2	0.2	no	no
2. Main Street/Adams Street	signalized	22.9	C	20.8	C	23.0	C	21.2	C	0.1	0.4	no	no
3. Main Street/Hunt Avenue	unsignalized	16.9	C	18.3	C	17.6	C	18.9	C	0.7	0.6	no	no
4. Main Street/Pope Street – Mitchell Drive	signalized	148.7	F	110.1	F	153.5	F	121.5	F	4.8	11.4	no	yes
5. Railroad Avenue/Fulton Lane	unsignalized	10.1	B	10.4	B	10.2	B	10.5	B	0.1	0.1	no	no
6. Railroad Avenue/Adams Street	unsignalized	10.0	A	11.2	B	10.2	B	11.4	B	0.2	0.2	no	no
7. Railroad Avenue/Hunt Avenue	unsignalized	14.4	B	14.0	B	14.8	B	14.5	B	0.4	0.5	no	no
8. Library Lane/Adams Street	unsignalized	10.6	B	12.4	B	10.8	B	12.8	B	0.2	0.4	no	no
9. Starr Avenue/Hunt Avenue	unsignalized	7.6	A	7.4	A	7.7	A	7.6	A	0.1	0.2	no	no
10. Starr Avenue/Pope Street	unsignalized	15.4	C	14.1	B	16.2	C	14.8	B	0.8	0.7	no	no
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	27.1	D	15.5	C	28.2	D	15.9	C	1.1	0.4	no	no
12. Silverado Trail/Pope Street	unsignalized	18.0	C	27.3	D	18.5	E	28.6	D	0.5	1.3	no	no
13. Silverado Trail/Howell Mountain Road	unsignalized	14.5	B	17.7	C	14.6	B	17.9	C	0.1	0.2	no	no

Notes:

<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

## Hunter Subdivision TIS

**Table 8**  
**Existing plus Project Saturday Peak Hour Intersection Level of Service**

Intersection	Control	Existing		Existing plus Project		Delay Change AM	Impact? AM
		Saturday PM Peak		Saturday PM Peak			
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>		
1. Main Street/Fulton Lane – Madrona Avenue	signalized	22.3	C	22.6	C	0.3	no
2. Main Street/Adams Street	signalized	37.5	D	37.6	D	0.1	no
3. Main Street/Hunt Avenue	unsignalized	22.6	C	23.4	C	0.8	no
4. Main Street/Pope Street – Mitchell Drive	signalized	129.2	F	132.9	F	3.7	no
5. Railroad Avenue/Fulton Lane	unsignalized	9.6	A	9.8	A	0.2	no
6. Railroad Avenue/Adams Street	unsignalized	8.7	A	8.9	A	0.2	no
7. Railroad Avenue/Hunt Avenue	unsignalized	11.1	B	11.3	B	0.2	no
8. Library Lane/Adams Street	unsignalized	9.9	A	10.2	B	0.3	no
9. Starr Avenue/Hunt Avenue	unsignalized	7.2	A	7.3	A	0.1	no
10. Starr Avenue/Pope Street	unsignalized	11.7	B	11.9	B	0.2	no
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	13.4	B	13.7	B	0.3	no
12. Silverado Trail/Pope Street	unsignalized	20.2	C	21.0	C	0.8	no
13. Silverado Trail/Howell Mountain Road	unsignalized	15.2	C	15.2	C	0.1	no

Notes:

<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

## Hunter Subdivision TIS

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- 12. Silverado Trail/Pope Street: Continues to operate with unsatisfactory LOS at LOS D in the PM peak hour. This intersection is unsignalized and satisfies the peak hour signal warrant (traffic signal) for the PM peak hour, however the increase in delay is less than 5.0 seconds (1.3 seconds). Therefore, the project would not exceed the City's impact criteria and would be consistent with the City's LOS policies.

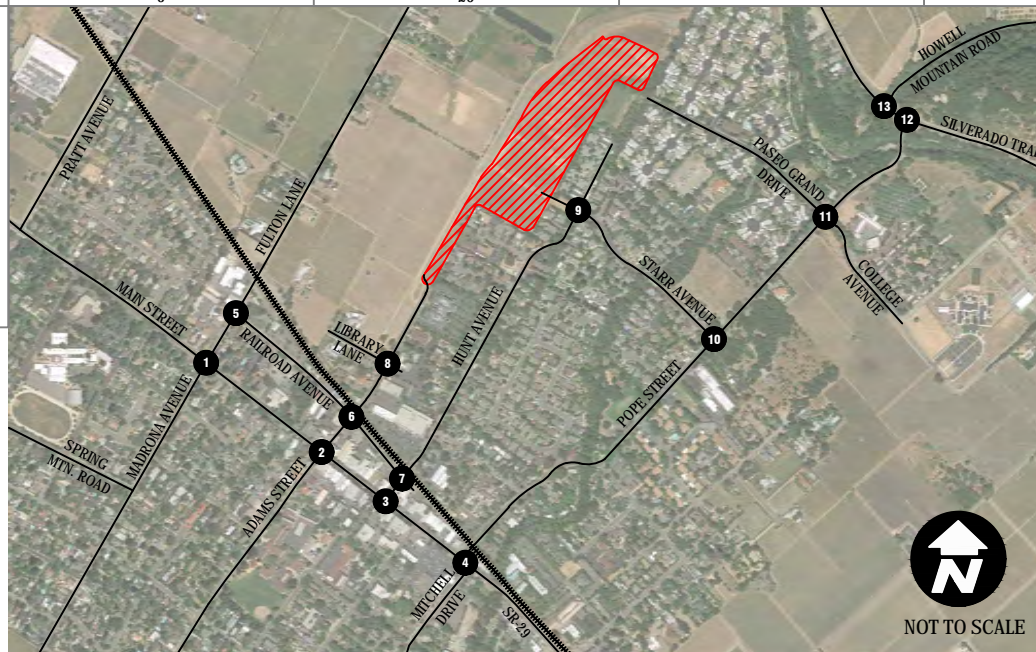
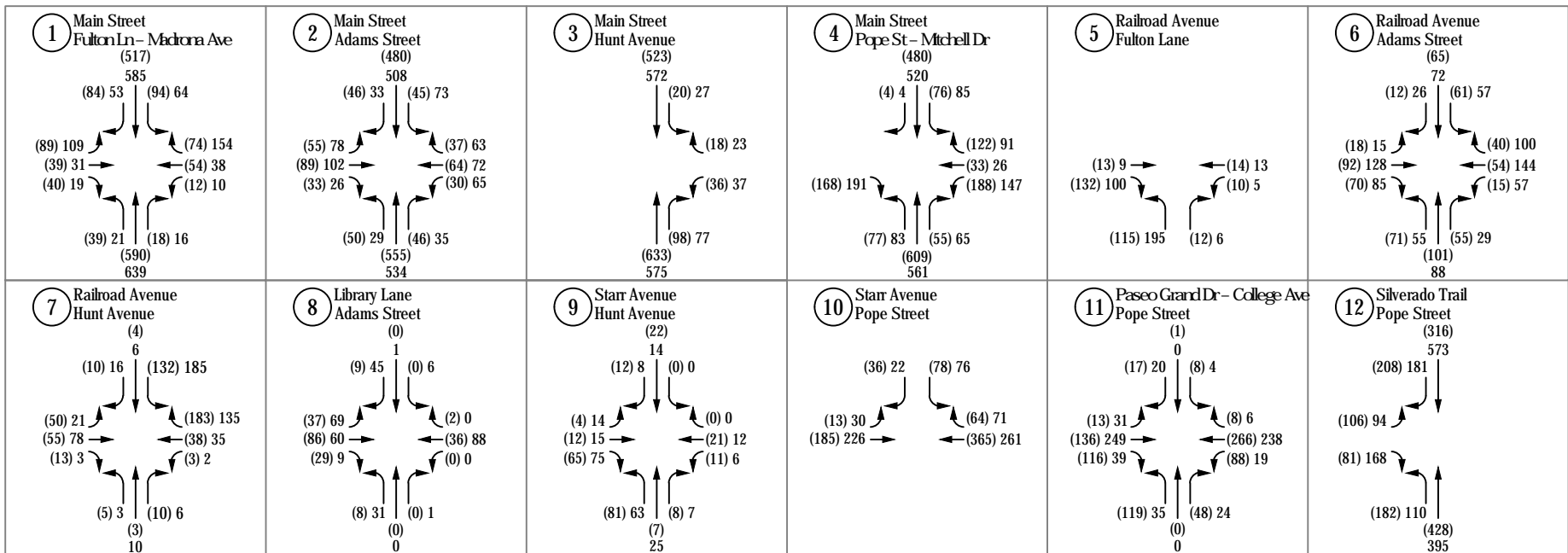
As shown in Table 8, based on the appropriate impact criteria, most of the study area intersections would continue to operate at a satisfactory LOS (LOS D or better for intersections along Main Street – SR-29, and LOS C or better for all other intersections) during the Saturday peak hour, except for the following intersections:

- 4. Main Street/Pope Street – Mitchell Drive: Continues to operate with unsatisfactory LOS at LOS F, however, the increase in delay is less than 5.0 seconds (3.7 seconds). Therefore, the project would not exceed the City's impact criteria and would be consistent with the City's LOS policies.

Based on the LOS results of the Existing plus Project weekday and Saturday peak hour traffic analysis, and the City's impact criteria, the proposed project would be inconsistent with the City's LOS policies, and would require an improvement:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F during the weekday PM peak hour.

An improvement for this intersection is provided in Section 6 below.



**Legend**

- Site
- Weekday PM Peak Hour Traffic Volumes
- Weekday AM Peak Hour Traffic Volumes
- Study Intersection

**Existing plus Project Weekday Peak Hour Traffic Volumes**

Hunter Subdivision - St. Helena

FIGURE

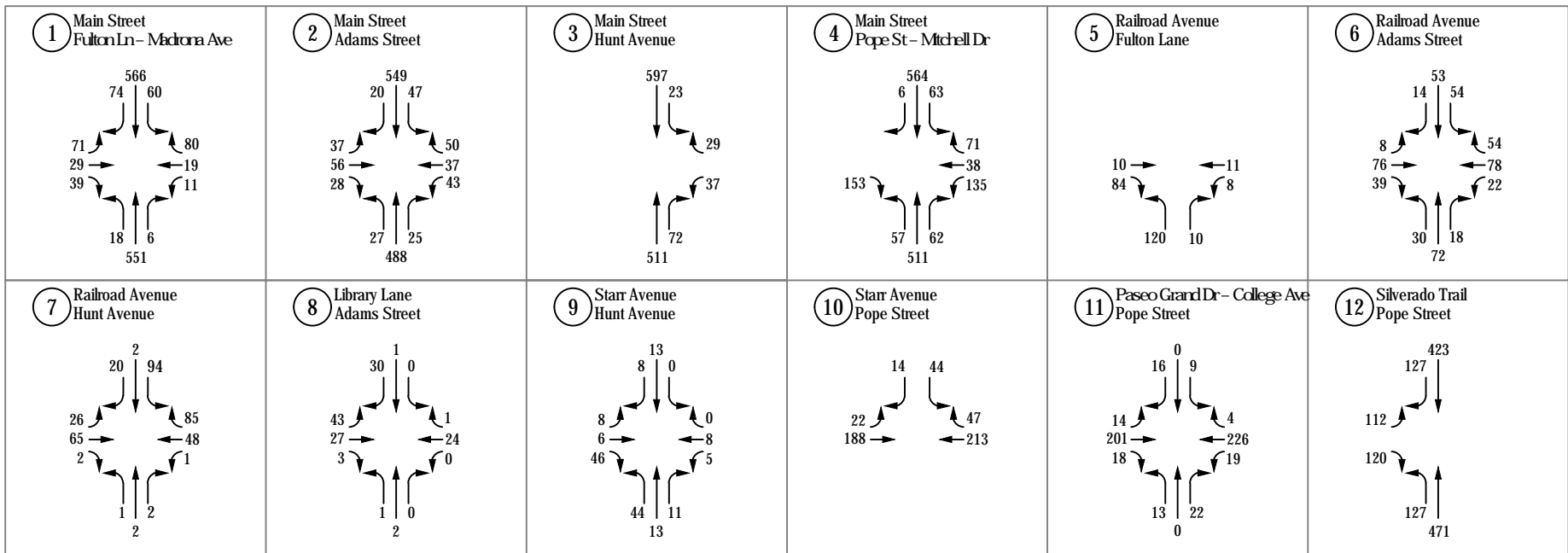
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## Hunter Subdivision TIS

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**Legend**

- Site
- Saturday Peak Hour Traffic Volumes
- Study Intersection

Source: Google Maps, 05/2017

# Existing plus Project Saturday Peak Hour Traffic Volumes

Hunter Subdivision - St. Helena

FIGURE

**DUDEK 11**

## Hunter Subdivision TIS

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### 5 BUILDOUT (2040) CONDITIONS

This section describes impacts under Buildout (2040) conditions within the study area for intersection operations, and analyzes impacts based on the threshold criteria.

#### 5.1 Planned Pedestrian and Bicycle Facility Improvements

The pedestrian infrastructure within the study area would remain largely unaffected by the proposed project. As Starr Avenue is extended northward and Adams Street extended eastward, additional sidewalks connecting the proposed project to the surrounding area would provide pedestrian access to the surrounding residential community. Additionally, the NVTa has plans for the Vine Trail, a network of bicycle and pedestrian paths that will connect all the Napa County communities, with construction in the St. Helena area anticipated to begin as early as 2021. The Vine Trail, as tentatively proposed, would proceed through sections of the proposed project by way of Adams Street and Starr Avenue.

#### 5.2 Transit System

The NVTa has published a report, *Vision 2040 Moving Napa Forward Transportation Plan*, which outlines policies to improve system safety of all users, serve the transportation needs of all users regardless of age, income or ability, and to improve overall reliability of the transit system. As the shift from one-car trips to multi-modal and active transportation uses increases, the plan would require collaboration with the City and other jurisdictions to modify service as needed to serve the community. The plan would also promote the Vine Trail as an active transportation use, and along with the proposed General Plan's "Complete Streets" approach, improve overall connectivity, ease of access, and safety for all members of the community.

The Wine Train is not expected to increase frequency, but could potentially add stops within the City, and additional commuter or freight train traffic is not expected to occur through 2040.

#### 5.3 Traffic Volumes

Buildout (2040) traffic volumes are based on the forecast volumes from the St. Helena General Plan Update 2040 Draft EIR. The proposed project was included in the 2040 circulation analysis, and traffic volumes generated by the project's ADUs were added to the Buildout (2040) conditions. Furthermore, the General Plan Update analysis did not include any of the following roadway extensions described within the Draft EIR:

- Connection 1: Starr Avenue extension north to Adams Street;

## Hunter Subdivision TIS

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- Three options for connection 2, extension to Mills Lane: Starr Avenue (connection 2A), College Avenue (connection 2B), or Allison Avenue (connection 2C);
- Connection 3: Oak Avenue from Charter Oak Avenue to Grayson Avenue and limited access from Mitchell Drive to Charter Oak;
- Connection 4: Adams Street extension from its current eastern terminus to Starr Avenue;
- Two options for connection 5, extension to Silverado Trail: Adams Street (connection 5A) or Mills Lane (connection 5B).

These connections would require further study and City Council approval.

Within the Draft EIR, 2040 traffic volumes were forecast using existing (2018) count data and the four-step Napa-Solano Travel Demand Model. It should be noted that the 2018 count data used in that Draft EIR is the same as the 2018 count data used in this TIS. The Base Year version of the model was calibrated and validated to year 2018 traffic volume counts based on validation targets documented in the *Caltrans 2017 Regional Transportation Plan Guidelines Update*. The calibration and validation procedure is a typical process in traffic volume forecasting whereby the model is fine-tuned to replicate observed travel behavior in the study area prior to developing forecasts. After the calibration procedure, the Base Year model met all validation targets for both the weekday AM and PM peak hour model scenarios. Saturday midday traffic patterns and volumes mimic the weekday PM peak hour scenario, so travel demand model growth data from the PM peak hour model was used to develop the Saturday midday traffic volume forecasts.

Buildout (2040) weekday AM and PM peak hour traffic volumes are summarized in Figure 12, and were used to evaluate Buildout (2040) weekday traffic conditions. Buildout (2040) Saturday PM peak hour traffic volumes are summarized in Figure 13 and were used to evaluate Buildout (2040) Saturday traffic conditions.

### 5.4 Intersection Operations

An intersection LOS analysis was prepared for the weekday and Saturday Buildout (2040) conditions using the HCM methodology discussed in Section 1. Detailed LOS worksheets and signal warrants are included in Appendix C. Tables 9 and 10 show the results of the weekday and Saturday Buildout (2040) conditions LOS analysis, respectively.

As shown in Table 9, most of the study area intersections are forecast to operate with satisfactory LOS (LOS D or better for intersections along Main Street – SR-29, and LOS C or better for all other intersections) under weekday Buildout (2040) conditions except for:

## Hunter Subdivision TIS

- 4. Main Street/Pope Street – Mitchell Drive: LOS F in AM and PM peak hours. The proposed project would contribute traffic to this LOS deficiency.
- 11. Paseo Grand Drive – College Avenue/Pope Street: LOS E in AM peak hour. This intersection would remain unsignalized in the Buildout condition, and would not satisfy the peak hour signal warrant in the AM peak hour. Therefore, this would be consistent with the City’s LOS policies.
- 12. Silverado Trail/Pope Street: LOS E in AM peak hour, and LOS F in the PM peak hour. This intersection would remain unsignalized in the Buildout condition. However, the AM and PM peak hour traffic volumes would satisfy the peak hour signal warrant. The proposed project would contribute traffic to this LOS deficiency.

**Table 9  
Buildout (2040) Weekday Peak Hour Intersection LOS**

Intersection	Control	AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Main Street/Fulton Lane – Madrona Avenue	signalized	22.3	C	14.6	B
2. Main Street/Adams Street	signalized	29.8	C	24.4	C
3. Main Street/Hunt Avenue	unsignalized	19.0	C	22.3	C
4. Main Street/Pope Street – Mitchell Drive	signalized	164.0	F	132.4	F
5. Railroad Avenue/Fulton Lane	unsignalized	10.6	B	11.5	B
6. Railroad Avenue/Adams Street	unsignalized	11.0	B	12.0	B
7. Railroad Avenue/Hunt Avenue	unsignalized	16.7	C	16.8	C
8. Library Lane/Adams Street	unsignalized	10.9	B	12.6	B
9. Starr Avenue/Hunt Avenue	unsignalized	8.1	A	8.0	A
10. Starr Avenue/Pope Street	unsignalized	19.1	C	18.4	C
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	45.6	E	19.3	C
12. Silverado Trail/Pope Street	unsignalized	48.1	E	108.8	F
13. Silverado Trail/Howell Mountain Road	unsignalized	16.6	C	21.9	C

Notes:

<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

Source: Dudek 2019.

**Table 10  
Buildout (2040) Saturday Peak Hour Intersection LOS**

Intersection	Control	Saturday PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>
1. Main Street/Fulton Lane – Madrona Avenue	signalized	23.6	C
2. Main Street/Adams Street	signalized	39.9	D
3. Main Street/Hunt Avenue	unsignalized	25.3	D

## Hunter Subdivision TIS

**Table 10**  
**Buildout (2040) Saturday Peak Hour Intersection LOS**

Intersection	Control	Saturday PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>
4. Main Street/Pope Street – Mitchell Drive	signalized	146.8	F
5. Railroad Avenue/Fulton Lane	unsignalized	10.4	B
6. Railroad Avenue/Adams Street	unsignalized	8.9	A
7. Railroad Avenue/Hunt Avenue	unsignalized	12.3	B
8. Library Lane/Adams Street	unsignalized	8.5	A
9. Starr Avenue/Hunt Avenue	unsignalized	7.5	A
10. Starr Avenue/Pope Street	unsignalized	13.4	B
11. Paseo Grand Drive – College Avenue/Pope Street	unsignalized	16.1	C
12. Silverado Trail/Pope Street	unsignalized	82.1	F
13. Silverado Trail/Howell Mountain Road	unsignalized	19.8	C

Notes:

<sup>1</sup> Average seconds per vehicle

<sup>2</sup> Level of Service (LOS)

BOLD value indicates unsatisfactory LOS

Source: Dudek 2019.

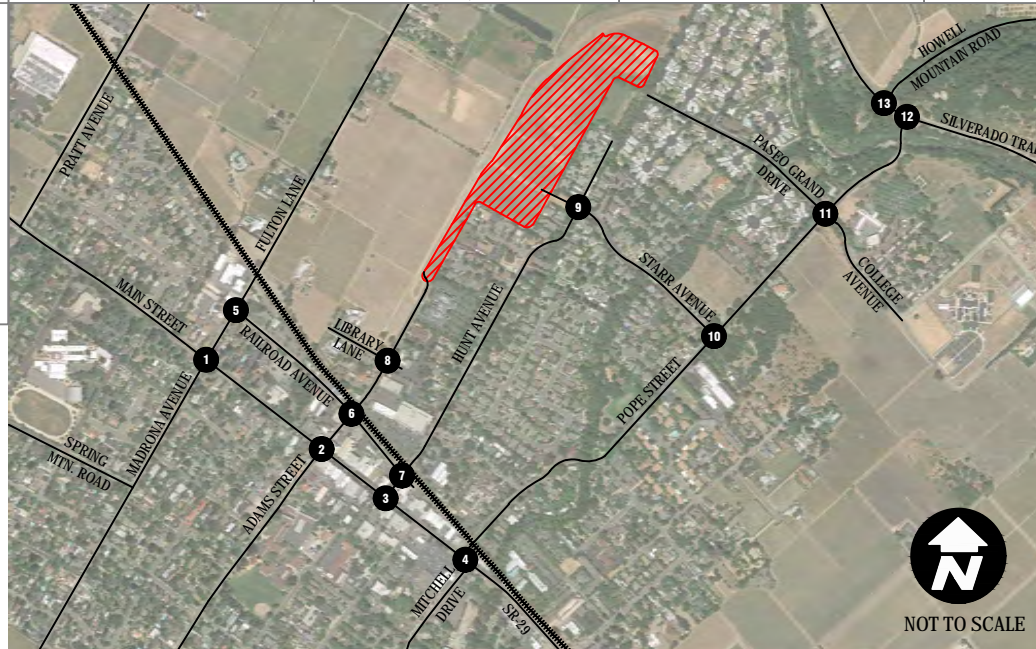
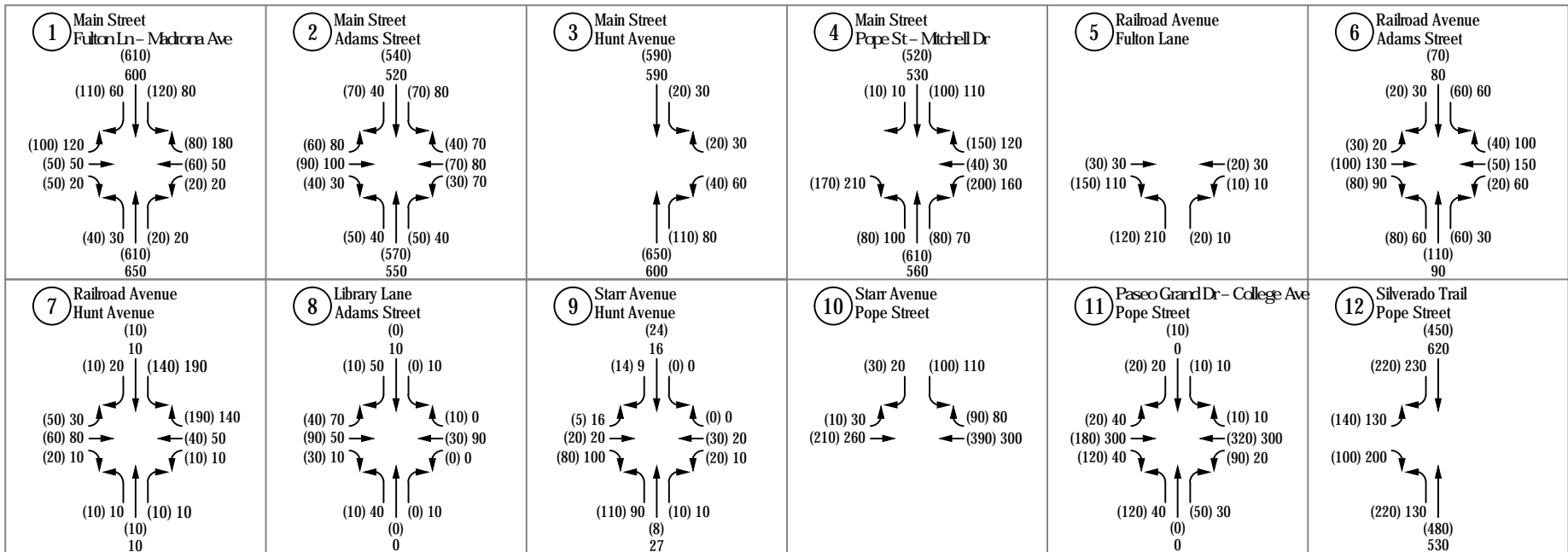
As shown in Table 10, most of the study area intersections are forecast to operate with satisfactory LOS (LOS D or better for intersections along Main Street – SR-29, and LOS C or better for all other intersections) per the City’s LOS standards under Saturday Buildout (2040) conditions except for:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F in the weekday and Saturday peak hours. The proposed project would contribute traffic to this LOS deficiency.
- 12. Silverado Trail/Pope Street: LOS F. This intersection would remain unsignalized in the Buildout condition. However, its Saturday peak hour volume would satisfy the peak hour signal warrant. The proposed project would contribute traffic to this LOS deficiency.





Based on the LOS results of the Buildout (2040) weekday and Saturday peak hour traffic analysis, and the City’s impact criteria, the proposed project would create an LOS deficiency at the following intersections, and would require improvements:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F during the weekday and Saturday peak hours.
- 12. Silverado Trail/Pope Street: LOS E during the weekday AM peak hour, LOS F during the weekday PM peak hour and Saturday peak hours. The weekday and Saturday peak hours volumes satisfy peak hour signal warrants.

Improvements for these LOS inconsistencies are provided in Section 6 below.



**Legend**

-  Site
-  Weekday PM Peak Hour Traffic Volumes
-  Weekday AM Peak Hour Traffic Volumes
-  Study Intersection



NOT TO SCALE

Source: Google Maps, 05/2017

# Buildout (2040) Weekday Peak Hour Traffic Volumes

Hunter Subdivision - St. Helena

FIGURE

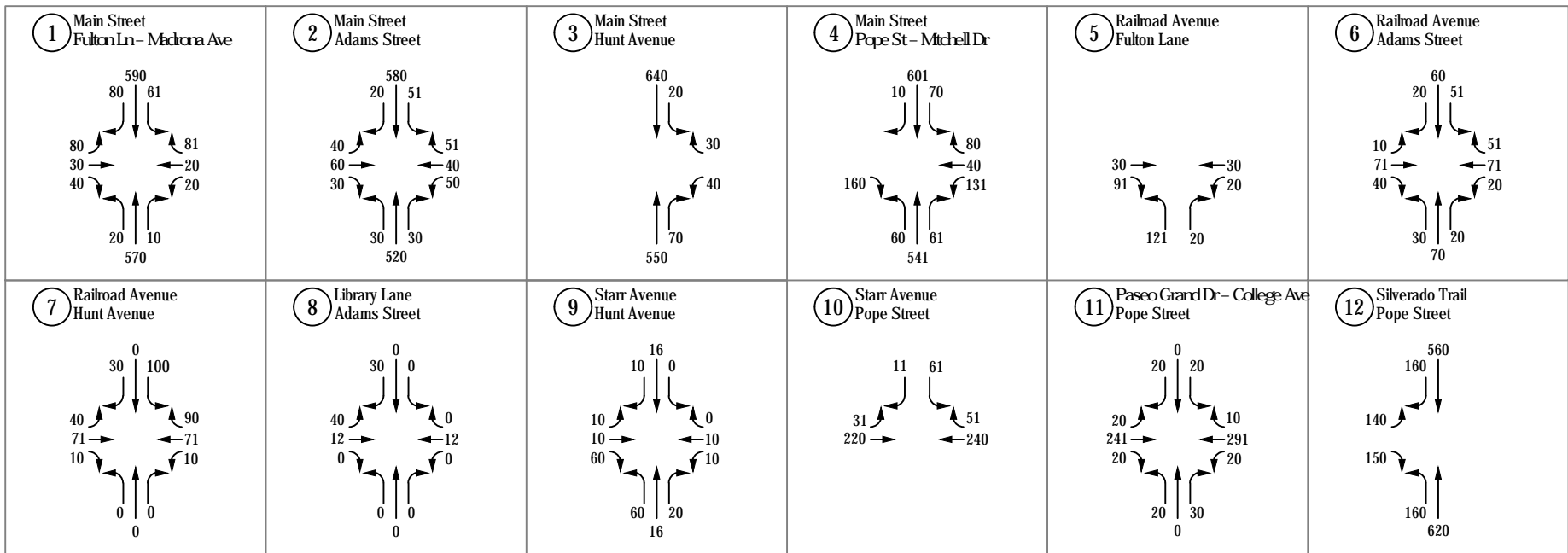
**DUDEK 12**

## Hunter Subdivision TIS

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Source: Google Maps, 05/2017

# Buildout (2040) Saturday Peak Hour Traffic Volumes

Hunter Subdivision - St. Helena

FIGURE

**DUDEK 13**

## Hunter Subdivision TIS

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## 5 SPECIAL ISSUES

This section provides analyses of specific transportation/circulation issues pertaining to the proposed project as directed by the City in the project's Scoping Agreement. This includes an analysis of the project's access and circulation, and a vehicular queueing analysis for the critical storage turn lanes for the study area intersections, including primary driveway and secondary access points to the site. In addition, a qualitative collision analysis was also completed to identify safety concerns for motorists, pedestrians, and bicyclists.

### 5.1 Project Access and Circulation

As mentioned previously, the proposed project would extend Starr Avenue northward into the project site, and intersect with Adams Street, which the project would also extend eastward from its current terminus. As Starr Avenue is extended approximately northward, it would narrow from approximately a 75-foot right-of-way (ROW) to a 60-foot ROW with 4-foot-side sidewalks and a 6-foot-wide planter strip on both sides of the street, consistent with the City's street standards. This extension, along with Adams Street, would be designed to accommodate emergency service vehicles and maintain accessibility for pedestrians and bicyclists according to City design standards.

Additionally, internal public residential streets within the project site would be created to accommodate neighborhood circulation and provide on-street parking on both sides of the Starr Avenue and Adams Street extensions (where permitted). These roadways would be designed to be consistent with all applicable City design criteria and conform to the City's Municipal Code (§16.32.060) to ensure that emergency service vehicles can adequately circulate within the project site.

Per review of the site plan, and field observations of existing on-street conditions around the site on Adams Street and Starr Avenue, there are no visual obstructions that would impede vehicles, bicyclists, and pedestrians from having safe access to and from the site.

### 5.2 Queueing

Vehicular queues on all study intersections were calculated for the 95th percentile (design) queues for the weekday AM and PM, and Saturday peak hours using the Synchro/SimTraffic software. The queues were calculated to determine whether left- or right turning traffic at intersections would spill over into through lanes and potentially impede vehicles causing intersection delays, which may contribute to unsatisfactory LOS results measured intersections. The 95th percentile queues were determined for the Existing, Existing plus Project, and Buildout (2040) conditions.

## Hunter Subdivision TIS

### 5.2.1 Existing Condition

Table 11 presents the calculated queues for major movements, including left turns, right turns, and through lanes at the study intersections for the existing condition.

**Table 11**  
**Existing AM, PM, and Saturday Peak Hour Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Existing			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
1. Main Street/Fulton Lane – Madrona Avenue	EBLTR <sup>3</sup>	300	167	184	134	no	no	no
	WBLTR <sup>3</sup>	330	121	161	92	no	no	no
	NBL <sup>3</sup>	420	86	81	59	no	no	no
	SBL	110	106	88	84	no	no	no
2. Main Street/Adams Street	EBLTR <sup>3</sup>	290	150	181	126	no	no	no
	WBLTR <sup>3</sup>	250	122	194	140	no	no	no
	NBL	180	145	136	126	no	no	no
	SBL <sup>3</sup>	420	125	150	113	no	no	no
3. Main Street/Hunt Avenue	WBLR <sup>3</sup>	150	72	69	98	no	no	no
	SBL	110	39	44	56	no	no	no
4. Main Street/Pope Street – Mitchell Drive	EBR <sup>3</sup>	300	211	244	188	no	no	no
	WBR	160	173	137	124	YES	no	no
	NBL	155	181	167	133	YES	YES	no
	SBL <sup>3</sup>	330	150	162	145	no	no	no
5. Railroad Avenue/Fulton Lane	WBTL <sup>3</sup>	250	13	11	13	no	no	no
	NBLR <sup>3</sup>	1050	55	60	55	no	no	no
6. Railroad Avenue/Adams Street	EBLTR <sup>3</sup>	250	77	95	65	no	no	no
	WBLTR <sup>3</sup>	350	59	95	70	no	no	no
	NBLTR <sup>3</sup>	500	71	74	56	no	no	no
	SBLTR <sup>3</sup>	1,050	66	72	60	no	no	no
7. Railroad Avenue/Hunt Avenue	EBLTR <sup>3</sup>	160	41	27	24	no	no	no
	WBLTR <sup>3</sup>	300	14	28	8	no	no	no
	NBLTR <sup>3</sup>	300	35	33	18	no	no	no
	SBLTR <sup>3</sup>	500	55	68	50	no	no	no
8. Library Lane/Adams Street	EBLTR <sup>3</sup>	300	12	26	7	no	no	no
	WBLTR <sup>4</sup>	575	0	10	0	no	no	no
	NBLTR <sup>4</sup>	250	33	48	18	no	no	no
	SBLTR <sup>4</sup>	440	31	51	46	no	no	no
9. Starr Avenue/Hunt Avenue	EBTR <sup>3</sup>	420	59	57	52	no	no	no
	WBLT <sup>4</sup>	450	51	37	37	no	no	no
	NBLR <sup>3</sup>	75	57	54	50	no	no	no
	SBLTR <sup>5</sup>	0	0	0	0	no	no	no

# Hunter Subdivision TIS

**Table 11**  
**Existing AM, PM, and Saturday Peak Hour Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Existing			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
10. Starr Avenue/Pope Street	EBTL <sup>3</sup>	700	28	33	35	no	no	no
	WBTR <sup>3</sup>	1100	5	0	0	no	no	no
	SBLR <sup>3</sup>	335	71	63	59	no	no	no
11. Paseo Grand Dr – College Ave/Pope Street	EBL	85	20	29	20	no	no	no
	EBTR <sup>3</sup>	1100	9	0	14	no	no	no
	WBL	90	47	17	20	no	no	no
	NBL	110	69	41	29	no	no	no
	SBLTR <sup>3</sup>	300	40	37	39	no	no	no
12. Silverado Trail/Pope Street	EBLR <sup>3</sup>	900	191	255	262	no	no	no
	NBL	100	84	66	66	no	no	no
	SBR <sup>3</sup>	225	26	19	16	no	no	no
13. Silverado Trail/Howell Mountain Road	WBLR <sup>3</sup>	850	47	61	59	no	no	no
	NBR	50	17	0	15	no	no	no
	SBL	100	7	13	18	no	no	no

Notes:

<sup>1</sup> Based on 95th percentile (design) queue length in SimTraffic 10.

<sup>2</sup> Measured in feet.

<sup>3</sup> Length measured to nearest intersection.

<sup>4</sup> Length measured to roadway terminus.

<sup>5</sup> Does not exist.

BOLD Queue exceeds storage length.

Source: Dudek 2019.

Based on Table 11, most of the study intersections do not exceed storage length for the highest calculated 95th percentile queues in the weekday and Saturday peak hours of the existing condition except for:

- 4. Main Street/Pope Street – Mitchell Drive: Westbound right turn lane (WBR) in the AM peak hour (exceeded by 13 feet); and, the northbound left turn lane (NBL) in the AM and PM peak hours (exceeded by 26 feet and 12 feet, respectively). These storage lane exceedances would be approximately one car length or less (assuming length of standard vehicle is 22 feet, including front and rear space).

## 5.2.2 Existing plus Project

Table 12 presents the calculated 95th percentile (design) queues at the study area intersections for the Existing plus Project condition.

## Hunter Subdivision TIS

**Table 12**  
**Existing plus Project AM, PM and Saturday Peak Hour**  
**Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Existing plus Project			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
1. Main Street/Fulton Lane – Madrona Avenue	EBLTR <sup>3</sup>	300	171	189	122	no	no	no
	WBLTR <sup>3</sup>	330	138	153	89	no	no	no
	NBL <sup>3</sup>	420	99	85	66	no	no	no
	SBL	110	110	85	74	no	no	no
2. Main Street/Adams Street	EBLTR <sup>3</sup>	290	161	186	118	no	no	no
	WBLTR <sup>3</sup>	250	125	196	139	no	no	no
	NBL	180	154	115	123	no	no	no
	SBL <sup>3</sup>	420	130	132	140	no	no	no
3. Main Street/Hunt Avenue	WBLR <sup>3</sup>	150	86	77	93	no	no	no
	SBL	110	44	43	53	no	no	no
4. Main Street/Pope Street – Mitchell Drive	EBR <sup>3</sup>	300	199	208	193	no	no	no
	WBR	160	177	141	128	yes	no	no
	NBL	155	173	162	135	yes	yes	no
	SBL <sup>3</sup>	330	148	155	148	no	no	no
5. Railroad Avenue/Fulton Lane	WBTL <sup>3</sup>	250	12	6	6	no	no	no
	NBLR <sup>3</sup>	1050	54	66	54	no	no	no
6. Railroad Avenue/Adams Street	EBLTR <sup>3</sup>	250	86	108	69	no	no	no
	WBLTR <sup>3</sup>	350	66	105	66	no	no	no
	NBLTR <sup>3</sup>	500	69	66	57	no	no	no
	SBLTR <sup>3</sup>	1,050	65	72	61	no	no	no
7. Railroad Avenue/Hunt Avenue	EBLTR <sup>3</sup>	160	42	24	29	no	no	no
	WBLTR <sup>3</sup>	300	24	10	9	no	no	no
	NBLTR <sup>3</sup>	300	34	36	19	no	no	no
	SBLTR <sup>3</sup>	500	67	60	50	no	no	no
8. Library Lane/Adams Street	EBLTR <sup>3</sup>	300	12	28	9	no	no	no
	WBLTR <sup>4</sup>	575	0	0	0	no	no	no
	NBLTR <sup>4</sup>	250	28	52	19	no	no	no
	SBLTR <sup>4</sup>	440	31	50	50	no	no	no
9. Starr Avenue/Hunt Avenue	EBTR <sup>3</sup>	420	51	50	47	no	no	no
	WBTL <sup>4</sup>	450	53	42	33	no	no	no
	NBLR <sup>3</sup>	75	52	53	54	no	no	no
	SBLTR <sup>5</sup>	0	50	37	38	no	no	no
10. Starr Avenue/Pope Street	EBTL <sup>3</sup>	700	33	46	36	no	no	no
	WBTR <sup>3</sup>	1100	9	5	0	no	no	no
	SBLR <sup>3</sup>	335	79	68	55	no	no	no

# Hunter Subdivision TIS

**Table 12**  
**Existing plus Project AM, PM and Saturday Peak Hour**  
**Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Existing plus Project			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
11. Paseo Grand Dr – College Ave/Pope Street	EBL	85	17	26	15	no	no	no
	EBTR <sup>3</sup>	1100	7	3	8	no	no	no
	WBL	90	50	22	24	no	no	no
	NBL	110	69	43	25	no	no	no
	SBLTR <sup>3</sup>	300	41	37	39	no	no	no
12. Silverado Trail/Pope Street	EBLR <sup>3</sup>	900	177	405	227	no	no	no
	NBL	100	75	68	68	no	no	no
	SBR <sup>3</sup>	225	28	21	15	no	no	no
13. Silverado Trail/Howell Mountain Road	WBLR <sup>3</sup>	850	52	66	56	no	no	no
	NBR	50	9	3	7	no	no	no
	SBL	100	11	12	22	no	no	no

Notes:

<sup>1</sup> Based on 95th percentile (design) queue length in SimTraffic 10.

<sup>2</sup> Measured in feet.

<sup>3</sup> Length measured to nearest intersection.

<sup>4</sup> Length measured to roadway terminus.

<sup>5</sup> Does not exist.

BOLD Queue exceeds storage length.

Source: Dudek 2019.

Based on Table 12, similar to the existing condition, most of the study intersections do not exceed storage length for the highest calculated 95th percentile queues in the weekday and Saturday peak hours of the Existing plus Project condition except for:

- 4. Main Street/Pope Street – Mitchell Drive: WBR in the AM peak hour (exceeded by 17 feet), NBL in the AM and PM peak hour (exceeded by 18 feet and 7 feet respectively). These storage lane exceedances would be approximately one car length or less (assuming length of standard vehicle is 22 feet, including front and rear space).

While the queues calculated in the Existing plus Project condition were slightly less (less than one car length) than the existing condition, due to calculation variations and optimized signal timing, the calculated Existing plus Project queues generally show that addition of project traffic to Main Street/Pope Street would not create a measurable increase of vehicular queues at the intersection.

### 5.2.3 Buildout (2040) Condition

Table 13 presents the calculated queues for major movements, including left turns, right turns, and through lanes at the study area intersections for the Buildout (2040) scenario.

## Hunter Subdivision TIS

**Table 13**  
**Buildout (2040) AM, PM and Saturday Peak Hour Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Buildout (2040)			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
1. Main Street/Fulton Lane – Madrona Avenue	EBLTR <sup>3</sup>	300	204	200	154	no	no	no
	WBLTR <sup>3</sup>	330	147	197	106	no	no	no
	NBL <sup>3</sup>	420	102	83	68	no	no	no
	SBL	110	138	107	87	yes	no	no
2. Main Street/Adams Street	EBLTR <sup>3</sup>	290	168	189	139	no	no	no
	WBLTR <sup>3</sup>	250	150	217	145	no	no	no
	NBL	180	154	138	127	no	no	no
	SBL <sup>3</sup>	420	146	166	129	no	no	no
3. Main Street/Hunt Avenue	WBLR <sup>3</sup>	150	84	125	154	no	no	yes
	SBL	110	42	45	56	no	no	no
4. Main Street/Pope Street – Mitchell Drive	EBR <sup>3</sup>	300	234	233	188	no	no	no
	WBR	160	184	153	144	yes	no	no
	NBL	155	191	189	156	yes	yes	yes
	SBL <sup>3</sup>	330	183	174	152	no	no	no
5. Railroad Avenue/Fulton Lane	WBTL <sup>3</sup>	250	15	13	30	no	no	no
	NBLR <sup>3</sup>	1050	58	71	60	no	no	no
6. Railroad Avenue/Adams Street	EBLTR <sup>3</sup>	250	106	115	66	no	no	no
	WBLTR <sup>3</sup>	350	61	106	67	no	no	no
	NBLTR <sup>3</sup>	500	80	73	56	no	no	no
	SBLTR <sup>3</sup>	1,050	73	79	62	no	no	no
7. Railroad Avenue/Hunt Avenue	EBLTR <sup>3</sup>	160	47	29	39	no	no	no
	WBLTR <sup>3</sup>	300	15	24	60	no	no	no
	NBLTR <sup>3</sup>	300	41	42	0	no	no	no
	SBLTR <sup>3</sup>	500	60	64	66	no	no	no
8. Library Lane/Adams Street	EBLTR <sup>3</sup>	300	10	23	4	no	no	no
	WBLTR <sup>4</sup>	575	0	3	0	no	no	no
	NBLTR <sup>4</sup>	250	31	49	0	no	no	no
	SBLTR <sup>4</sup>	440	29	50	46	no	no	no
9. Starr Avenue/Hunt Avenue	EBTR <sup>3</sup>	420	59	63	58	no	no	no
	WBTL <sup>4</sup>	450	54	44	39	no	no	no
	NBLR <sup>3</sup>	75	64	62	56	no	no	no
	SBLTR <sup>5</sup>	100	49	45	45	no	no	no
10. Starr Avenue/Pope Street	EBTL <sup>3</sup>	700	36	418	73	no	no	no
	WBTR <sup>3</sup>	1100	0	8	0	no	no	no
	SBLR <sup>3</sup>	335	86	314	81	no	no	no
11. Paseo Grand Dr – College Ave/Pope Street	EBL	85	36	94	90	no	yes	yes
	EBTR <sup>3</sup>	1100	139	1139	821	no	yes	no
	WBL	90	53	24	20	no	no	no
	NBL	110	86	68	59	no	no	no



## Hunter Subdivision TIS

**Table 13**  
**Buildout (2040) AM, PM and Saturday Peak Hour Calculated 95th Percentile Queues<sup>1</sup>**

Intersection	Movement	Pocket Length <sup>2</sup>	Buildout (2040)			Exceeds Turn Pocket Length?		
			AM	PM	Sat	AM	PM	Sat
	SBLTR <sup>3</sup>	300	54	105	151	no	no	no
12. Silverado Trail/Pope Street	EBLR <sup>3</sup>	900	926	1104	1165	yes	yes	yes
	NBL	100	95	72	87	no	no	no
	SBR <sup>3</sup>	225	26	24	25	no	no	no
13. Silverado Trail/Howell Mountain Road	WBLR <sup>3</sup>	850	56	72	73	no	no	no
	NBR	50	7	0	0	no	no	no
	SBL	100	20	20	26	no	no	no

Notes:

<sup>1</sup> Based on 95th percentile (design) queue length in SimTraffic 10.

<sup>2</sup> Measured in feet.

<sup>3</sup> Length measured to nearest intersection.

<sup>4</sup> Length measured to roadway terminus.

<sup>5</sup> Does not exist.

BOLD Queue exceeds storage length.

Source: Dudek 2019.

Based on Table 13, during the Buildout (2040) condition, the following study area intersections would have 95th percentile queues that would exceed their storage lanes:

- 1. Main Street/Fulton Lane – Madrona Avenue: SBL in the AM peak hour (exceeded by 28 feet). These storage lane exceedances would be approximately 1.5 car lengths or less.
- 3. Main Street/Hunt Avenue: WBLR in the Saturday peak hour (exceeded by 4 feet). This exceedance would be approximately one car length or less.
- 4. Main Street/Pope Street – Mitchell Drive: WBR in the AM peak hour (exceeded by 24 feet); and, NBL in the AM (exceeded by 36 feet), PM peak hour (exceeded by 34 feet), and in the Saturday peak hour (exceeded by 1 foot). These storage lane exceedances would be approximately 1.5 car lengths or less.
- 11. Paseo Grand Drive – College Avenue/Pope Street: EBL in the PM peak hour (exceeded by 9 feet) and the Saturday peak hour (exceeded by 5 feet); and, EBTR in the PM peak hour (exceeded by 39 feet). The exceedance on the EBL lane would be less than one car length, while the exceedance on the EBTR lane would be approximately six car lengths.
- 12. Silverado Trail/Pope Street: EBLR in the AM peak hour (exceeded by 26 feet), PM peak hour (exceeded by 204 feet); and, the Saturday peak hour (exceeded by 265 feet). These exceedances would be approximately twelve car lengths or less.

## Hunter Subdivision TIS

### 5.3 Collision Analysis

A qualitative collision analysis was performed to disclose the collision history in the study area. Five years of collision data, from 2014 to 2018, was obtained from the California Highway Patrol’s (CHP) *Statewide Integrated Traffic Records System (SWITRS)*. It is important to note that it may take up to six months for a collision to appear within the database, therefore data for 2018 may be incomplete.

The SWITRS database is a public system that processes and collects data from CHP and other police agencies. The database was queried to select for all collisions occurring within the jurisdiction of the St. Helena Police Department (SHPD) and then narrowed down to the study area intersections that contained collisions resulting in pedestrian or bicyclist injury, as well as collisions occurring at intersections. Most “rear-end” type of collisions were not considered in this analysis since these types of collisions are considered to be by fault of the driver and not because of the intersection or roadway layout, or lack of signalization. SWITRS files are included in Appendix D.

**Table 14**  
**Collision Summary (2014-2018)**

Nearest Study Intersection	# of Total Collisions	Total # of Injured <sup>1</sup>	Total # of Pedestrians Injured	Total # of Bicyclists Injured	Primary Cause
1. Main Street/Fulton Lane – Madrona Avenue	9	4	1	0	Ran light; improper turn
2. Main Street/Adams Street	4	3	3	0	Left turn/pedestrian crossing conflict
3. Main Street/Hunt Avenue	2	0	0	0	Left turn/pedestrian crossing conflict; improper turn
4. Main Street/Pope Street – Mitchell Drive	5	2	1	0	Unsafe speed
11. Paseo Grand Drive – College Avenue/Pope Street	1	0	0	0	Improper turn
12. Silverado Trail/Pope Street	15	12	0	0	Left turn and right-of-way conflicts
13. Silverado Trail/Howell Mountain Road	4	3	0	0	Improper turn

Note: Consists of all injured parties (motorists, pedestrians, and bicyclists).  
Source: SWITRS Database Query conducted March 27, 2019.

As the table shows, the total number of people injured within the 40 reported collisions is 24 people, 5 of which were pedestrians, and zero bicyclists. The intersection of Silverado Trail/Pope Street had the highest number of total collisions recorded. These collisions may be attributed to

the narrowing of Pope Street at both approaches to the narrow Pope Street Bridge, creating slower moving traffic heading towards a higher speed roadway (Silverado Trail).

### **5.4 Vehicle-Miles of Travel (VMT)**

As stated previously, SB 743 required OPR to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. VMT has been adopted as the most appropriate measure of transportation impacts under CEQA.

Table 3.13-6 in the General Plan Update Draft EIR shows an increase in overall VMT within the City, however this does not take into account mode shifts (motorists shifting to bicycle or transit uses). Finally, the analysis concludes that with policies framed in the draft 2040 General Plan Update, VMT would be reduced on a per-capita basis and impacts would be less than significant.

A separate VMT analysis has been prepared, and its methodology, analysis results, findings, and mitigation measures (if any) are provided in the EIR.

### **5.5 Parking**

The City's Municipal Code provides regulations for minimum on-site parking requirements for residential land uses (§17.124.030 (A)).

Specifically, the parking regulations mandate that for two or more bedroom dwelling units "one covered space for each dwelling unit plus one space for each dwelling unit which need not be covered" is to be provided. The income-restricted housing would consist of 25 garaged spaces along with 37 guest spaces. Parking demand for the single-family and accessory dwelling units would be accommodated by a garage and driveway attached to the residence. As the project has not submitted detailed site plan and floor plan designs, future plans should follow the City's parking requirements and be designed to sufficiently accommodate all elements of the project.

## Hunter Subdivision TIS

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## 6 RECOMMENDED IMPROVEMENTS

The following section provides improvements for project LOS deficiencies identified in the traffic analyses above.

### 6.1 Existing plus Project

Based on the LOS results of the Existing plus Project weekday and Saturday peak hour traffic analysis, and the City's impact criteria, the proposed project would create an LOS deficiency at the following intersection, and would require an improvement:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F during the weekday PM peak hour.

With the implementation of Improvement-1, the project's delay increase would be reduced to less than 5.0 seconds (delay would decrease below the existing baseline delay in the PM peak hour). Therefore, the project's impact to Main Street/Pope Street – Mitchell Drive would be consistent with the City's LOS policies:

**Improvement-1** Prior to issuance of a Certificate of Occupancy, the project applicant shall coordinate with the City and Caltrans to implement the following improvement to the intersection of Main Street/Pope Street – Mitchell Drive:

- Westbound right turn phase to allow for overlapping turns. This will allow for permitted right turns occurring during a red light and also a protected right-turn phase occurring turning a non-conflicting movement, such as the southbound left-turn protected phase.

### 6.2 Buildout (2040)

Based on the LOS results of the Buildout (2040) weekday and Saturday peak hour traffic analysis, and the City's impact criteria, the proposed project would contribute to LOS inconsistencies at the following intersections, and would require improvements:

- 4. Main Street/Pope Street – Mitchell Drive: LOS F during the weekday and Saturday peak hours.
- 12. Silverado Trail/Pope Street: LOS E during the weekday AM peak hour, and LOS F during the weekday PM peak hour and Saturday peak hours, and weekday and Saturday peak hour volumes satisfy peak hour signal warrants.

The following improvements would make the project consistent with the City's LOS policies per the City's impact criteria. However, since the City cannot guarantee implementation of these

## Hunter Subdivision TIS

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improvements due to the uncertainty of construction feasibility as it would require coordination with Caltrans and Napa County. Additionally, although the City levies traffic impact fees, as explained in Section 3.32.100 of the Municipal Code, it is not clear whether intersection improvements are included. The City's Development Impact Fee Study Report does not identify necessary improvements that would directly alleviate project related LOS impacts listed below as part of the traffic mitigation impact fee program.

The City may require the applicant to pay a fee to fully, or partially, implement a transportation improvement; however, there is no specific mechanism to allocate fees directly to the impacted locations. Therefore, there are no feasible improvements to reduce the project's impact to the Main Street/Pope Street and Silverado Trail/Pope Street intersections to be consistent with the City's LOS policies.

**Improvement-2** Prior to issuance of a Certificate of Occupancy, the City may require the project applicant to pay fees towards the implementation of the following improvement to the intersection of Main Street/Pope Street – Mitchell Drive:

- Construction of one or more of the various roadway connections recommended in the St. Helena General Plan Update EIR (discussed in detail in Section 3.13 – Transportation and Traffic). These connections would improve overall LOS in the Buildout (2040) scenario:
  - Connection 2A: College Avenue extension to Mills Lane (may require realignment of Mills Lane to meet Main Street/Grayson Avenue intersection).
  - Connection 3: Oak Avenue extension from Mitchell Drive to Grayson Avenue.
  - Connection 2B, Connection 2C, Connection 5B, or a combination of Connections 1, 4 and 5A may provide congestion relief to Main Street/Pope Street-Mitchell Drive, but these improvements have additional considerations related to neighborhood traffic volumes and costs related to crossings of the Napa River.

**Improvement-3** Prior to issuance of a Certificate of Occupancy, the City may require the project applicant to pay fees towards the implementation of the following improvement to the intersection of Silverado Trail/Pope Street:

- Installation of a traffic signal at the intersection, as well as, at the adjacent, closely-spaced intersection Silverado Trail/Howell Mountain Road. This intersection is recommended for signalization according to

## Hunter Subdivision TIS

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the analysis in the St. Helena General Plan Update EIR. With a traffic signal in-place, this intersection would operate with satisfactory LOS.

### 7 FINDINGS AND RECOMMENDATIONS

Based on the results of the analysis in this TIS, the following summarizes the traffic deficiencies of the proposed project. General findings include:

- For a typical weekday the project would generate 798 daily trips, 62 AM peak hour trips (186 inbound and 46 outbound), and 82 PM peak hour trips (52 inbound and 30 outbound).
- For a typical Saturday the project would generate 815 daily trips, and 80 peak hour trips (40 inbound and 40 outbound).
- Under the Existing plus Project weekday scenario, all of the study area intersections would continue to operate at an acceptable LOS and not result in an LOS deficiency with the addition of the project except for:
  - 4. Main Street/Pope Street – Mitchell Drive: Continues to operate with unsatisfactory LOS at LOS F during the AM and PM peak hours, however the increase in delay is greater than 5.0 seconds only in the PM peak hour (4.8 seconds and 11.4 seconds, respectively).
    - Improvement required includes a westbound overlapping right-turn phase. This would ensure consistency with the City’s LOS policies.
- Under the Existing plus Project Saturday scenario, all of the study area intersections would continue to operate an acceptable LOS with the addition of the project. Therefore, the proposed project would be consistent with the City’s LOS policies, and no improvements are required.
- Under the Buildout (2040) weekday and Saturday scenarios, all of the study area intersections would continue to operate at an acceptable LOS and not result in an LOS deficiency except for:
  - 4. Main Street/Pope Street – Mitchell Drive: LOS F during the weekday and Saturday peak hours.
    - Construction of one or more of the various roadway connections recommended in the St. Helena General Plan Update EIR (discussed in detail in Section 3.13 – Transportation and Traffic).
    - However, since the City cannot guarantee implementation of this improvement due to the uncertainty of construction feasibility as it would require coordination with Caltrans and Napa County. Additionally, although the City levies traffic impact fees, as explained in Section 3.32.100 of the Municipal Code, it is not clear whether intersection improvements are included. The applicant will pay its



## Hunter Subdivision TIS

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required traffic fees; however, there is not a specific mechanism to allocate traffic impact fees directly to the impacted locations. Therefore, the project would be inconsistent with the City's LOS policies at the Main Street/Pope Street intersection.

- 12. Silverado Trail/Pope Street: LOS E during the weekday AM peak hour, and LOS F during the weekday PM peak hour and Saturday peak hours, and weekday and Saturday peak hour volumes satisfy peak hour signal warrants.
  - Installation of a traffic signal at the intersection, as well as, at the adjacent, closely-spaced intersection Silverado Trail/Howell Mountain Road. This intersection is recommended for signalization according to the analysis in the St. Helena General Plan Update EIR. With a traffic signal in-place, this intersection would operate with satisfactory LOS.
  - However, since the City cannot guarantee implementation of this measure due to the uncertainty of construction feasibility as it would require coordination with Napa County; and, since the City does not have a fair-share or developer fee program to collect fees, the project would be inconsistent with the City's LOS policies at the Silverado Trail/Pope Street intersection.
- Project site access, parking, circulation, and emergency vehicle ingress/egress shows that there are no project-related inconsistencies.

APPENDIX A  
*Scoping Agreement*

**CITY OF ST HELENA**  
**TRAFFIC IMPACT STUDY SCOPING AGREEMENT**



A Traffic Impact Study (TIS) is an integral tool in the development review process. A TIS provides a clear understanding of how a project may affect the local and regional transportation networks. In essence, a TIS details a projects contribution to the roadway system traffic loads, establishes if a nexus exists to require a particular project to contribute to transportation improvements, and last, provides a lens through which to determine a project’s compatibility with the applicable transportation plan.

A Traffic Impact Study (TIS) shall be required as determined necessary by the Public Works Director, if one or more of the following scenarios exist:

1. high project trip generation:
  - a. Generates over 100 peak hour trips
  - b. Generates 50 to 100 peak hour trips – and, affected facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
  - c. Generates 1 to 49 peak hour trips; the following are examples that may require a full TIS or some lesser analysis
    1. Affected facilities are experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
    2. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
    3. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).
2. high volume or high speed on road where project access is taken
3. collision history
4. sight distance concerns
5. proximity to impacted facilities

\*If a traffic study has been previously prepared for a project, a new or updated study may be required by if the traffic study is more than two years old and/or the proposed project has changed such that the PM peak hour trip generation is expected to increase by more than 10%. Any information used from a previously completed traffic impact study must be formally referenced in the text of the report. Similarly, any traffic data, analyses, results, conclusions and/or recommendation used from other traffic studies must be appropriately references. Copies of data and information informing the referenced study shall be included as an appendix in the traffic impact study.

**SCOPING**

To determine whether a traffic impact study is necessary and if so, to establish concurrence between the applicant and the City of St. Helena and to detail key assumptions, the following scoping agreement shall be completed by the applicant for review and approval by the Public Works Director prior to proceeding. Key information to be addressed includes:

**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

- Approximation of trip generation, distribution and assignment
- Identification of potentially affected transportation facilities
- Identification of pipeline projects to be assumed under baseline and cumulative scenarios
- Proposed assumptions, deviations from standard ITE methodology, or proposed changes to the Citywide circulation systems not assumed under the General Plan.

**PROJECT OVERVIEW**

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**Project number:** \_\_\_\_\_

**Project Name:**  Hunter Subdivision

**Project Location:**  Intersection of Adams Street and Starr Avenue; northern terminus of Starr Avenue, see Figure 1.

**Project Contact:**  Dennis Pascua, Dudek, dpascua@dudek.com, 760-479-4256

Mladen Popovic, Dudek, mpopovic@dudek.com, 510-601-2503

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**Project Description:**  The proposed project would include the development of 51 single-family residences, an additional 25 attached residential units, and 11 accessory dwelling (granny-flat) units for a total of 87 dwelling units. The project is located on a 16.9-acre site along Adams Street in the northeast section of the City. The site is currently located without access to roadways; however, Adams Street and Starr Avenue will be extended to provide vehicular access to the site. Figure 2 shows the project site plan.

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**Property Description:** *(Land Use/Acreage/Zoning/ Context)*

The project is approximately 16.9-acre site located at the northern terminus of Starr Avenue. Assessor's Parcel Number is 009-030-057. The land uses that surround the project site are currently characterized as a mixture of office and residential development, open space, and vineyards. Uses immediately south of the project site are primarily residential, both single- and multi-family, including the Vineyard Valley Mobile Home Park. Office uses are located immediately adjacent to the site's most western edge at the terminus of Adams Street.



**TRAFFIC IMPACT STUDY SCOPING AGREEMENT**

**CITY OF ST HELENA**

List provided by Planning Department

Pipeline projects:

- To be completed by Public Works (and concurrence from Planning?)*
- 1. Crocker Starr Winery, 2. Redmon Winery, 3. Davies Winery
  - 4. CIA Campus Master Plan, 5. Komes (Winery + office space)
  - 6. St Helena Estates and Winery (residential + winery), 7. OK Tire (tire shop)
  - 8. Herdell Painting (industrial + office space), 9. Salvestrin Winery Expansion
  - 10. Fulton Office Buildings, 11. Montessori School (new school buildings)
  - 12. Farmstead Hotel, 13. Vineland Station Hotel

**D. Scenarios**

- 1. Existing Conditions 2018
- 2. Existing plus Project
- 3. Cumulative (2020 - Project Opening Year) Baseline
- 4. Cumulative 2020 plus Project
- 5. Buildout 2035 (NVTA Model) Baseline
- 6. Buildout 2035 plus Project

**E. Study Intersections**

- |   |  |
|---|--|
| 1. Main Street/Fulton Lane                | 7. Railroad Avenue/Hunt Avenue                       |
| 2. Main Street/Adams Street               | 8. Library Lane/Adams Street                         |
| 3. Main Street/Hunt Avenue                | 9. Starr Avenue/Hunt Avenue                          |
| 4. Main Street/Pope Street-Mitchell Drive | 10. Starr Avenue/Pope Street                         |
| 5. Railroad Avenue/Fulton Lane            | 11. Paseo Grand Drive-College Avenue/Pope Street     |
| 6. Railroad Avenue/Adams Street           | 12. Silverado Trail/Pope Street-Howell Mountain Road |
|   | 13. Silverado Trail/Howell Mountain Road             |

**F. Study Roadway Segments**

- 1. Adams Street, Library Lane to Railroad Avenue
- 2. Hunt Avenue, south of Starr Avenue
- 3. Starr Avenue, east of Hunt Avenue

**G. Other Jurisdictional Impacts**

Intersections 1, 2, 3, 4 fall under Caltrans jurisdiction

Intersection 13 falls under Napa County jurisdiction

**H. Site Plan (attach)**

**I. Special Issues**

**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

1. 95th Percentile Queues: Analysis for the 95th percentile queuing for major intersections will be conducted in order to evaluate storage length concerns that residents may have with the project, especially in regards to left-turn lane queues at Main Street. This analysis will be conducted using SimTraffic (version 10) software. Vehicular queuing will also be assessed at the railroad crossings at Adams Street, Hunt Avenue, and Pope Street. Dudek will assess the forecast vehicular queues at these crossings based on the frequency and use of the Napa Valley Wine Train.

2. On-Site Circulation and Access: Since the project site will extend two streets to serve vehicles to/from the site (Starr Avenue and Adams Street), site access and circulation will be evaluated, in addition to emergency vehicle access. Parking within the project site will be evaluated in accordance with parking standards within the St. Helena Municipal Code.

3. Non-Motorized Vehicle Access: A detailed pedestrian, bicycle, and transit accessibility analysis will be conducted to evaluate the proposed project and its ability to provide safe and reliable alternative modes of transportation. A vehicle collision analysis will also be evaluated for major intersections, utilizing California Highway Patrol data (SWTRS) from the past five years.

4. Pope Street Bridge: The Pope Street Bridge, a narrow historical bridge, that connects St. Helena to the Silverado Trail, will be analyzed for potential intersection improvements to alleviate significant vehicular queuing on the bridge. Such improvements may include traffic signalization and/or a roundabout (connecting with Howell Mountain Road).

***This letter acknowledges the City of St Helena Engineering Division requirements for the traffic impact analysis of the following project.***

**Recommended by:**

Consultant Rep  Date April 24, 2018

**Approved by:**

City of St Helena  
Director of Public Works  Date April 26, 2018

## TRAFFIC IMPACT STUDY REQUIRED COMPONENTS<sup>1</sup>

**1. EXECUTIVE SUMMARY.** The Executive Summary shall include a general description of the project scope, existing conditions, potential impacts of the project, traffic operations and conclusions, mitigation measures, and recommendations. This summary shall be complete in itself and not dependent on supplementary data included by reference. Not to exceed 1 page in length.

**2. INTRODUCTION.** The introduction serves as a background summary to detail the purpose of the project, location, study area boundaries, study scope, intersections and roadways to be analyzed, as well as, study scenarios. Any pertinent transportation and land development information prepared within the last five years or considered to be current by the Public Works Directors should be reviewed and summarized in the Traffic Impact Study.

### 3. PROJECT CHARACTERISTICS

- A. PROJECT DESCRIPTION.** A detailed description of the proposed project, including all information used (square footage, rooms, employees, parking spaces, transportation demand measures, operational characteristics, project phasing, etc) to determine traffic-generating characteristics.
- B. EXISTING CONDITIONS.** A qualitative description of roads, intersections, driveways, parking facilities, and pedestrian and bicycle facilities in the vicinity of the project. The determination of roads and intersections to be included in the TIS shall be made in consultation with the Public Works Director and shall the generally follow the ITE Transportation and Land Development guidelines. This section shall also include an evaluation of existing Level of Service for all study roads and intersections. The discussion of traffic volumes shall distinguish between passenger vehicles (e.g. cars, pick-ups, SUVs), heavy vehicles (semi-trucks, buses, delivery vans) motorcycles, bicyclists, and pedestrians.

Keep in mind that Location information is often best presented graphically in figures which should include a vicinity map showing the project site and study area boundaries in relation to the surrounding system. Additionally, roadways that provide access to the project site and are included in the study area should be identified.

- C. TRIP GENERATION.** Include trip generation estimates for the project based on industry standard trip generation values or other methods approved by the Public Works Director, such as local trip generation rates and vehicle-miles of travel (VMT). Typically, these values will be derived from the current edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). Adjustments to these values may be appropriate assuming the applicant proposes acceptable specific and permanent measures that will reduce the traffic generation potential of the project. The engineer must submit the proper documentation to sufficiently support any proposed reduction.

Trip generation shall be represented for the following periods;

- I. Average Daily Traffic (ADT)
- II. Weekday a.m. peak (peak hour of adjacent street, not peak of generator)
- III. Weekday p.m. peak (adjacent street, if required by Public Works)
- IV. Weekend peak hour traffic, if required by Public Works

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<sup>1</sup> These guidelines are periodically updated to reflect changes in City policies, the regulatory environment, and the state of the transportation impact analysis practice.



**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

- *If and when required, all traffic counts shall be conducted between 4:00 p.m. to 6:00 p.m. on a Tuesday, Wednesday or Thursday during the normal public school period (i.e. September to May) unless requested otherwise*

**D. TRIP DISTRIBUTION.** Description of the projected directional distribution of traffic and provide exhibit. The estimates of percentage distribution of trips for the proposed project to destinations outside the study area must be clearly stated in the TIS. Trip Distribution origins and destinations with roadways and/or compass points must be clearly stated in the text of the report and shown on a figure. Recent studies and existing data regarding traffic patterns may be used to support these assumptions, where available. A map showing the percentage or number of project trips on each street must be provided as part of the traffic study graphics. It is highly recommended that the method used to distribute trips is acceptable by the City Traffic Engineer prior to conducting any analysis.

**TRIP ASSIGNMENT.** Provide a trip assignment analysis that shows pre- and post- project analysis.

### **3. IMPACT ANALYSIS**

The City of St. Helena has adopted the following level of Service Standards to be applied to roads and intersections

A significant impact would occur if one of more of the following scenarios exist:

- Operations at a signalized intersection along State Route 29 to deteriorate from LOS D under conditions without the project to LOS E or F, or operations at other signalized intersections to deteriorate from LOS C under conditions without the project to LOS D, E or F.
- The LOS to deteriorate to LOS F for signalized intersections that operate at LOS E under conditions without the project.
- The average intersection delay to increase by more than five seconds for signalized intersections that operate at LOS F under conditions without the project.
- The LOS to deteriorate to LOS D, E or F for unsignalized intersections operating at LOS C or better under conditions without the project, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation. For unsignalized intersections on State Route 29 operating at LOS D or better under conditions without the project, the impact would be significant if the project would cause the LOS to deteriorate to LOS E or F, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation.
- Average delay to increase by five or more seconds for unsignalized intersections operating at unacceptable levels (LOS D, E or F; or LOS E or F on State Route 29) under conditions without the project, and the traffic volumes would satisfy the Caltrans peak hour volume warrant criterion for traffic signal installation.

**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

- Operations on street segments to deteriorate from LOS D under conditions without the project to LOS E or F. For street segments that operate at LOS E under conditions without the project, the impact would be significant if the project would cause the LOS to deteriorate to LOS F.
- An increase of more than five percent for average daily traffic for street segments that operate at LOS F.

In addition, please also analyze the project's traffic impacts as they relate to the most up to date version of Napa County's guidelines and policies:

- The County shall seek to maintain an arterial Level of Service D or better on all county roadways, except where maintaining this desired level of service would require the installation of more travel lanes than shown on the Circulation Map.
- The County shall seek to maintain a Level of Service D or better at all signalized intersections, except where the level of service already exceeds this standard (i.e., Level of Service E or F) and where increased intersection capacity is not feasible without substantial additional right-of-way.
- No single level of service standard is appropriate for un-signalized intersections, which shall be evaluated on a case-by-case basis to determine if signal warrants are met.

Methodology employed to determine LOS shall follow that outlined in the latest edition of the Highway Capacity Manual, published by the Transportation Research Board, and any related computer software based on its analysis methods.

**A. SCENARIOS**

The LOS of all affected intersections shall be analyzed under the following scenarios

- a. Existing ; Existing + project
- b. Baseline; Baseline + project
- c. Cumulative; Cumulative + project

The list of pipeline projects for use in developing Baseline (approved; but not completed projects) shall be obtained from the Public Works Department.

*Cumulative conditions shall be determined by use of traffic forecasts from approved Napa Valley Transportation Authority (NVTA) models, where available. Information on current model availability, and data files for those models, may be obtained from NVTA. In limited situations where appropriate to the scale of the proposed development, a 20-year growth factor determined from historic traffic volume trends, or a buildout "traffiched" approach, may be used with approval from Public Works.*

The required traffic scenarios shall be represented in the format below and shall be followed by a narrative detailing the content represented in the table and highlighting impacts expected to occur under the respective scenario.

**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

**TABLE \_\_  
INTERSECTION LEVELS OF SERVICE: SCENARIO AND SCENARIO + PROJECT**

Intersection	Control Type <sup>a</sup>	Scenario				Scenario + project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. intersection									
2. intersection									
3. intersection									
4. intersection									

**B. SITE ACCESS/ SITE DISTANCE**

- a. Sight distance and intersection corner distance relative to new and existing project driveways.
- b. Considerations for truck and other large vehicle operations.
- c. Considerations for freight loading zones, if applicable.
- d. Considerations for passenger loading zones, if applicable.

**C. ON SITE CIRCULATION**

- a. Includes a discussion of on-site circulation complete with descriptions of the proposed access points, turn prohibitions, number of lanes proposed, on-site transit stop locations, driveway throat depth, parking supply/demand/parking aisle circulation, on-site pedestrian circulation, bicycle parking, on/off-site delivery truck circulation, railroad at-grade crossings and any other applicable circulation issues.

**D. CONSTRUCTION PERIOD IMPACTS**

- a. Includes a discussion of any unusual circumstances anticipate during construction. Proposed transportation facility closures, construction signage, safety features, and detours shall be included. At no time will any street capacity be reduced or closed without written permission from the Engineering Division.

**E. QUEUING**

- a. Evaluate the maximum length of queue at intersections in the immediate vicinity of the proposed project, including proposed project driveways (if applicable), during the peak hour generator, and provide opinion on whether the development will significantly affect operations at other closely spaced public road intersections. If so, recommend appropriate mitigation measures.

**F. SAFETY ANALYSIS**

- a. A safety analysis that evaluates the collision history in the immediate vicinity of the proposed project, and provide an opinion on whether the development will significantly affect existing safety conditions. If so, recommend appropriate mitigation measures.

**TRAFFIC IMPACT STUDY SCOPING AGREEMENT  
CITY OF ST HELENA**

**G. ALTERNATIVE MODES OF TRANSPORTATION**

- a. Pedestrian
- b. Bicycle
- c. Public transit

*\*The report shall identify any quantifiable benefit which can be attributed to improvements to these modes, as part of the Impact Analysis. Recommend appropriate mitigation measures as needed.*

**H. WARRANTS.** Engineers shall conduct traffic warrant analysis when intersection analysis indicates that installation of a traffic control signal may be justified based on operational, safety or other requirements, as deemed by the City. In addition, on State highways, consideration for roundabout (yield control) must also be included if it may be a viable and practical solution. \_\_\_\_\_

**I. IDENTIFICATION OF SIGNIFICANT IMPACTS.** This section shall detail whether any of the significance criteria adopted by the City of St. Helena or County of Napa are met

**J. SIGNIFICANT IMPACT MITIGATION.** The study shall conclude by identifying appropriate measures to reduce potential impacts to less than significant levels.

**K. APPENDICES**

As appropriate, all transportation analysis should including the following appendices:

1. Complete sets of all required traffic, bicycle and pedestrian counts and estimated volumes, including traffic volumes with applied growth factors, etc.
2. Complete sets of all Level of Service calculations, including summary and rationales for the variables used in the calculations.
3. Complete sets of all analysis assumptions, including trip generation rates, trip distribution, trip assignment, and other analysis assumptions that were completed as part of the study.
4. Other appendices, as needed.

**Table 1**  
**Trip Generation Summary (Weekday)**

Trip Generation Rates <sup>1</sup>									
Land Use	Daily Trip Rate	Unit	AM Peak Hour			PM Peak Hour			
			% In	% Out	Total	% In	% Out	Total	
Single-Family Detached Housing (ITE Code 210)	9.44	DU	0.19	0.56	0.74	0.62	0.37	0.99	
Multifamily Housing (Low-Rise) (ITE Code 220)	7.32	DU	0.11	0.35	0.46	0.35	0.21	0.56	
Trip Generation									
Land Use	Total No. of Units	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	51	DU	481	9	28	38	32	19	50
Accessory (Granny) Units	11	DU	81	1	4	5	4	2	6
Low-Income Work Force Housing <sup>2</sup>	25	DU	236	5	14	19	16	9	25
<b>Total Trip Generation</b>			798	15	46	61	51	30	81

**Notes:** DU = Dwelling Unit

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

<sup>2</sup> Reflects use of Single-Family land use since this rate is more conservative (higher trip generation) as compared to multifamily housing

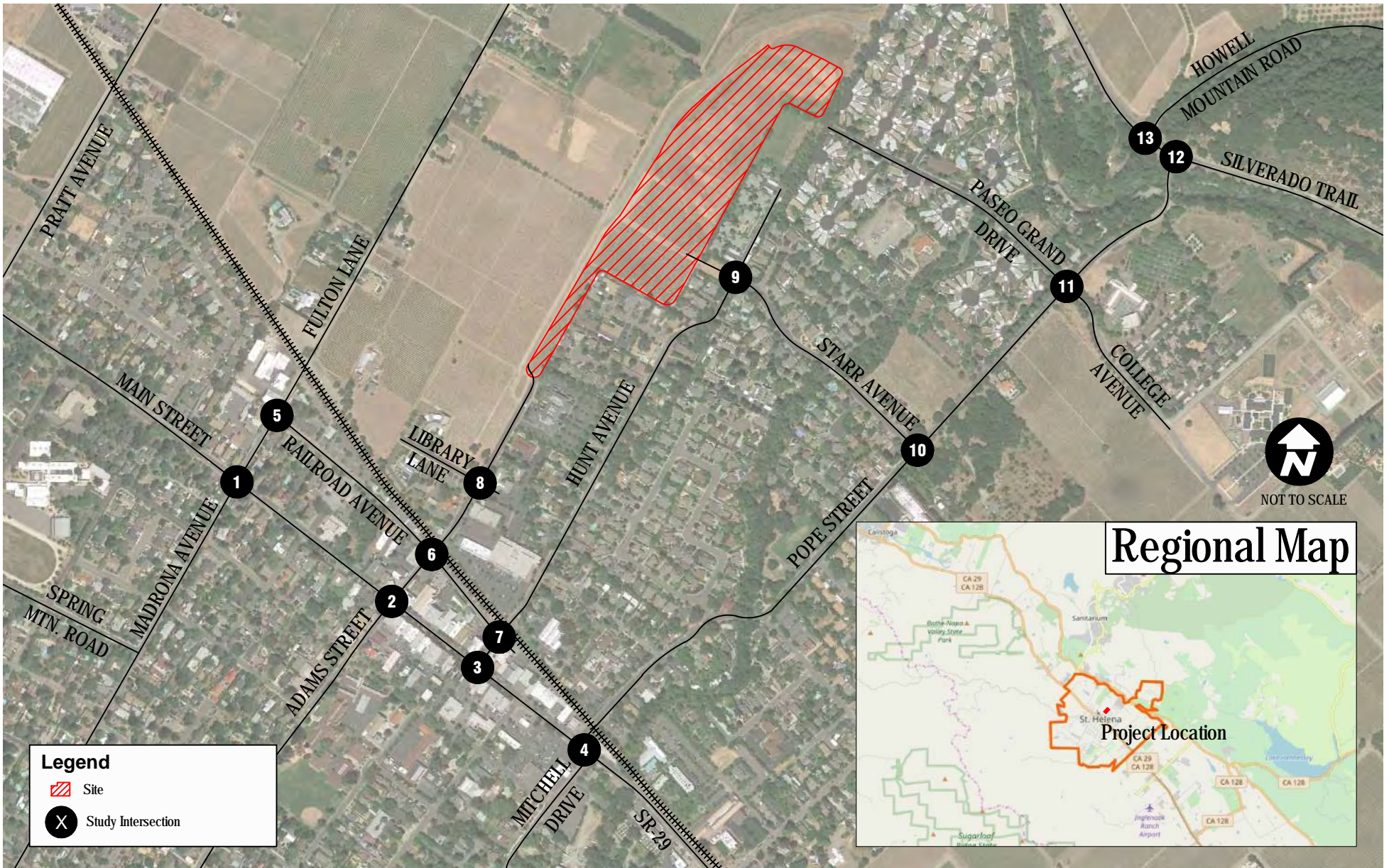
**Table 2  
Trip Generation Summary (Saturday)**

<b>Trip Generation Rates<sup>1</sup></b>						
<i>Land Use</i>	<i>Saturday Trip Rate</i>	<i>Unit</i>	<i>PM Peak Hour</i>			
			<i>% In</i>	<i>% Out</i>	<i>Total</i>	
Single-Family Detached Housing (ITE Code 210)	9.54	DU	0.47	0.47	0.93	
Multifamily Housing (Low-Rise) (ITE Code 220)	8.14	DU	0.35	0.35	0.70	
<b>Trip Generation</b>						
<i>Land Use</i>	<i>Total No. of Units</i>	<i>Unit</i>	<i>Daily</i>	<i>PM Peak Hour</i>		
				<i>In</i>	<i>Out</i>	<i>Total</i>
Single-Family Detached Housing	51	DU	487	24	24	47
Accessory (Granny) Units	11	DU	90	4	4	8
Low-Income Work Force Housing <sup>2</sup>	25	DU	239	12	12	23
<b>Total Trip Generation</b>			815	39	39	78

**Notes:** DU = Dwelling Unit

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

<sup>2</sup> Reflects use of Single-Family land use since this rate is more conservative (higher trip generation) as compared to multifamily housing



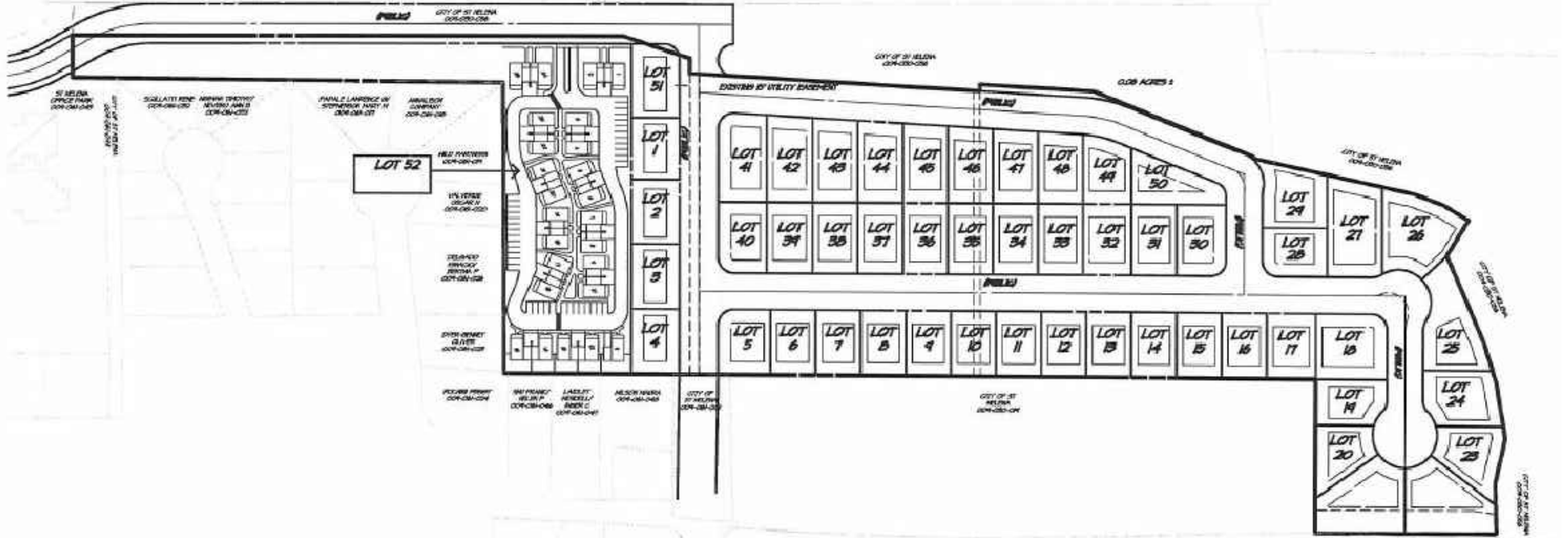
Source: Google Maps, 05/2017; Open Street Map, 01/2018

# Project Site Location and Study Area

Hunter Subdivision - St. Helena

FIGURE

**DUDEK** 1



Source: RSA+, 02/2017

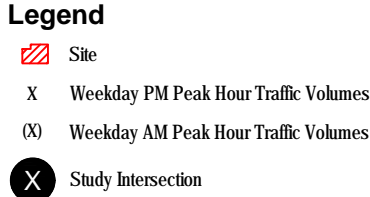
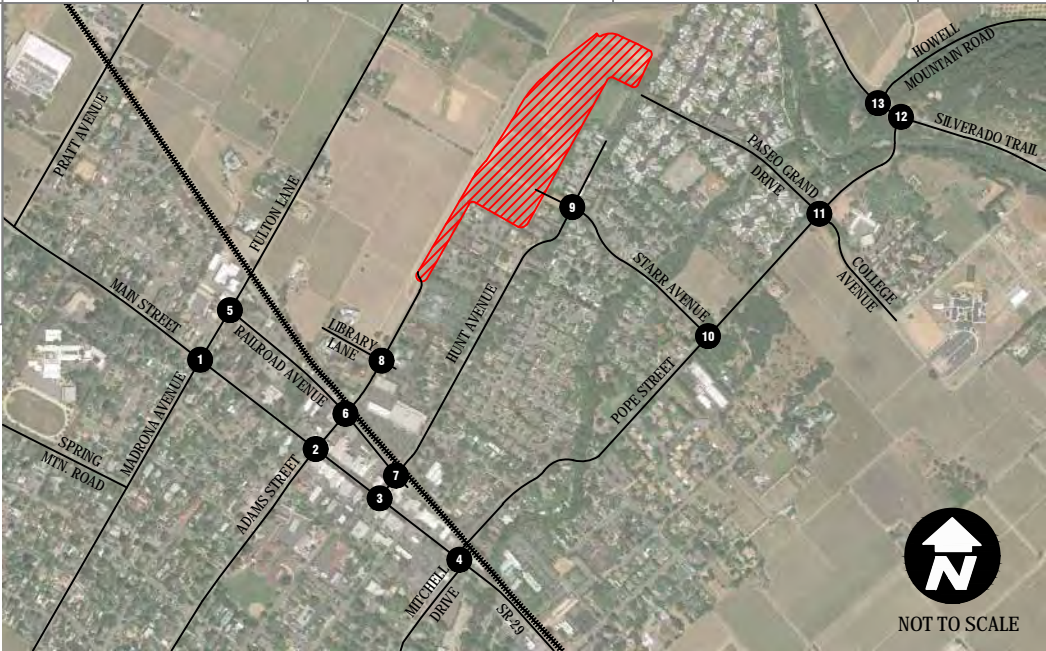
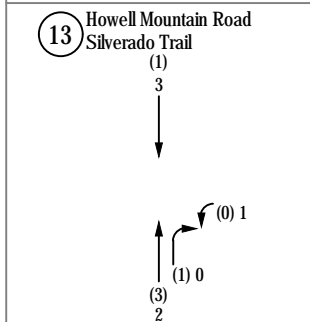
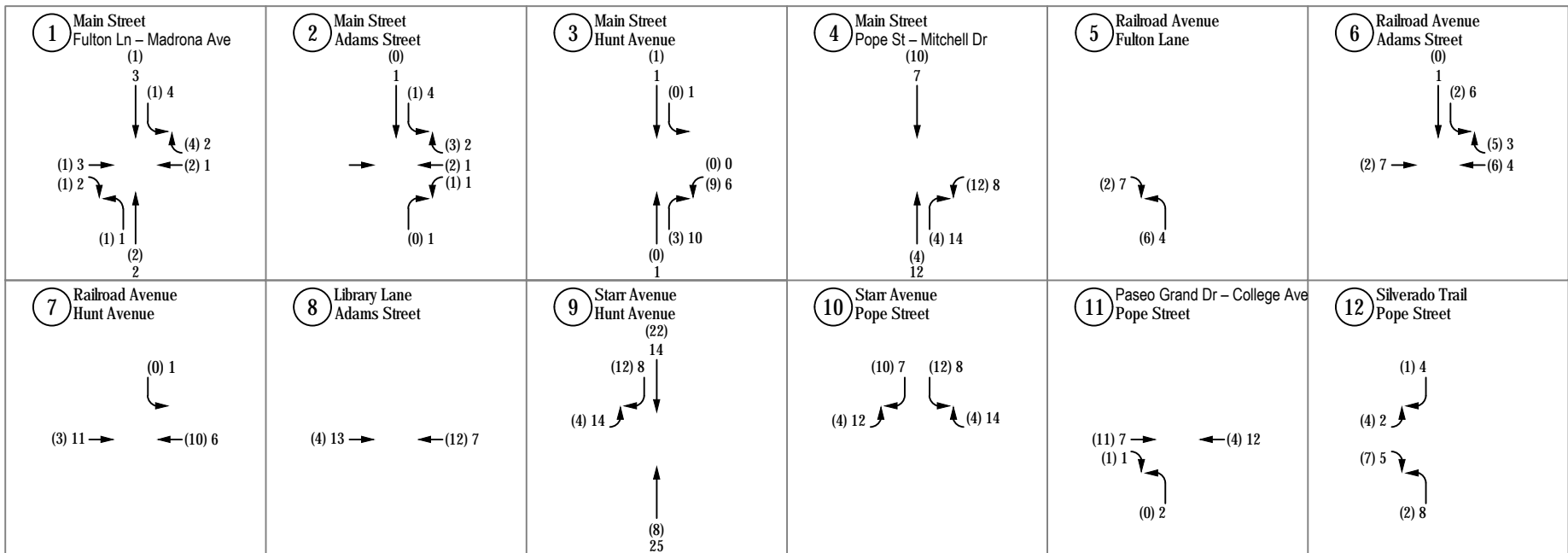
# Project Site Plan

Hunter Subdivision - St. Helena

FIGURE

**DUDEK** 2



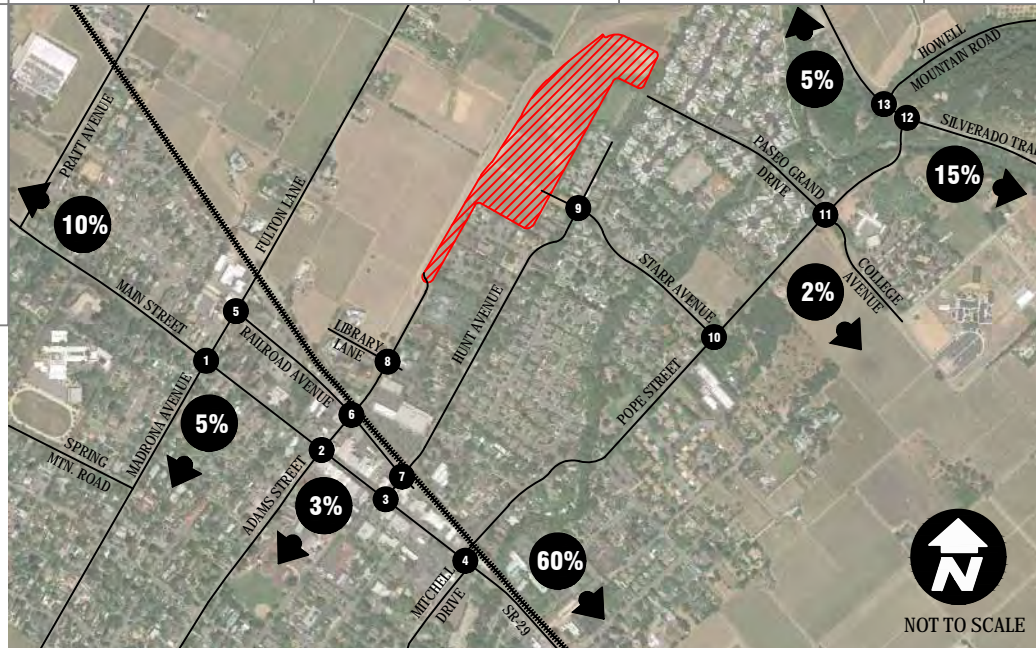
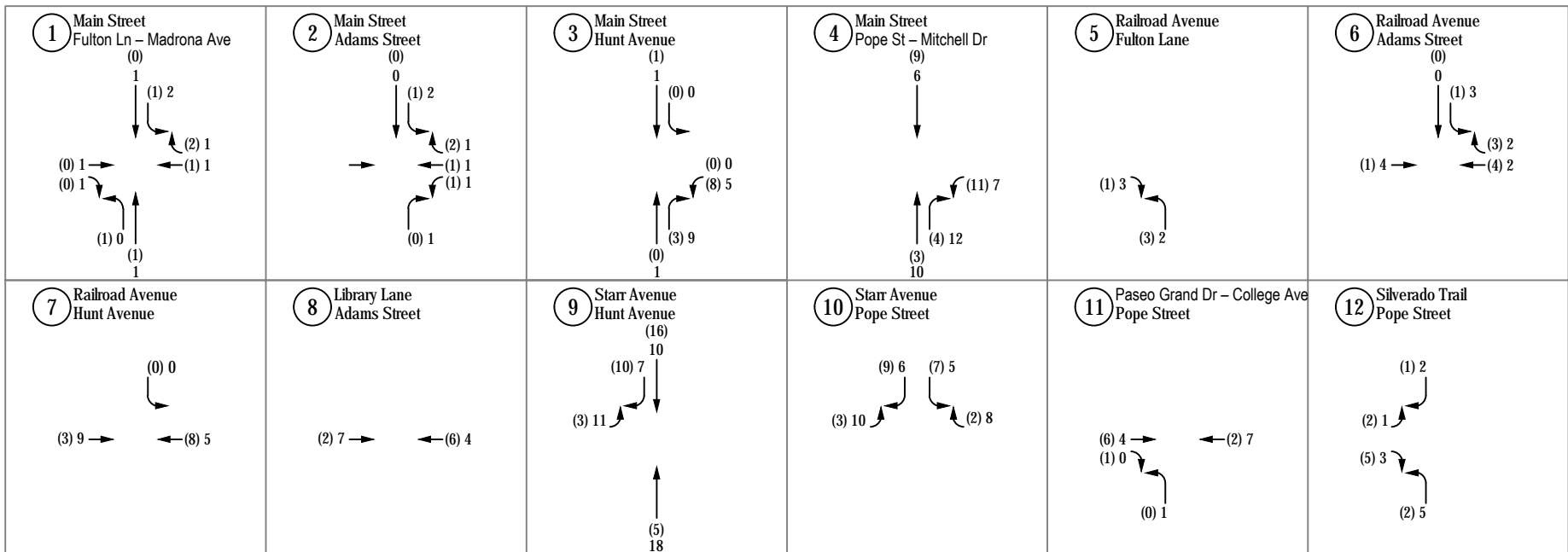


Source: Google Maps, 05/2017

# Project Trip Assignment - Total (All Uses)

Hunter Subdivision - St. Helena

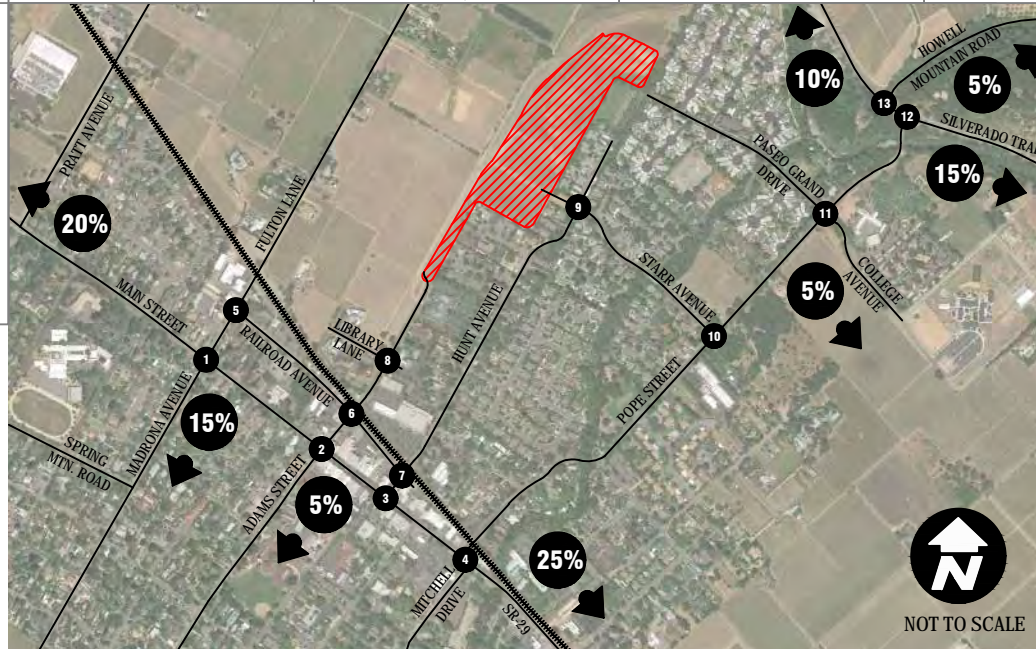
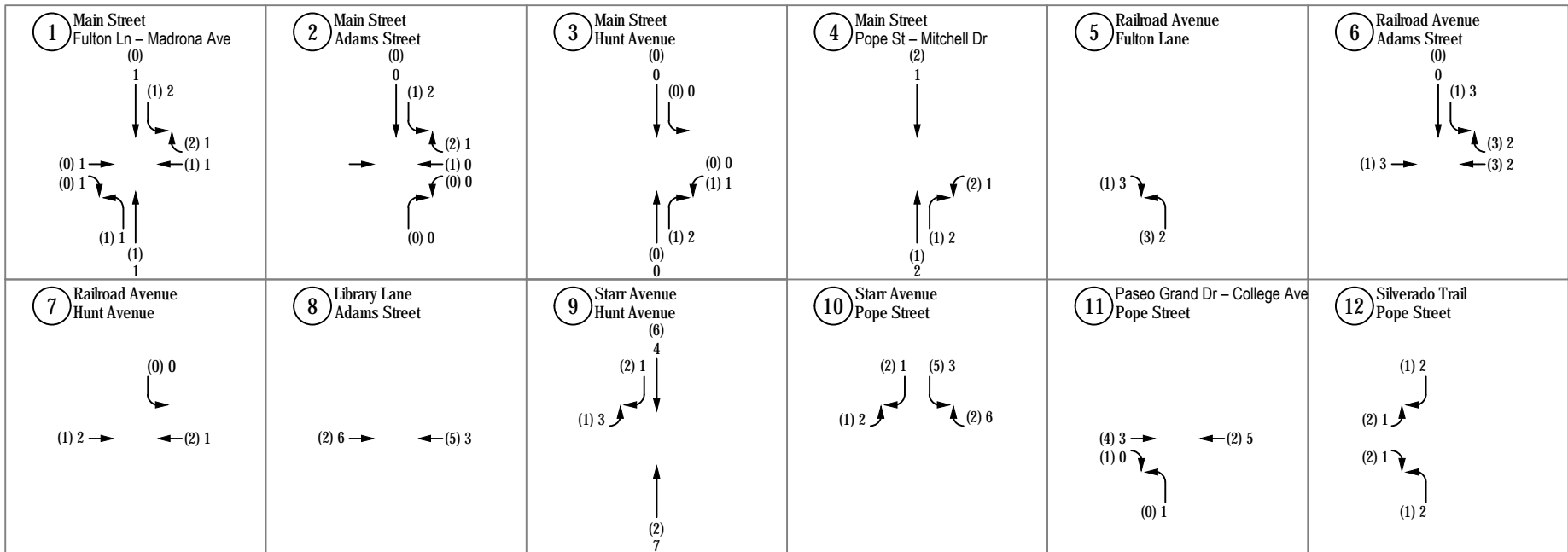
FIGURE



Source: Google Maps, 05/2017

# Project Trip Distribution & Assignment - Single-Family & Accessory Dwelling Units FIGURE

Hunter Subdivision - St. Helena



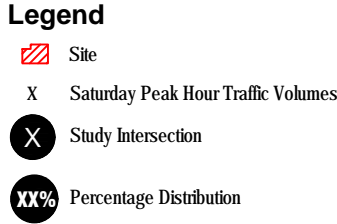
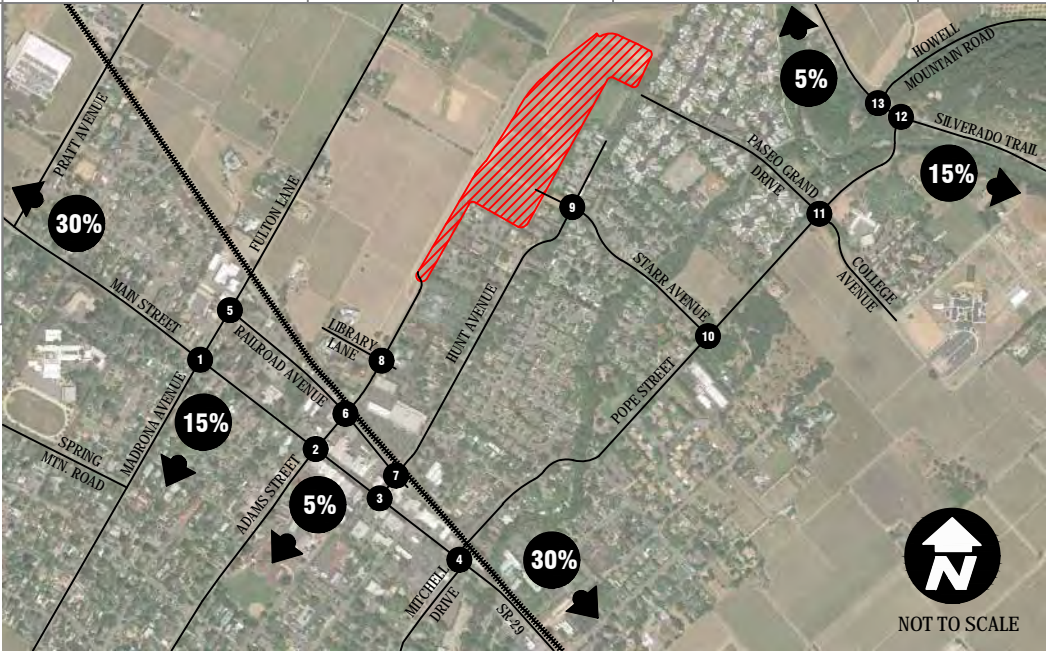
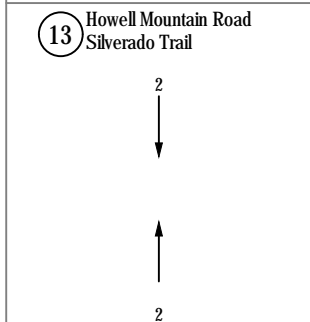
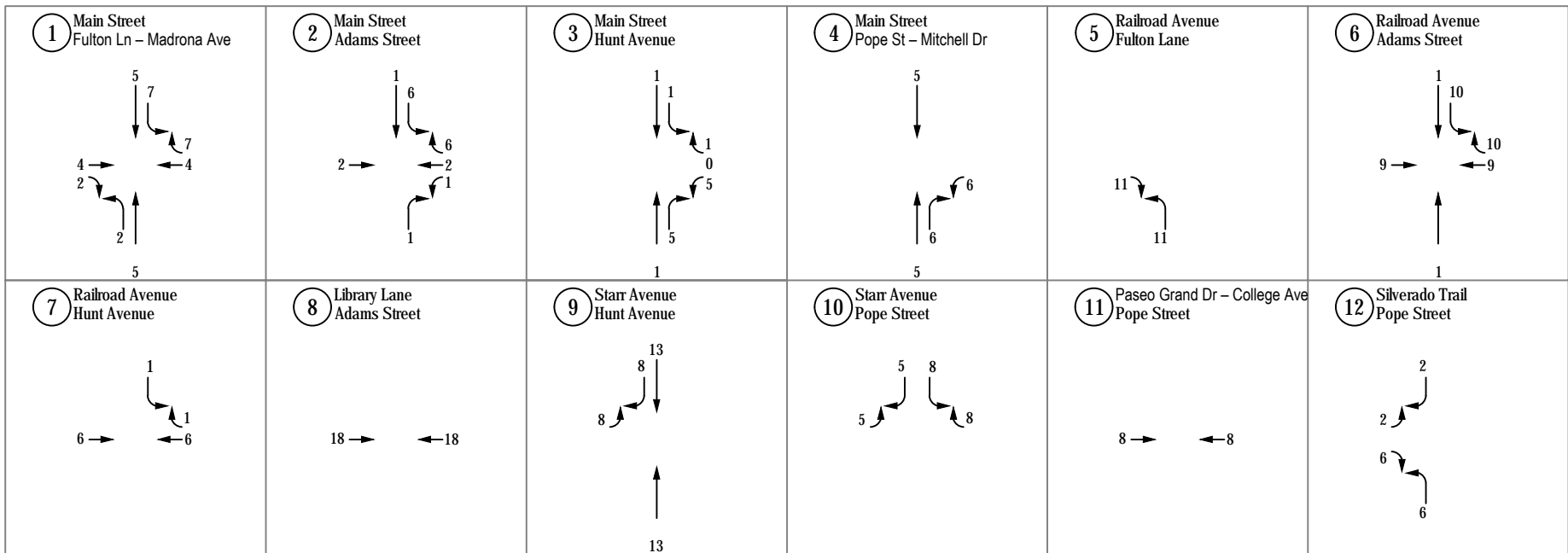
Source: Google Maps, 05/2017

# Project Trip Distribution & Assignment - Multi-Family Housing

Hunter Subdivision - St. Helena

FIGURE

**DUDEK** **5**



Source: Google Maps, 05/2017

# Project Trip Distribution & Assignment - Saturday (All Uses)

Hunter Subdivision - St. Helena

FIGURE

APPENDIX B  
*Traffic Data*

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 4/17/2018

### Total

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	98	1	0	6	93	7	0	8	0	3	0	2	0	3	0	224
7:15 AM	4	91	2	0	8	125	6	0	9	4	2	0	2	1	7	0	261
7:30 AM	7	112	2	0	10	118	12	0	14	0	3	0	2	2	10	0	292
7:45 AM	8	100	1	0	15	140	23	0	18	7	6	0	3	7	16	0	344
8:00 AM	9	113	2	0	19	145	35	0	26	12	10	0	2	23	15	0	411
8:15 AM	10	127	3	0	28	132	21	0	26	19	12	0	2	19	15	0	414
8:30 AM	7	92	5	0	14	115	9	0	25	2	8	0	5	4	21	0	307
8:45 AM	11	107	8	0	31	114	19	0	12	6	10	0	3	6	19	0	346
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	59	840	24	0	131	982	132	0	138	50	54	0	21	62	106	0	2599
<b>APPROACH %'s:</b>	6.39%	91.01%	2.60%	0.00%	10.52%	78.88%	10.60%	0.00%	57.02%	20.66%	22.31%	0.00%	11.11%	32.80%	56.08%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	37	439	18	0	92	506	84	0	89	39	40	0	12	52	70	0	1478
<b>PEAK HR FACTOR:</b>	0.841	0.864	0.563	0.000	0.742	0.872	0.600	0.000	0.856	0.513	0.833	0.000	0.600	0.565	0.833	0.000	0.893
	0.882				0.857				0.737				0.838				

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	141	2	0	18	101	9	0	30	5	7	0	2	8	37	0	365
4:15 PM	4	136	8	0	22	121	12	0	24	5	4	0	4	9	40	0	389
4:30 PM	6	140	4	0	13	136	13	0	31	8	5	0	3	9	28	0	396
4:45 PM	5	144	4	0	11	118	14	0	27	3	4	0	1	8	43	0	382
5:00 PM	5	146	0	0	14	124	14	0	27	13	4	0	2	10	41	0	400
5:15 PM	5	150	2	0	8	129	14	0	23	7	5	0	2	7	36	0	388
5:30 PM	2	144	1	0	9	124	12	0	21	4	7	0	2	7	32	0	365
5:45 PM	6	111	2	0	11	104	9	0	23	5	3	0	1	1	22	0	298
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	38	1112	23	0	106	957	97	0	206	50	39	0	17	59	279	0	2983
<b>APPROACH %'s:</b>	3.24%	94.80%	1.96%	0.00%	9.14%	82.50%	8.36%	0.00%	69.83%	16.95%	13.22%	0.00%	4.79%	16.62%	78.59%	0.00%	
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	20	566	16	0	60	499	53	0	109	29	17	0	10	36	152	0	1567
<b>PEAK HR FACTOR:</b>	0.833	0.969	0.500	0.000	0.682	0.917	0.946	0.000	0.879	0.558	0.850	0.000	0.625	0.900	0.884	0.000	0.979
	0.984				0.944				0.881				0.934				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Fulton Ln  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-001  
**Date:** 4/17/2018

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	TOTAL
7:00 AM	3	97	1	0	6	91	7	0	8	0	3	0	2	0	3	0	221
7:15 AM	4	86	2	0	8	122	6	0	9	3	2	0	2	1	7	0	252
7:30 AM	7	109	2	0	10	117	12	0	14	0	3	0	2	2	10	0	288
7:45 AM	8	97	1	0	15	135	23	0	18	7	6	0	3	7	16	0	336
8:00 AM	9	110	2	0	19	138	35	0	26	12	10	0	2	23	15	0	401
8:15 AM	10	121	3	0	28	131	21	0	25	19	12	0	2	19	15	0	406
8:30 AM	7	90	5	0	14	111	9	0	24	2	8	0	5	4	21	0	300
8:45 AM	11	103	8	0	31	111	19	0	12	6	10	0	3	6	19	0	339
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	59	813	24	0	131	956	132	0	136	49	54	0	21	62	106	0	2543
	6.58%	90.74%	2.68%	0.00%	10.75%	78.42%	10.83%	0.00%	56.90%	20.50%	22.59%	0.00%	11.11%	32.80%	56.08%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	37	424	18	0	92	491	84	0	87	39	40	0	12	52	70	0	1446
<b>PEAK HR FACTOR :</b>	0.84	0.876	0.563	0.000	0.742	0.889	0.600	0.000	0.837	0.513	0.833	0.000	0.600	0.565	0.833	0.000	0.890
	0.894				0.868				0.741				0.838				
PM	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	TOTAL
4:00 PM	5	141	2	0	18	98	9	0	30	5	7	0	2	8	37	0	362
4:15 PM	4	136	8	0	22	120	12	0	24	5	4	0	4	9	40	0	388
4:30 PM	6	138	4	0	13	133	13	0	31	8	5	0	3	9	28	0	391
4:45 PM	5	143	4	0	11	118	14	0	27	3	4	0	1	8	43	0	381
5:00 PM	5	146	0	0	14	122	14	0	27	13	4	0	2	10	41	0	398
5:15 PM	5	149	2	0	8	129	14	0	23	7	5	0	2	7	36	0	387
5:30 PM	2	142	1	0	9	122	12	0	21	4	7	0	2	7	32	0	361
5:45 PM	6	109	2	0	11	103	9	0	23	5	3	0	1	1	22	0	295
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	38	1104	23	0	106	945	97	0	206	50	39	0	17	59	279	0	2963
	3.26%	94.76%	1.97%	0.00%	9.23%	82.32%	8.45%	0.00%	69.83%	16.95%	13.22%	0.00%	4.79%	16.62%	78.59%	0.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	20	563	16	0	60	493	53	0	109	29	17	0	10	36	152	0	1558
<b>PEAK HR FACTOR :</b>	0.83	0.964	0.500	0.000	0.682	0.927	0.946	0.000	0.879	0.558	0.850	0.000	0.625	0.900	0.884	0.000	0.979
	0.985				0.953				0.881				0.934				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 4/17/2018

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	0	3
7:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	6	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8
8:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
<b>APPROACH %'s:</b>	0	19	0	0	0	16	0	0	1	0	0	0	0	0	0	0		36
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>	
<b>PEAK HR VOL:</b>	0	10	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	20
<b>PEAK HR FACTOR:</b>	0.000	0.417	0.000	0.000	0.000	0.450	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.417				0.450				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		TOTAL
<b>APPROACH %'s:</b>	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0		16
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
<b>PEAK HR:</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>	
<b>PEAK HR VOL:</b>	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8
<b>PEAK HR FACTOR:</b>	0.00	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.500				0.500												





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 4/17/2018

### Light Trucks

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	6	0	0	0	3	0	0	0	0	1	0	0	0	0	0	10
7:45 AM	1	3	0	0	0	6	0	0	2	0	0	0	0	0	0	0	12
8:00 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	1	0	9
8:15 AM	2	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
8:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	3	31	1	0	0	26	0	0	3	0	1	0	0	0	1	0	66
	8.57%	88.57%	2.86%	0.00%	0.00%	100.00%	0.00%	0.00%	75.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	2	12	1	0	0	12	0	0	1	0	0	0	0	0	1	0	29
<b>PEAK HR FACTOR:</b>	0.250	0.600	0.250	0.000	0.000	0.600	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.806
	0.625				0.600				0.250				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	0	0	0	1	0	0	1	0	0	0	0	0	0	0	8
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	16	0	0	1	12	0	0	2	1	0	0	0	1	0	0	33
	0.00%	100.00%	0.00%	0.00%	7.69%	92.31%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	0	8	0	0	1	7	0	0	1	0	0	0	0	1	0	0	18
<b>PEAK HR FACTOR:</b>	0.00	0.667	0.000	0.000	0.250	0.583	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.900
	0.667				0.500				0.250				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 4/17/2018

### Bikes

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	2
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
										0.250				0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	3
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
City: St Helena

Project ID: 18-08162-001  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Fulton Ln		Fulton Ln		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	2	0	1	3
7:45 AM	0	0	1	4	0	0	1	0	6
8:00 AM	0	0	4	0	0	0	0	1	5
8:15 AM	0	2	0	0	0	0	0	1	3
8:30 AM	0	0	2	1	2	0	0	0	5
8:45 AM	0	0	2	0	2	0	0	3	7
<b>TOTAL VOLUMES :</b>	0	3	10	6	4	2	1	6	32
<b>APPROACH %'s :</b>	0.00%	100.00%	62.50%	37.50%	66.67%	33.33%	14.29%	85.71%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	0	2	8	1	4	0	0	5	20
<b>PEAK HR FACTOR :</b>		0.250	0.500	0.250	0.500	0.500		0.417	0.714

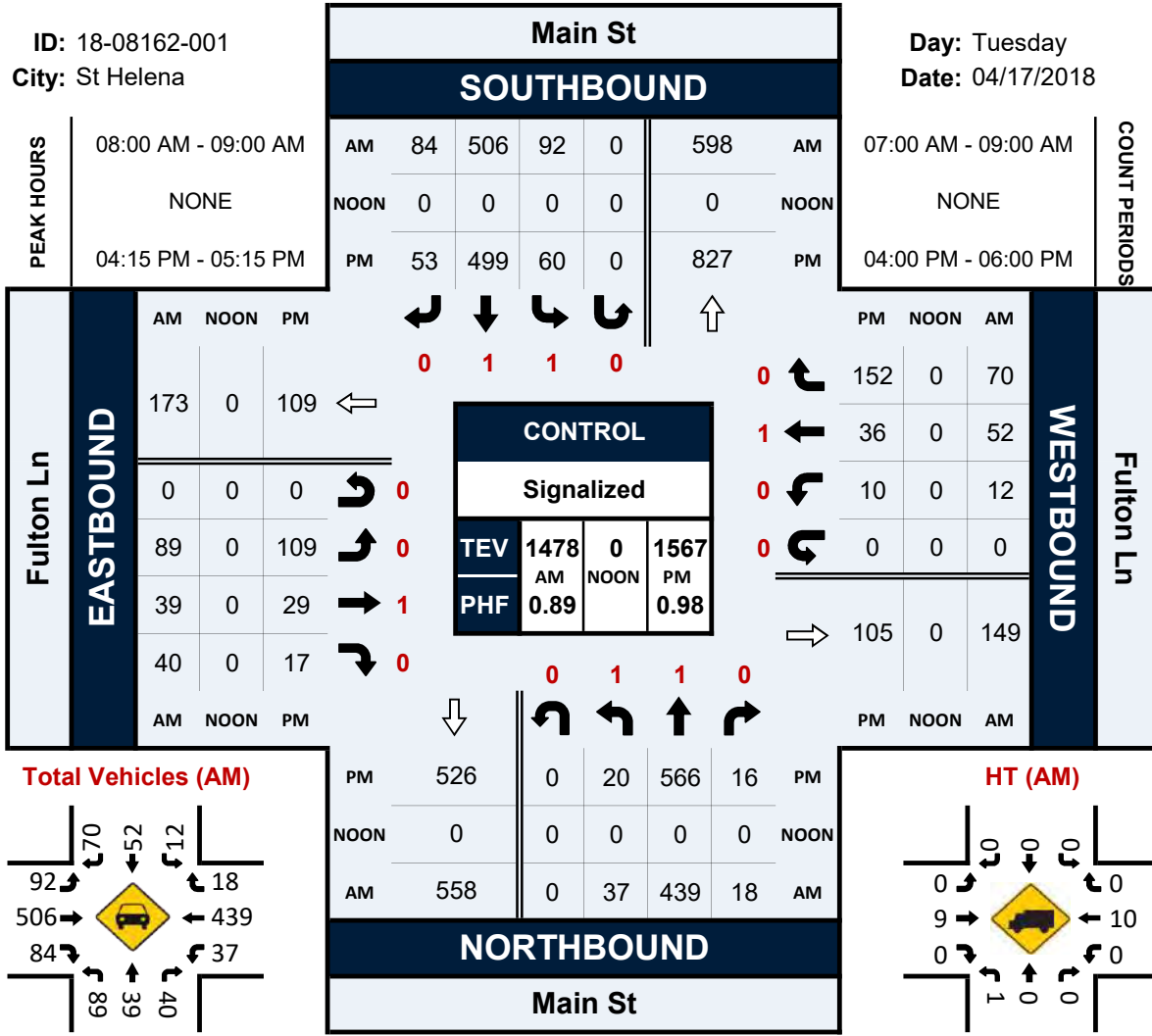
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	0	0	1	0	0	0	2
4:15 PM	0	0	1	0	1	0	0	1	3
4:30 PM	0	1	1	0	1	0	0	0	3
4:45 PM	0	0	0	3	0	0	1	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	1	0	0	3
5:30 PM	0	0	0	0	0	0	1	2	3
5:45 PM	0	0	0	1	0	1	1	1	4
<b>TOTAL VOLUMES :</b>	0	2	2	4	5	2	3	4	22
<b>APPROACH %'s :</b>	0.00%	100.00%	33.33%	66.67%	71.43%	28.57%	42.86%	57.14%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								TOTAL
<b>PEAK HR VOL :</b>	0	1	2	3	2	0	1	1	10
<b>PEAK HR FACTOR :</b>		0.250	0.500	0.250	0.500	0.500	0.250	0.250	0.625

# Main St & Fulton Ln

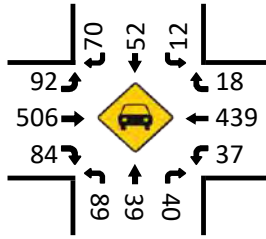
## Peak Hour Turning Movement Count

ID: 18-08162-001  
City: St Helena

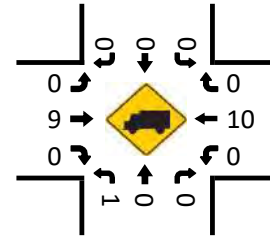
Day: Tuesday  
Date: 04/17/2018



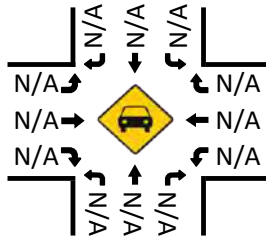
Total Vehicles (AM)



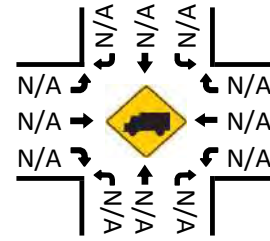
HT (AM)



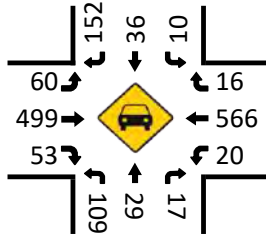
Total Vehicles (Noon)



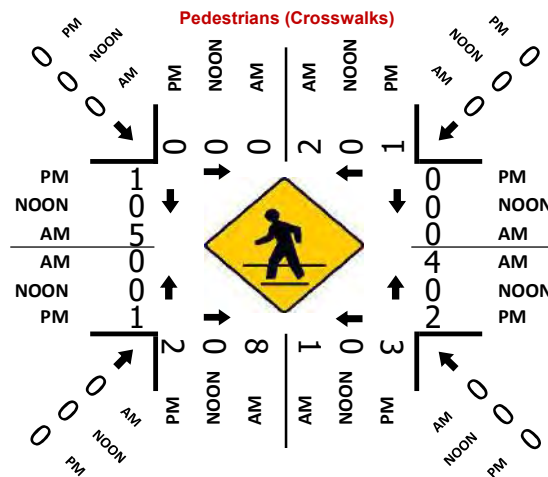
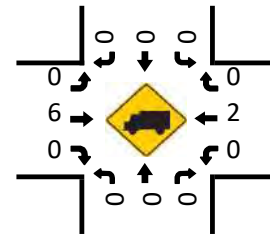
HT (NOON)



Total Vehicles (PM)



HT (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-002  
 Date: 4/17/2018

### Total

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	88	5	0	4	83	5	0	5	3	7	0	5	2	6	0	220
7:15 AM	9	97	9	0	7	111	4	0	1	4	8	0	4	5	4	0	263
7:30 AM	7	101	7	0	4	97	4	0	7	9	5	0	12	6	9	0	268
7:45 AM	17	112	9	0	10	138	14	0	7	10	6	0	4	10	9	0	346
8:00 AM	8	102	5	0	11	110	9	0	22	19	8	0	4	22	4	0	324
8:15 AM	9	115	11	0	7	128	14	0	15	33	8	0	8	17	8	0	373
8:30 AM	8	94	13	0	15	104	9	0	11	27	11	0	13	13	12	0	330
8:45 AM	11	104	12	0	9	106	11	0	10	23	6	0	14	6	7	0	319
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	76	813	71	0	67	877	70	0	78	128	59	0	64	81	59	0	2443
	7.92%	84.69%	7.40%	0.00%	6.61%	86.49%	6.90%	0.00%	29.43%	48.30%	22.26%	0.00%	31.37%	39.71%	28.92%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	42	423	38	0	43	480	46	0	55	89	33	0	29	62	33	0	1373
<b>PEAK HR FACTOR:</b>	0.618	0.920	0.731	0.000	0.717	0.870	0.821	0.000	0.625	0.674	0.750	0.000	0.558	0.705	0.688	0.000	0.920
	0.911				0.878				0.790				0.816				
PM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	110	9	0	10	113	12	0	27	30	7	0	12	12	21	0	365
4:15 PM	6	102	10	0	20	103	9	0	19	31	5	0	19	26	25	0	375
4:30 PM	5	114	9	0	19	123	10	0	18	31	7	0	13	17	20	0	386
4:45 PM	9	107	9	0	18	111	6	0	25	31	6	0	12	20	12	0	366
5:00 PM	8	122	8	0	17	112	7	0	20	17	6	0	22	14	13	0	366
5:15 PM	7	128	8	0	15	113	10	0	15	21	7	0	17	20	16	0	377
5:30 PM	8	115	7	0	16	120	11	0	21	22	6	0	16	14	15	0	371
5:45 PM	8	90	5	0	11	85	5	0	17	17	4	0	12	7	11	0	272
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	53	888	65	0	126	880	70	0	162	200	48	0	123	130	133	0	2878
	5.27%	88.27%	6.46%	0.00%	11.71%	81.78%	6.51%	0.00%	39.51%	48.78%	11.71%	0.00%	31.87%	33.68%	34.46%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	29	471	34	0	69	459	33	0	78	100	26	0	64	71	61	0	1495
<b>PEAK HR FACTOR:</b>	0.806	0.920	0.944	0.000	0.908	0.933	0.825	0.000	0.780	0.806	0.929	0.000	0.727	0.888	0.763	0.000	0.968
	0.934				0.923				0.823				0.925				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 4/17/2018

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	
7:00 AM	7	88	5	0	4	81	5	0	5	3	7	0	5	2	5	0	217
7:15 AM	9	91	9	0	7	108	4	0	1	4	8	0	4	5	4	0	254
7:30 AM	7	98	7	0	4	96	4	0	7	8	5	0	12	6	8	0	262
7:45 AM	17	109	9	0	10	133	14	0	7	10	6	0	4	10	9	0	338
8:00 AM	8	99	5	0	11	103	9	0	22	19	8	0	4	22	4	0	314
8:15 AM	9	110	11	0	7	127	14	0	15	33	8	0	8	17	8	0	367
8:30 AM	8	91	13	0	15	99	9	0	11	27	11	0	13	13	12	0	322
8:45 AM	11	101	12	0	9	102	11	0	10	23	6	0	14	6	7	0	312
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	76	787	71	0	67	849	70	0	78	127	59	0	64	81	57	0	2386
	8.14%	84.26%	7.60%	0.00%	6.80%	86.11%	7.10%	0.00%	29.55%	48.11%	22.35%	0.00%	31.68%	40.10%	28.22%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	42	409	38	0	43	462	46	0	55	89	33	0	29	62	33	0	1341
<b>PEAK HR FACTOR :</b>	0.62	0.930	0.731	0.000	0.717	0.868	0.821	0.000	0.625	0.674	0.750	0.000	0.558	0.705	0.688	0.000	0.913
	0.906				0.877				0.790				0.816				

NS/EW Streets:	Main St				Main St				Adams St				Adams St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	
4:00 PM	2	110	9	0	10	111	12	0	27	30	7	0	12	12	21	0	363
4:15 PM	6	102	10	0	20	101	9	0	19	31	5	0	19	26	25	0	373
4:30 PM	5	112	9	0	19	120	10	0	18	31	7	0	13	17	20	0	381
4:45 PM	9	106	9	0	18	111	6	0	25	31	6	0	12	20	12	0	365
5:00 PM	8	122	8	0	17	110	7	0	20	17	6	0	22	14	13	0	364
5:15 PM	7	127	8	0	15	113	10	0	15	21	7	0	17	20	16	0	376
5:30 PM	8	113	7	0	16	118	11	0	21	22	6	0	16	14	15	0	367
5:45 PM	8	88	5	0	11	84	5	0	17	17	4	0	12	7	11	0	269
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	53	880	65	0	126	868	70	0	162	200	48	0	123	130	133	0	2858
	5.31%	88.18%	6.51%	0.00%	11.84%	81.58%	6.58%	0.00%	39.51%	48.78%	11.71%	0.00%	31.87%	33.68%	34.46%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	29	467	34	0	69	454	33	0	78	100	26	0	64	71	61	0	1486
<b>PEAK HR FACTOR :</b>	0.81	0.919	0.944	0.000	0.908	0.946	0.825	0.000	0.780	0.806	0.929	0.000	0.727	0.888	0.763	0.000	0.975
	0.933				0.933				0.823				0.925				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-002  
 Date: 4/17/2018

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	3
7:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	0	18	0	0	0	17	0	0	0	1	0	0	0	0	1	0	37
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	22
<b>PEAK HR FACTOR:</b>	0.000	0.550	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.786

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES:</b>	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
<b>PEAK HR FACTOR:</b>	0.00	0.750	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-002  
 Date: 4/17/2018

### Light Trucks

NS/EW Streets:	Main St				Main St				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	9
7:15 AM	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	1	5	0	0	0	7	1	0	1	0	1	0	0	0	0	0	16
8:00 AM	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	6
8:15 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
8:30 AM	3	2	0	0	0	4	1	0	1	0	0	0	1	1	0	0	13
8:45 AM	0	5	0	0	0	2	1	0	1	0	0	0	0	0	0	0	9
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	5	29	0	0	0	25	3	0	4	1	1	0	1	1	1	0	71
	14.71%	85.29%	0.00%	0.00%	0.00%	89.29%	10.71%	0.00%	66.67%	16.67%	16.67%	0.00%	33.33%	33.33%	33.33%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	4	11	0	0	0	16	2	0	3	1	1	0	1	1	0	0	40
<b>PEAK HR FACTOR:</b>	0.333	0.550	0.000	0.000	0.000	0.571	0.500	0.000	0.750	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.625
	0.625				0.563				0.625				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	1	0	5
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	14	0	0	0	12	0	0	1	0	0	0	1	0	2	0	30
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	6	0	0	0	6	0	0	0	0	0	0	1	0	1	0	14
<b>PEAK HR FACTOR:</b>	0.00	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.875
	0.750				0.500								0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-002  
 Date: 4/17/2018

### Bikes

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	5
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.375

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
City: St Helena

Project ID: 18-08162-002  
Date: 4/17/2018

### Pedestrians (Crosswalks)

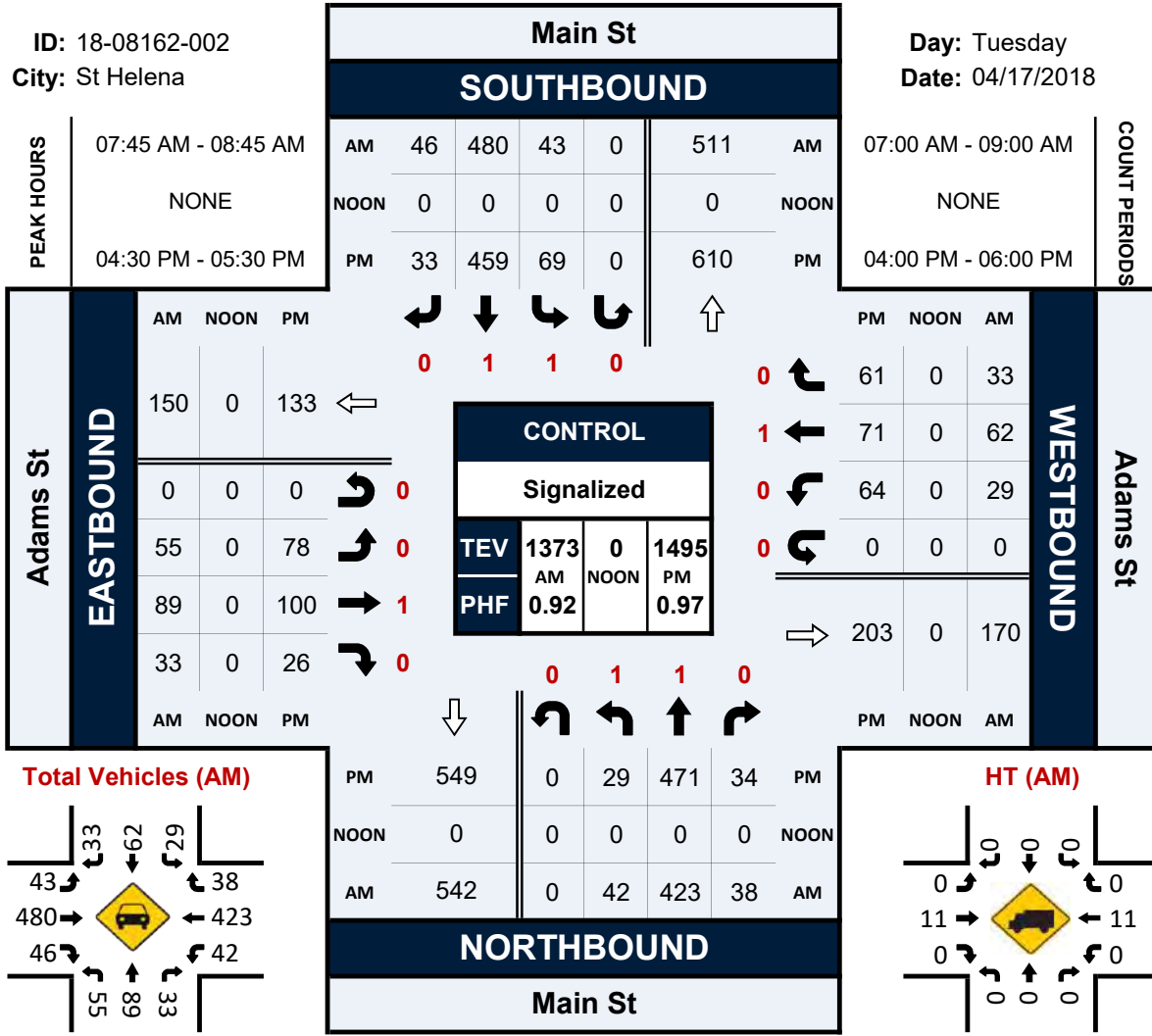
NS/EW Streets:	Main St		Main St		Adams St		Adams St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	1	0	0	3	0	0	5
7:15 AM	0	0	1	2	0	0	0	0	3
7:30 AM	0	0	1	0	0	0	0	1	2
7:45 AM	0	0	2	2	0	0	0	1	5
8:00 AM	0	0	3	1	0	0	2	1	7
8:15 AM	0	0	4	4	0	0	3	2	13
8:30 AM	0	0	7	3	2	0	1	1	14
8:45 AM	3	0	2	3	4	7	2	1	22
<b>TOTAL VOLUMES :</b>	EB 3	WB 1	EB 21	WB 15	NB 6	SB 10	NB 8	SB 7	TOTAL 71
<b>APPROACH %'s :</b>	75.00%	25.00%	58.33%	41.67%	37.50%	62.50%	53.33%	46.67%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	16	10	2	0	6	5	39
<b>PEAK HR FACTOR :</b>			0.571	0.625	0.250	0.250	0.500	0.625	0.696
			0.650				0.550		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	3	7	0	2	7	11	6	1	37
4:15 PM	9	5	8	2	13	4	5	5	51
4:30 PM	6	3	3	6	4	13	2	0	37
4:45 PM	0	1	4	6	9	0	4	4	28
5:00 PM	1	1	8	4	8	5	4	3	34
5:15 PM	2	2	4	6	6	7	1	3	31
5:30 PM	0	0	3	5	4	4	1	1	18
5:45 PM	4	4	1	3	6	6	2	0	26
<b>TOTAL VOLUMES :</b>	EB 25	WB 23	EB 31	WB 34	NB 57	SB 50	NB 25	SB 17	TOTAL 262
<b>APPROACH %'s :</b>	52.08%	47.92%	47.69%	52.31%	53.27%	46.73%	59.52%	40.48%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	9	7	19	22	27	25	11	10	130
<b>PEAK HR FACTOR :</b>	0.375	0.583	0.594	0.917	0.750	0.481	0.688	0.625	0.878
		0.444	0.854		0.765		0.656		

# Main St & Adams St

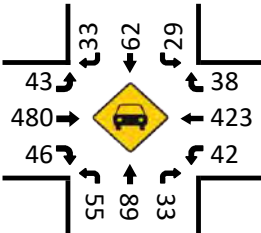
## Peak Hour Turning Movement Count

ID: 18-08162-002  
City: St Helena

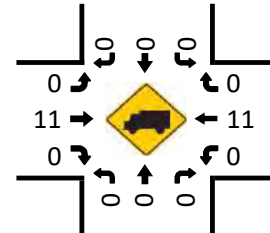
Day: Tuesday  
Date: 04/17/2018



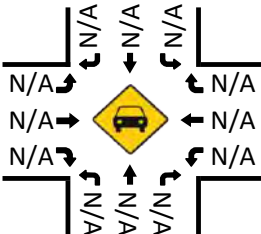
Total Vehicles (AM)



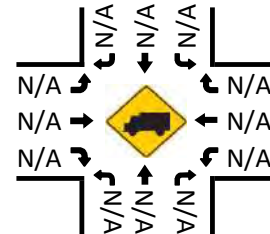
HT (AM)



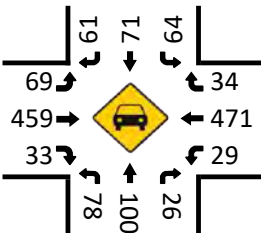
Total Vehicles (Noon)



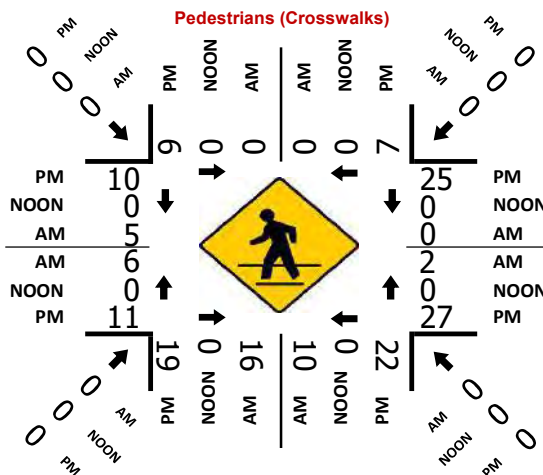
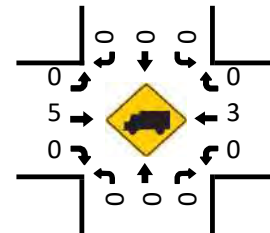
HT (NOON)



Total Vehicles (PM)



HT (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	211
7:15 AM	0	95	15	0	3	90	0	0	0	0	0	0	2	0	6	0	264
7:30 AM	0	114	13	0	6	121	0	0	0	0	0	0	5	0	5	0	263
7:45 AM	0	115	19	0	7	112	0	0	0	0	0	0	2	0	8	0	298
8:00 AM	0	126	23	0	3	132	0	0	0	0	0	0	7	0	7	0	274
8:15 AM	0	118	25	0	8	112	0	0	0	0	0	0	7	0	4	0	295
8:30 AM	0	130	16	0	6	133	0	0	0	0	0	0	6	0	4	0	279
8:45 AM	0	123	26	0	3	117	0	0	0	0	0	0	7	0	3	0	278
	0	123	19	0	8	119	0	0	0	0	0	0	8	0	1	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	944	156	0	44	936	0	0	0	0	0	0	44	0	38	0	2162
	0.00%	85.82%	14.18%	0.00%	4.49%	95.51%	0.00%	0.00%					53.66%	0.00%	46.34%	0.00%	
<b>PEAK HR:</b>	<b>07:45 AM - 08:45 AM</b>																TOTAL
<b>PEAK HR VOL:</b>	0	497	90	0	20	494	0	0	0	0	0	0	27	0	18	0	1146
<b>PEAK HR FACTOR:</b>	0.000	0.956	0.865	0.000	0.625	0.929	0.000	0.000	0.000	0.000	0.000	0.000	0.964	0.000	0.643	0.000	0.961
			0.985				0.924								0.804		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	281
4:15 PM	0	114	26	0	8	122	0	0	0	0	0	0	9	0	2	0	263
4:30 PM	0	114	14	0	5	124	0	0	0	0	0	0	2	0	4	0	300
4:45 PM	0	128	16	0	5	134	0	0	0	0	0	0	10	0	7	0	274
5:00 PM	0	118	17	0	8	117	0	0	0	0	0	0	8	0	6	0	313
5:15 PM	0	136	19	0	4	143	0	0	0	0	0	0	5	0	6	0	306
5:30 PM	0	141	14	1	10	128	0	0	0	0	0	0	8	0	4	0	273
5:45 PM	0	109	13	0	8	131	0	0	0	0	0	0	7	0	5	0	239
	0	103	20	0	4	101	0	0	0	0	0	0	8	0	3	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	963	139	1	52	1000	0	0	0	0	0	0	57	0	37	0	2249
	0.00%	87.31%	12.60%	0.09%	4.94%	95.06%	0.00%	0.00%					60.64%	0.00%	39.36%	0.00%	
<b>PEAK HR:</b>	<b>04:30 PM - 05:30 PM</b>																TOTAL
<b>PEAK HR VOL:</b>	0	523	66	1	27	522	0	0	0	0	0	0	31	0	23	0	1193
<b>PEAK HR FACTOR:</b>	0.000	0.927	0.868	0.250	0.675	0.913	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.000	0.821	0.000	0.953
			0.946				0.934								0.794		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 4/17/2018

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	94	15	0	3	88	0	0	0	0	0	0	2	0	6	0	208
7:15 AM	0	107	13	0	6	118	0	0	0	0	0	0	5	0	5	0	254
7:30 AM	0	112	18	0	7	110	0	0	0	0	0	0	2	0	8	0	257
7:45 AM	0	124	23	0	3	128	0	0	0	0	0	0	7	0	7	0	292
8:00 AM	0	115	25	0	7	105	0	0	0	0	0	0	7	0	4	0	263
8:15 AM	0	124	16	0	6	132	0	0	0	0	0	0	6	0	4	0	288
8:30 AM	0	121	26	0	3	112	0	0	0	0	0	0	7	0	3	0	272
8:45 AM	0	120	19	0	8	115	0	0	0	0	0	0	5	0	1	0	268
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	917	155	0	43	908	0	0	0	0	0	0	41	0	38	0	2102
<b>APPROACH %'s :</b>	0.00%	85.54%	14.46%	0.00%	4.52%	95.48%	0.00%	0.00%					51.90%	0.00%	48.10%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	0	484	90	0	19	477	0	0	0	0	0	0	27	0	18	0	1115
<b>PEAK HR FACTOR :</b>	0.00	0.976	0.865	0.000	0.679	0.903	0.000	0.000	0.000	0.000	0.000	0.000	0.964	0.000	0.643	0.000	0.955
			0.976				0.899								0.804		

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	114	26	0	8	120	0	0	0	0	0	0	9	0	2	0	279
4:15 PM	0	114	14	0	5	122	0	0	0	0	0	0	2	0	4	0	261
4:30 PM	0	126	15	0	5	131	0	0	0	0	0	0	10	0	7	0	294
4:45 PM	0	117	17	0	8	117	0	0	0	0	0	0	8	0	6	0	273
5:00 PM	0	136	19	0	4	141	0	0	0	0	0	0	5	0	6	0	311
5:15 PM	0	140	14	1	10	128	0	0	0	0	0	0	8	0	4	0	305
5:30 PM	0	107	13	0	8	129	0	0	0	0	0	0	7	0	5	0	269
5:45 PM	0	101	20	0	4	100	0	0	0	0	0	0	8	0	3	0	236
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	955	138	1	52	988	0	0	0	0	0	0	57	0	37	0	2228
<b>APPROACH %'s :</b>	0.00%	87.29%	12.61%	0.09%	5.00%	95.00%	0.00%	0.00%					60.64%	0.00%	39.36%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	519	65	1	27	517	0	0	0	0	0	0	31	0	23	0	1183
<b>PEAK HR FACTOR :</b>	0.00	0.927	0.855	0.250	0.675	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.000	0.821	0.000	0.951
			0.944				0.938								0.794		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 4/17/2018

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	6
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	18	1	0	1	16	0	0	0	0	0	0	3	0	0	0	39
<b>PEAK HR:</b>	07:45 AM - 08:45 AM				5.88%	94.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
<b>PEAK HR VOL:</b>	0	10	0	0	1	9	0	0	0	0	0	0	0	0	0	0	20
<b>PEAK HR FACTOR:</b>	0.000	0.417	0.000	0.000	0.250	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.714
	0.417				0.500												

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	7	1	0	0	9	0	0	0	0	0	0	0	0	0	0	17
<b>PEAK HR:</b>	04:30 PM - 05:30 PM				0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>PEAK HR VOL:</b>	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	9
<b>PEAK HR FACTOR:</b>	0.00	0.750	0.250	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450
	0.500				0.417												



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Hunt Ave  
 City: St Helena  
 Control: 1-Way Stop (WB)

Project ID: 18-08162-003  
 Date: 4/17/2018

### Medium Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0
7:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s:</b>	0	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	21	
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.688	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL	
<b>PEAK HR VOL:</b>	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	11	
<b>PEAK HR FACTOR:</b>	0.000	0.750	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	
	0.750				0.667													

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.250
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR:</b>	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 4/17/2018

### Light Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	6	1	0	0	1	0	0	1	1	0	0	0	1	0	0	9
7:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	1	0	13
8:00 AM	0	3	1	0	0	3	0	0	0	0	0	0	1	0	0	0	8
8:15 AM	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	0	5
8:30 AM	0	1	1	0	0	4	0	0	0	0	0	0	2	0	1	0	9
8:45 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	83.78%	16.22%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	71.43%	0.00%	28.57%	0.00%	71
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	10	3	0	0	16	0	0	0	0	0	0	4	0	2	0	35
<b>PEAK HR FACTOR:</b>	0.000	0.625	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.673
	0.813				0.500								0.500				

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	3	1	0	0	1	0	0	1	1	0	0	0	1	0	0	7
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	88.24%	11.76%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	32
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	9	1	0	0	7	0	0	0	0	0	0	1	0	0	0	18
<b>PEAK HR FACTOR:</b>	0.00	0.750	0.250	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750
	0.625				0.583								0.250				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Hunt Ave  
City: St Helena

Project ID: 18-08162-003  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Hunt Ave		Hunt Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	0	0	0	1	1	3
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	2	2	6	10
8:00 AM	1	0	0	0	0	3	1	2	7
8:15 AM	1	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	3	1	4
8:45 AM	2	11	0	1	0	0	0	3	17
<b>TOTAL VOLUMES :</b>	EB 6	WB 12	EB 0	WB 1	NB 0	SB 5	NB 8	SB 14	TOTAL 46
<b>APPROACH %'s :</b>	33.33%	66.67%	0.00%	100.00%	0.00%	100.00%	36.36%	63.64%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	2	0	0	0	0	5	6	10	23
<b>PEAK HR FACTOR :</b>	0.500					0.417	0.500	0.417	0.575
		0.500				0.417		0.500	
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	11	14	0	1	3	2	7	4	42
4:15 PM	12	8	0	0	7	2	7	3	39
4:30 PM	10	8	0	1	2	1	7	0	29
4:45 PM	9	7	0	0	1	0	12	5	34
5:00 PM	7	4	0	0	5	0	3	5	24
5:15 PM	5	4	0	0	2	1	5	0	17
5:30 PM	4	10	0	0	0	3	1	3	21
5:45 PM	7	9	0	0	0	3	12	1	32
<b>TOTAL VOLUMES :</b>	EB 65	WB 64	EB 0	WB 2	NB 20	SB 12	NB 54	SB 21	TOTAL 238
<b>APPROACH %'s :</b>	50.39%	49.61%	0.00%	100.00%	62.50%	37.50%	72.00%	28.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	31	23	0	1	10	2	27	10	104
<b>PEAK HR FACTOR :</b>	0.775	0.719		0.250	0.500	0.500	0.563	0.500	0.765
		0.750		0.250		0.600		0.544	



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
7:00 AM	4	103	9	0	6	87	0	0	0	0	13	0	20	3	10	0				255
7:15 AM	13	120	7	0	7	98	1	0	0	0	25	0	26	3	14	0				314
7:30 AM	25	145	9	0	10	103	2	0	0	0	19	0	39	6	12	0				370
7:45 AM	25	139	9	0	7	119	2	0	0	0	33	0	53	6	21	0				414
8:00 AM	20	129	10	0	23	105	1	0	0	0	54	0	60	11	46	0				459
8:15 AM	15	137	8	0	25	135	0	0	0	0	43	0	30	9	34	0				436
8:30 AM	17	140	23	0	21	100	1	0	0	0	38	0	32	7	21	0				400
8:45 AM	17	143	10	0	21	99	2	0	0	0	32	0	42	6	17	0				389
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				TOTAL
<b>APPROACH %'s:</b>	136	1056	85	0	120	846	9	0	0	0	257	0	302	51	175	0				3037
	10.65%	82.69%	6.66%	0.00%	12.31%	86.77%	0.92%	0.00%	0.00%	0.00%	100.00%	0.00%	57.20%	9.66%	33.14%	0.00%				
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																			TOTAL
<b>PEAK HR VOL:</b>	77	545	50	0	76	459	4	0	0	0	168	0	175	33	122	0				1709
<b>PEAK HR FACTOR:</b>	0.770	0.973	0.543	0.000	0.760	0.850	0.500	0.000	0.000	0.000	0.778	0.000	0.729	0.750	0.663	0.000				0.931
			0.933				0.842				0.778				0.705					
PM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	11	135	13	0	22	118	1	0	0	0	43	0	40	0	28	0				411
4:15 PM	23	126	13	0	25	116	0	0	0	0	42	0	41	10	34	0				430
4:30 PM	21	138	10	0	25	133	0	0	0	0	57	0	39	10	21	0				454
4:45 PM	18	126	13	0	21	109	0	0	0	0	36	0	33	8	23	0				387
5:00 PM	19	143	14	0	14	133	0	0	0	0	44	0	33	7	22	0				429
5:15 PM	25	142	14	0	25	138	4	0	0	0	54	0	34	1	25	0				462
5:30 PM	24	125	13	0	25	131	4	0	0	0	38	0	51	6	21	0				438
5:45 PM	28	112	18	0	16	91	0	0	0	0	33	0	23	10	26	0				357
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				TOTAL
<b>APPROACH %'s:</b>	169	1047	108	0	173	969	9	0	0	0	347	0	294	52	200	0				3368
	12.76%	79.08%	8.16%	0.00%	15.03%	84.19%	0.78%	0.00%	0.00%	0.00%	100.00%	0.00%	53.85%	9.52%	36.63%	0.00%				
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																			TOTAL
<b>PEAK HR VOL:</b>	83	549	51	0	85	513	4	0	0	0	191	0	139	26	91	0				1732
<b>PEAK HR FACTOR:</b>	0.830	0.960	0.911	0.000	0.850	0.929	0.250	0.000	0.000	0.000	0.838	0.000	0.891	0.650	0.910	0.000				0.937
			0.943				0.901				0.838				0.914					

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 4/17/2018

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	
7:00 AM	4	102	9	0	6	85	0	0	0	0	12	0	20	3	10	0	251
7:15 AM	13	113	7	0	7	96	1	0	0	0	25	0	26	3	14	0	305
7:30 AM	24	142	9	0	10	100	2	0	0	0	19	0	39	6	11	0	362
7:45 AM	24	137	9	0	7	115	1	0	0	0	33	0	52	6	21	0	405
8:00 AM	20	126	10	0	22	102	0	0	0	0	54	0	60	11	46	0	451
8:15 AM	15	131	8	0	25	133	0	0	0	0	43	0	30	9	34	0	428
8:30 AM	17	138	23	0	21	95	1	0	0	0	38	0	32	7	21	0	393
8:45 AM	17	139	10	0	21	93	1	0	0	0	32	0	42	6	16	0	377
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	134	1028	85	0	119	819	6	0	0	0	256	0	301	51	173	0	2972
	10.75%	82.44%	6.82%	0.00%	12.61%	86.76%	0.64%	0.00%	0.00%	0.00%	100.00%	0.00%	57.33%	9.71%	32.95%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	76	532	50	0	75	445	2	0	0	0	168	0	174	33	122	0	1677
<b>PEAK HR FACTOR :</b>	0.79	0.964	0.543	0.000	0.750	0.836	0.500	0.000	0.000	0.000	0.778	0.000	0.725	0.750	0.663	0.000	0.930
	0.924				0.826				0.778				0.703				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR	1 WU	
4:00 PM	11	135	13	0	22	116	1	0	0	0	43	0	40	0	28	0	409
4:15 PM	23	126	13	0	25	115	0	0	0	0	42	0	41	10	34	0	429
4:30 PM	21	135	10	0	25	129	0	0	0	0	57	0	39	10	21	0	447
4:45 PM	18	125	13	0	21	109	0	0	0	0	36	0	33	8	23	0	386
5:00 PM	19	143	14	0	14	131	0	0	0	0	44	0	33	7	22	0	427
5:15 PM	25	141	14	0	25	138	4	0	0	0	54	0	34	1	25	0	461
5:30 PM	24	123	13	0	25	129	4	0	0	0	38	0	51	6	21	0	434
5:45 PM	28	110	18	0	16	90	0	0	0	0	33	0	23	10	26	0	354
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	169	1038	108	0	173	957	9	0	0	0	347	0	294	52	200	0	3347
	12.85%	78.94%	8.21%	0.00%	15.19%	84.02%	0.79%	0.00%	0.00%	0.00%	100.00%	0.00%	53.85%	9.52%	36.63%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	83	544	51	0	85	507	4	0	0	0	191	0	139	26	91	0	1721
<b>PEAK HR FACTOR :</b>	0.83	0.951	0.911	0.000	0.850	0.918	0.250	0.000	0.000	0.000	0.838	0.000	0.891	0.650	0.910	0.000	0.933
	0.942				0.892				0.838				0.914				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-004  
 Date: 4/17/2018

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
7:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	40
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	20
<b>PEAK HR FACTOR:</b>	0.000	0.417	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.714
	0.417				0.625												

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	17
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
<b>PEAK HR FACTOR:</b>	0.00	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.500				0.375												





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-004  
 Date: 4/17/2018

### Light Trucks

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	7
7:15 AM	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
7:30 AM	0	1	0	0	0	4	0	0	0	0	1	0	0	0	0	0	6
7:45 AM	0	8	1	0	0	5	0	0	0	0	1	0	1	0	0	0	16
8:00 AM	0	4	0	0	0	7	0	0	0	0	2	0	0	1	0	0	14
8:15 AM	0	3	1	0	0	5	0	0	0	0	2	0	0	0	0	0	11
8:30 AM	1	5	0	0	1	2	0	0	0	0	2	0	2	0	0	0	13
8:45 AM	1	2	0	0	1	5	0	0	0	0	2	0	0	0	0	0	10
8:45 AM	2	9	0	0	0	5	0	0	0	0	1	0	2	0	0	0	19
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	4	38	2	0	1	33	0	0	0	0	12	0	5	1	0	0	96
	9.09%	86.36%	4.55%	0.00%	2.94%	97.06%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	83.33%	16.67%	0.00%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	2	14	1	0	1	19	0	0	0	0	8	0	2	1	0	0	48
<b>PEAK HR FACTOR:</b>	0.500	0.700	0.250	0.000	0.250	0.679	0.000	0.000	0.000	0.000	1.000	0.000	0.250	0.250	0.000	0.000	0.857
	0.708				0.714				1.000				0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	9
4:15 PM	0	5	0	0	0	1	0	0	0	0	1	0	2	0	0	0	3
4:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	1	0	1	0	6
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
5:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1	0	6
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	4
5:45 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	15	0	0	1	13	0	0	0	0	2	0	4	0	3	0	38
	0.00%	100.00%	0.00%	0.00%	7.14%	92.86%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	57.14%	0.00%	42.86%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	7	0	0	0	7	0	0	0	0	1	0	1	0	2	0	18
<b>PEAK HR FACTOR:</b>	0.00	0.583	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.750
	0.583				0.583				0.250				0.375				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-004  
 Date: 4/17/2018

### Bikes

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	1	0	1	1	0	0	1	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	7
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	1	0	1	0	0	0	0	0	0	0	1	0	2	0	5
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.417
	0.250				0.250								0.375				

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	12
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	1	0	0	2	1	0	0	0	0	0	0	0	0	1	0	5
<b>PEAK HR FACTOR:</b>	0.00	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625
	0.250				0.750								0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
City: St Helena

Project ID: 18-08162-004  
Date: 4/17/2018

### Pedestrians (Crosswalks)

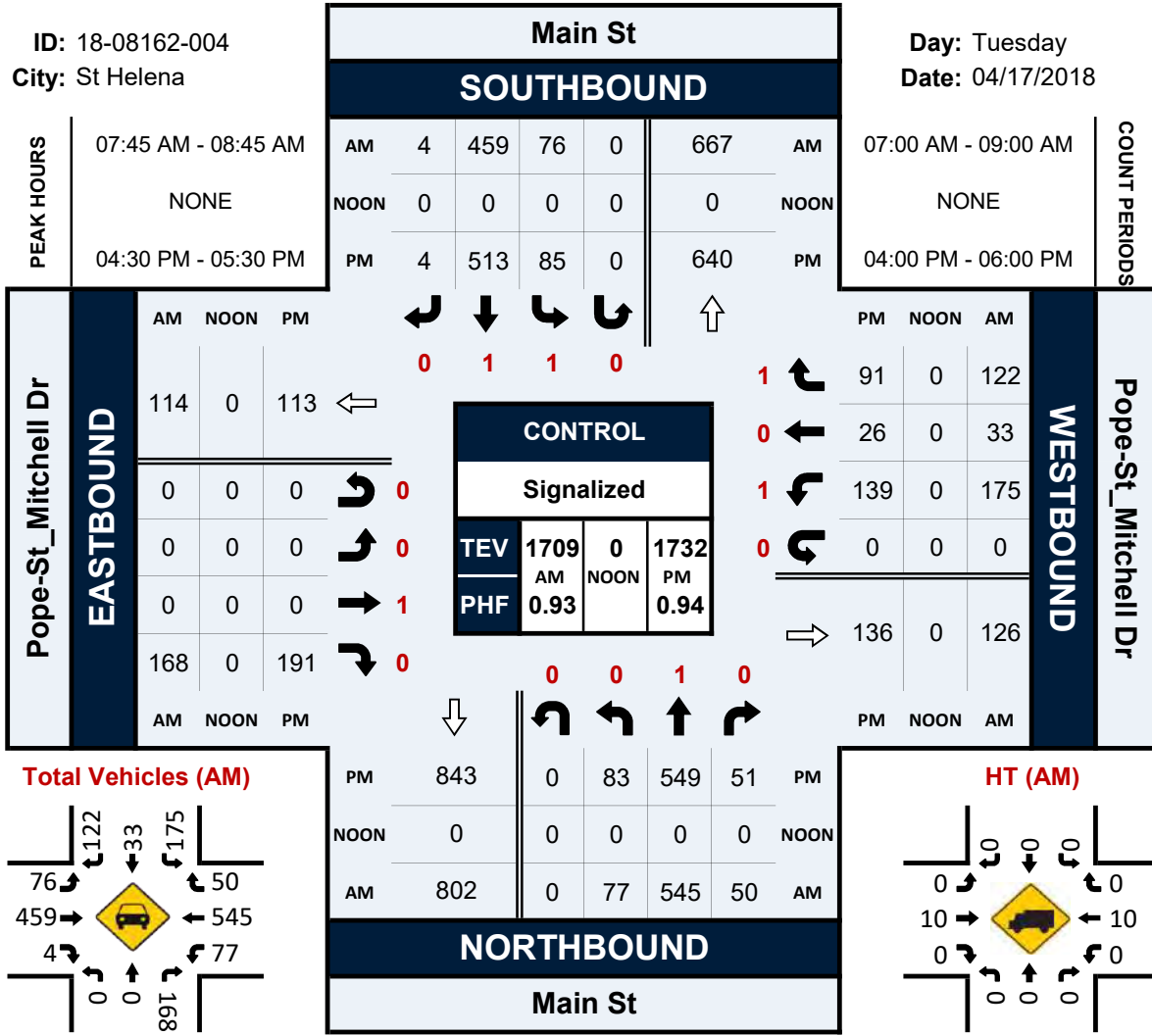
NS/EW Streets:	Main St		Main St		Pope-St_Mitchell Dr		Pope-St_Mitchell Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	2	1	0	0	2	4	10
7:15 AM	1	0	0	0	0	0	2	4	7
7:30 AM	0	0	0	0	0	0	1	0	1
7:45 AM	1	0	3	5	0	0	2	1	12
8:00 AM	0	0	2	1	0	0	1	1	5
8:15 AM	1	0	0	1	0	0	2	1	5
8:30 AM	1	0	2	6	0	0	1	2	12
8:45 AM	2	1	3	5	1	0	1	3	16
<b>TOTAL VOLUMES :</b>	EB 6	WB 2	EB 12	WB 19	NB 1	SB 0	NB 12	SB 16	TOTAL 68
<b>APPROACH %'s :</b>	75.00%	25.00%	38.71%	61.29%	100.00%	0.00%	42.86%	57.14%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	3	0	7	13	0	0	6	5	34
<b>PEAK HR FACTOR :</b>	0.750		0.583	0.542			0.750	0.625	0.708
	0.750		0.625				0.917		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	1	0	0	0	0	3	2	7
4:15 PM	3	1	0	0	0	0	3	1	8
4:30 PM	2	3	0	0	0	0	1	4	10
4:45 PM	4	2	0	2	0	0	4	3	15
5:00 PM	0	0	0	0	0	0	3	3	6
5:15 PM	1	0	0	1	0	0	5	5	12
5:30 PM	3	0	0	0	0	0	7	3	13
5:45 PM	0	0	1	1	0	0	1	3	6
<b>TOTAL VOLUMES :</b>	EB 14	WB 7	EB 1	WB 4	NB 0	SB 0	NB 27	SB 24	TOTAL 77
<b>APPROACH %'s :</b>	66.67%	33.33%	20.00%	80.00%			52.94%	47.06%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	7	5	0	3	0	0	13	15	43
<b>PEAK HR FACTOR :</b>	0.438	0.417		0.375			0.650	0.750	0.717
	0.500		0.375				0.700		

# Main St & Pope-St\_Mitchell Dr

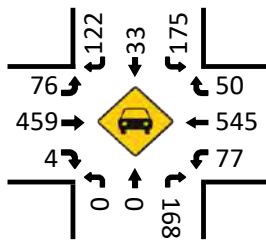
## Peak Hour Turning Movement Count

ID: 18-08162-004  
City: St Helena

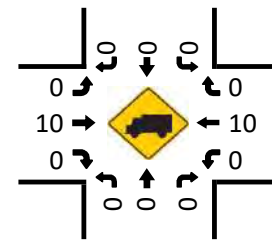
Day: Tuesday  
Date: 04/17/2018



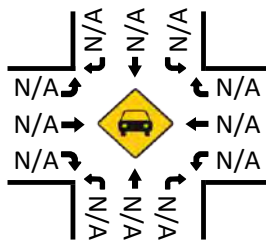
Total Vehicles (AM)



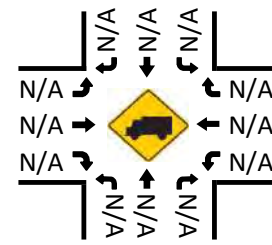
HT (AM)



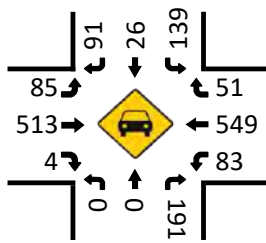
Total Vehicles (Noon)



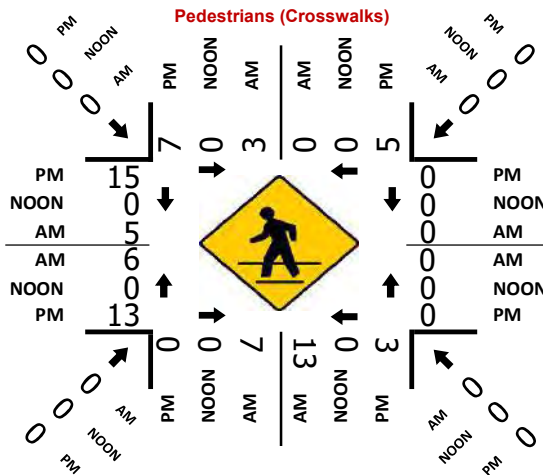
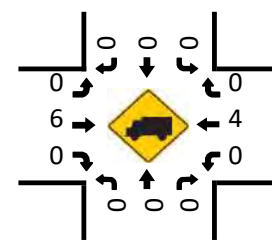
HT (NOON)



Total Vehicles (PM)



HT (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Fulton Ln  
**City:** St Helena  
**Control:** 1-Way Stop (NB)

**Project ID:** 18-08162-005  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	20
7:15 AM	2	1	4	0	0	0	0	0	0	2	5	0	1	5	0	0	23
7:30 AM	7	0	0	0	0	0	0	0	0	4	8	0	2	2	0	0	32
7:45 AM	14	1	0	0	0	2	0	0	0	2	10	0	3	0	0	0	48
8:00 AM	22	0	0	0	0	0	0	0	0	3	20	0	0	3	0	0	71
8:15 AM	33	0	2	0	0	0	0	0	0	4	27	0	1	4	0	0	87
8:30 AM	30	0	1	0	0	0	0	0	0	0	50	0	3	3	0	0	49
8:45 AM	22	0	6	0	0	0	0	0	0	4	13	0	1	3	0	0	82
8:45 AM	24	0	3	0	0	0	1	0	0	5	40	0	5	4	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	154	2	16	0	0	2	1	0	0	24	173	0	16	24	0	0	412
	89.53%	1.16%	9.30%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	12.18%	87.82%	0.00%	40.00%	60.00%	0.00%	0.00%	
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	109	0	12	0	0	0	1	0	0	13	130	0	10	14	0	0	289
<b>PEAK HR FACTOR:</b>	0.826	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.650	0.650	0.000	0.500	0.875	0.000	0.000	0.830
	0.864				0.250				0.715				0.667				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	74
4:15 PM	42	0	1	0	0	0	0	0	0	2	22	0	3	4	0	0	97
4:30 PM	53	0	2	0	0	0	0	0	0	6	31	0	0	5	0	0	68
4:45 PM	39	0	0	0	0	0	0	0	0	2	22	0	3	2	0	0	69
4:45 PM	47	0	1	0	0	0	0	0	2	1	15	0	1	2	0	0	87
5:00 PM	52	0	3	0	0	0	1	0	0	0	26	0	1	4	0	0	69
5:15 PM	46	0	2	0	0	0	0	0	0	0	19	0	1	1	0	0	67
5:30 PM	43	0	1	0	0	0	0	0	0	5	11	0	4	3	0	0	38
5:45 PM	17	0	3	0	0	0	0	0	0	1	15	0	1	1	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	339	0	13	0	0	0	1	0	2	17	161	0	14	22	0	0	569
	96.31%	0.00%	3.69%	0.00%	0.00%	0.00%	100.00%	0.00%	1.11%	9.44%	89.44%	0.00%	38.89%	61.11%	0.00%	0.00%	
<b>PEAK HR:</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	191	0	6	0	0	0	1	0	2	9	94	0	5	13	0	0	321
<b>PEAK HR FACTOR:</b>	0.901	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.375	0.758	0.000	0.417	0.650	0.000	0.000	0.827
	0.895				0.250				0.709				0.900				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Fulton Ln  
City: St Helena

Project ID: 18-08162-005  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Railroad Ave		Railroad Ave		Fulton Ln		Fulton Ln		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	1	0	1	0	0	0	2
8:45 AM	0	0	1	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	2	0	1	1	0	1	5
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								
<b>PEAK HR VOL :</b>	0	0	2	0	1	0	0	1	4
<b>PEAK HR FACTOR :</b>			0.500	0	0.250	0	0	0.250	0.500
			0.500		0.250		0.250		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	2	2	1	0	1	0	6
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								
<b>PEAK HR VOL :</b>	0	0	1	1	1	0	0	0	3
<b>PEAK HR FACTOR :</b>			0.250	0.250	0.250	0	0	0	0.750
			0.500		0.250				

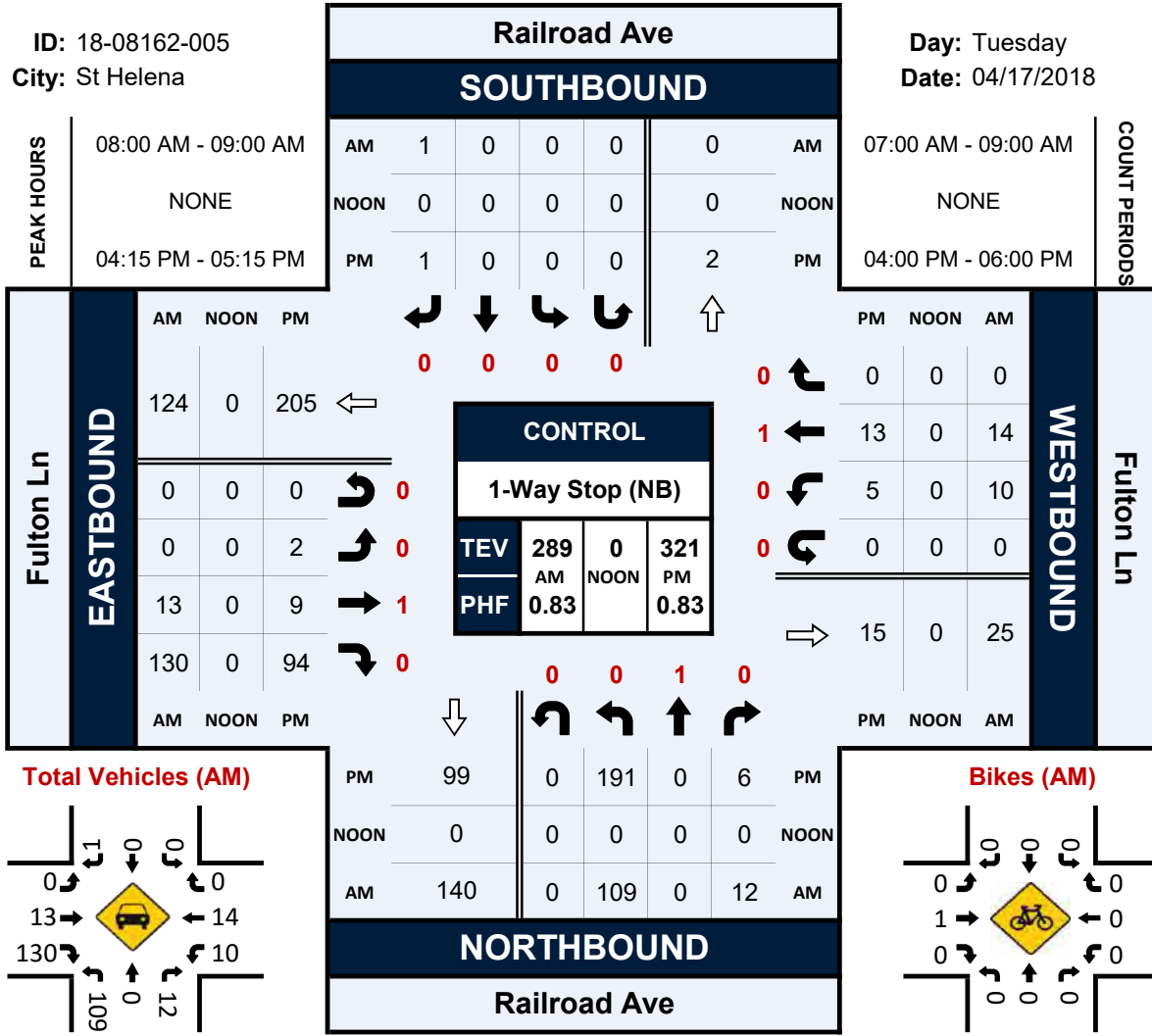


# Railroad Ave & Fulton Ln

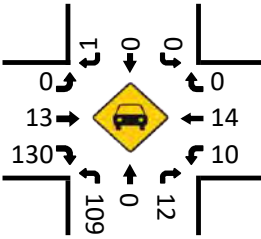
## Peak Hour Turning Movement Count

ID: 18-08162-005  
City: St Helena

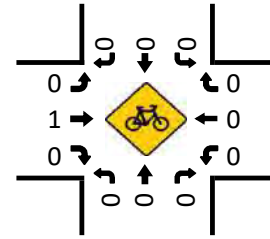
Day: Tuesday  
Date: 04/17/2018



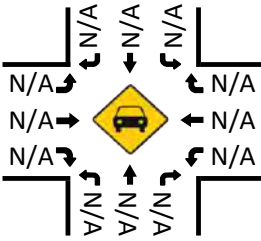
Total Vehicles (AM)



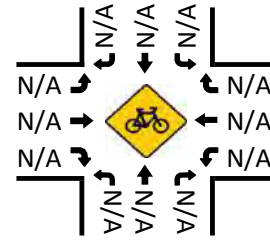
Bikes (AM)



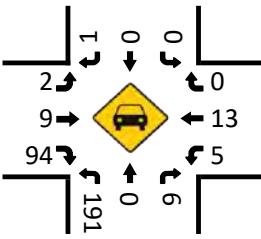
Total Vehicles (Noon)



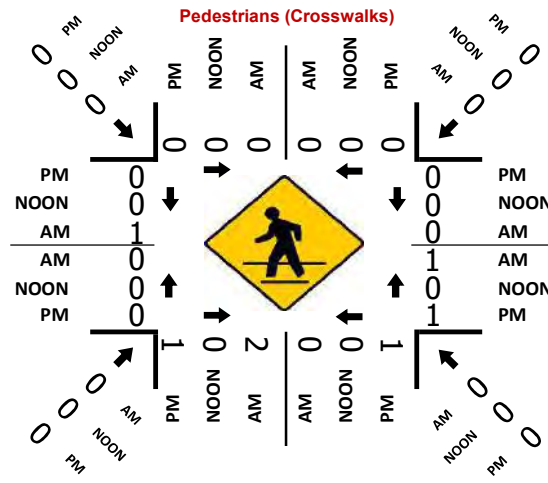
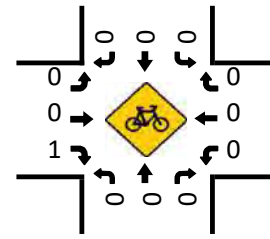
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Adams St  
**City:** St Helena  
**Control:** 4-Way Stop

**Project ID:** 18-08162-006  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	6	7	0	5	2	3	0	1	6	1	0	0	5	2	0	43
7:15 AM	4	4	8	0	3	6	1	0	1	15	4	0	1	5	3	0	55
7:30 AM	5	12	12	0	9	3	4	0	1	14	6	0	1	13	5	0	85
7:45 AM	15	14	14	0	11	6	3	0	1	21	14	0	3	9	9	0	120
8:00 AM	14	37	14	0	12	17	2	0	4	10	14	0	6	9	8	0	147
8:15 AM	28	25	15	0	19	26	4	0	6	21	23	0	3	8	8	0	186
8:30 AM	19	20	14	0	5	8	3	0	7	30	21	0	1	15	10	0	153
8:45 AM	10	19	12	0	23	14	3	0	1	29	12	0	5	15	8	0	151
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	100	137	96	0	87	82	23	0	22	146	95	0	20	79	53	0	940
<b>APPROACH %'s:</b>	30.03%	41.14%	28.83%	0.00%	45.31%	42.71%	11.98%	0.00%	8.37%	55.51%	36.12%	0.00%	13.16%	51.97%	34.87%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																
<b>PEAK HR VOL:</b>	71	101	55	0	59	65	12	0	18	90	70	0	15	47	34	0	637
<b>PEAK HR FACTOR:</b>	0.634	0.682	0.917	0.000	0.641	0.625	0.750	0.000	0.643	0.750	0.761	0.000	0.625	0.783	0.850	0.000	0.856
	0.835				0.694				0.767				0.857				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	15	7	0	15	15	5	0	7	30	13	0	4	35	23	0	185
4:15 PM	17	21	4	0	20	18	9	0	5	28	25	0	8	37	27	0	219
4:30 PM	18	18	9	0	12	17	7	0	1	34	26	0	17	35	23	0	217
4:45 PM	12	25	11	0	8	8	2	0	4	34	20	0	13	29	25	0	191
5:00 PM	8	24	5	0	11	29	8	0	5	25	14	0	19	39	21	0	208
5:15 PM	9	21	1	0	5	15	2	0	2	29	10	0	8	29	28	0	159
5:30 PM	8	18	4	0	6	13	1	0	1	29	15	0	12	28	25	0	160
5:45 PM	9	3	4	0	11	4	6	0	2	16	11	0	3	19	18	0	106
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	97	145	45	0	88	119	40	0	27	225	134	0	84	251	190	0	1445
<b>APPROACH %'s:</b>	33.80%	50.52%	15.68%	0.00%	35.63%	48.18%	16.19%	0.00%	6.99%	58.29%	34.72%	0.00%	16.00%	47.81%	36.19%	0.00%	
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																
<b>PEAK HR VOL:</b>	55	88	29	0	51	72	26	0	15	121	85	0	57	140	96	0	835
<b>PEAK HR FACTOR:</b>	0.764	0.880	0.659	0.000	0.638	0.621	0.722	0.000	0.750	0.890	0.817	0.000	0.750	0.897	0.889	0.000	0.953
	0.896				0.776				0.906				0.927				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Adams St  
**City:** St Helena  
**Control:** 4-Way Stop

**Project ID:** 18-08162-006  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Railroad Ave				Railroad Ave				Adams St				Adams St				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
	0.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Adams St  
City: St Helena

Project ID: 18-08162-006  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Railroad Ave		Railroad Ave		Adams St		Adams St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	2	0	0	0	0	2
7:15 AM	0	0	0	1	0	1	0	0	2
7:30 AM	1	0	0	0	0	1	1	0	3
7:45 AM	0	1	2	1	0	0	0	0	4
8:00 AM	2	0	1	1	0	0	0	0	4
8:15 AM	0	0	3	0	1	1	0	2	7
8:30 AM	2	0	1	3	0	0	0	0	6
8:45 AM	1	1	1	0	0	2	0	1	6
<b>TOTAL VOLUMES :</b>	EB 6	WB 2	EB 8	WB 8	NB 1	SB 5	NB 1	SB 3	<b>TOTAL</b> 34
<b>APPROACH %'s :</b>	75.00%	25.00%	50.00%	50.00%	16.67%	83.33%	25.00%	75.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	5	1	6	4	1	3	0	3	<b>TOTAL</b> 23
<b>PEAK HR FACTOR :</b>	0.625	0.250	0.500	0.333	0.250	0.375		0.375	<b>TOTAL</b> 0.821
	0.750		0.625		0.500		0.375		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	3	3	0	0	3	0	10
4:15 PM	6	2	1	1	2	3	0	5	20
4:30 PM	1	3	2	3	0	1	0	0	10
4:45 PM	1	0	2	5	0	0	0	0	8
5:00 PM	4	2	1	1	0	1	1	1	11
5:15 PM	1	1	1	1	0	0	1	0	5
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	0	1	0	1	4
<b>TOTAL VOLUMES :</b>	EB 13	WB 9	EB 10	WB 16	NB 2	SB 6	NB 5	SB 7	<b>TOTAL</b> 68
<b>APPROACH %'s :</b>	59.09%	40.91%	38.46%	61.54%	25.00%	75.00%	41.67%	58.33%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	12	7	6	10	2	5	1	6	<b>TOTAL</b> 49
<b>PEAK HR FACTOR :</b>	0.500	0.583	0.750	0.500	0.250	0.417	0.250	0.300	<b>TOTAL</b> 0.613
	0.594		0.571		0.350		0.350		



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-007  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	2	1	0	0	8	8	1	0	1	8	12	0	41
7:15 AM	1	0	1	0	10	0	0	0	8	7	4	0	0	9	10	0	50
7:30 AM	0	0	1	0	8	2	0	0	11	9	2	0	1	10	15	0	59
7:45 AM	1	0	0	0	18	1	0	0	9	16	2	0	0	13	38	0	98
8:00 AM	1	0	3	0	29	1	1	0	11	17	4	0	0	11	49	0	127
8:15 AM	3	1	1	0	49	1	1	0	12	12	3	0	1	4	61	0	149
8:30 AM	1	2	1	0	24	1	4	0	15	12	5	0	1	6	41	0	113
8:45 AM	0	0	5	0	30	1	4	0	12	10	1	0	1	7	32	0	103
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	7	3	12	0	170	8	10	0	86	91	22	0	5	68	258	0	740
	31.82%	13.64%	54.55%	0.00%	90.43%	4.26%	5.32%	0.00%	43.22%	45.73%	11.06%	0.00%	1.51%	20.54%	77.95%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	5	3	10	0	132	4	10	0	50	51	13	0	3	28	183	0	492
<b>PEAK HR FACTOR:</b>	0.417	0.375	0.500	0.000	0.673	1.000	0.625	0.000	0.833	0.750	0.650	0.000	0.750	0.636	0.750	0.000	0.826
	0.900				0.716				0.891				0.811				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	26	4	4	0	9	23	1	0	0	7	28	0	108
4:15 PM	1	3	2	0	40	4	0	0	5	17	0	0	0	6	34	0	110
4:30 PM	1	4	2	0	56	2	7	0	7	12	2	0	0	9	36	0	138
4:45 PM	2	0	3	0	34	0	6	0	6	21	0	0	1	5	35	0	113
5:00 PM	0	2	1	0	55	0	3	0	3	17	1	0	1	9	30	0	122
5:15 PM	0	1	1	0	34	0	4	0	2	25	1	0	0	6	25	0	99
5:30 PM	2	2	3	0	43	0	2	0	3	13	0	0	3	12	26	0	109
5:45 PM	1	1	4	0	21	0	3	0	5	21	2	0	2	8	8	0	76
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	7	17	16	0	309	10	29	0	40	149	7	0	7	62	222	0	875
	17.50%	42.50%	40.00%	0.00%	88.79%	2.87%	8.33%	0.00%	20.41%	76.02%	3.57%	0.00%	2.41%	21.31%	76.29%	0.00%	
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	3	10	6	0	185	6	16	0	21	67	3	0	2	29	135	0	483
<b>PEAK HR FACTOR:</b>	0.375	0.625	0.500	0.000	0.826	0.375	0.571	0.000	0.750	0.798	0.375	0.000	0.500	0.806	0.938	0.000	0.875
	0.679				0.796				0.843				0.922				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-007  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Railroad Ave				Railroad Ave				Hunt Ave				Hunt Ave				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

NS/EW Streets:	Railroad Ave				Railroad Ave				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	5
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Hunt Ave  
City: St Helena

Project ID: 18-08162-007  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Railroad Ave		Railroad Ave		Hunt Ave		Hunt Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	1	0	0	0	0	0	0	2
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	0	0	0	0	0	2
7:45 AM	0	5	0	1	0	0	0	0	6
8:00 AM	0	5	0	5	1	0	0	0	11
8:15 AM	0	2	1	2	1	0	0	0	6
8:30 AM	3	1	0	0	0	0	0	0	4
8:45 AM	4	0	0	7	0	2	0	0	13
<b>TOTAL VOLUMES :</b>	EB 9	WB 16	EB 1	WB 15	NB 2	SB 2	NB 0	SB 0	<b>TOTAL 45</b>
<b>APPROACH %'s :</b>	36.00%	64.00%	6.25%	93.75%	50.00%	50.00%			
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	7	8	1	14	2	2	0	0	<b>34</b>
<b>PEAK HR FACTOR :</b>	0.438	0.400	0.250	0.500	0.500	0.250			<b>0.654</b>
	0.750		0.536		0.500				
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	8	3	3	4	1	0	0	0	19
4:15 PM	4	6	0	0	1	1	0	1	13
4:30 PM	3	4	0	0	0	1	5	1	14
4:45 PM	6	0	0	0	0	0	0	0	6
5:00 PM	3	5	1	0	2	0	0	0	11
5:15 PM	3	7	0	0	1	0	1	1	13
5:30 PM	8	2	1	0	0	0	0	0	11
5:45 PM	6	0	3	0	0	0	0	1	10
<b>TOTAL VOLUMES :</b>	EB 41	WB 27	EB 8	WB 4	NB 5	SB 2	NB 6	SB 4	<b>TOTAL 97</b>
<b>APPROACH %'s :</b>	60.29%	39.71%	66.67%	33.33%	71.43%	28.57%	60.00%	40.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	16	15	1	0	3	2	5	2	<b>44</b>
<b>PEAK HR FACTOR :</b>	0.667	0.625	0.250		0.375	0.500	0.250	0.500	<b>0.786</b>
	0.775		0.250		0.625		0.292		

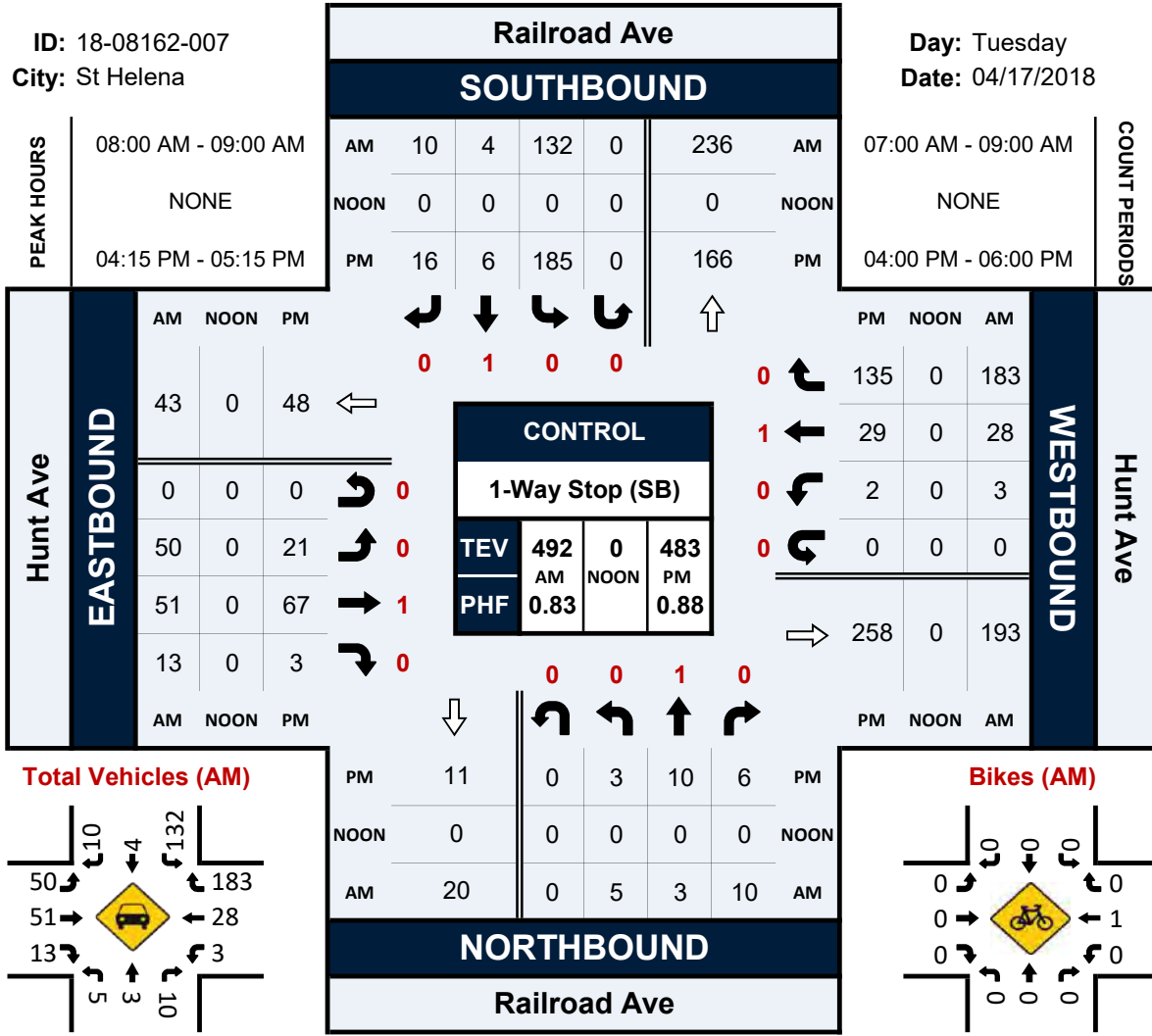


# Railroad Ave & Hunt Ave

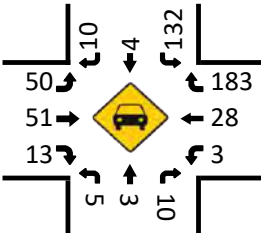
## Peak Hour Turning Movement Count

ID: 18-08162-007  
City: St Helena

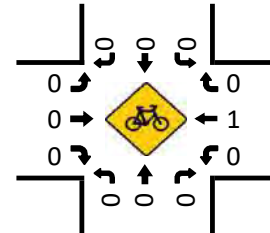
Day: Tuesday  
Date: 04/17/2018



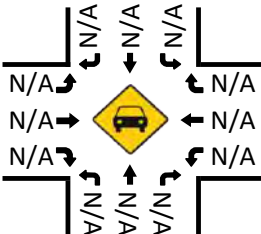
Total Vehicles (AM)



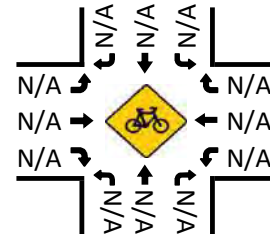
Bikes (AM)



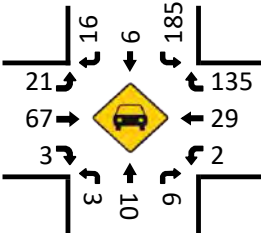
Total Vehicles (Noon)



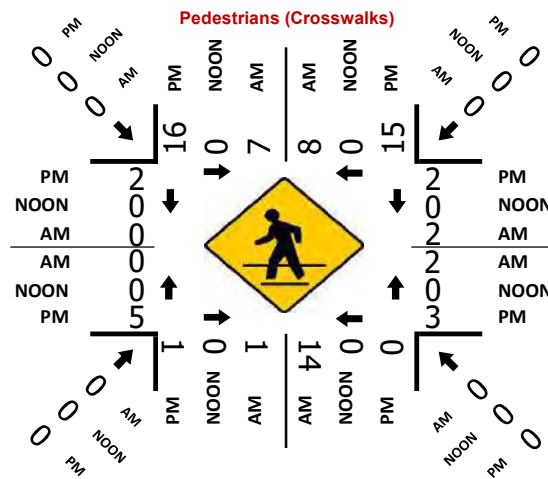
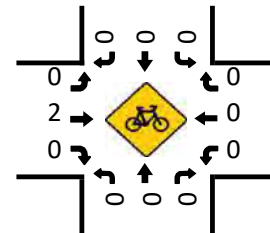
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Library Ln & Adams St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-008  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Library Ln				Library Ln				Adams St				Adams St				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	9
7:15 AM	2	0	0	0	0	0	0	0	6	9	4	0	0	4	0	0	25
7:30 AM	4	0	0	0	0	0	0	0	7	13	3	2	0	1	0	0	30
7:45 AM	2	0	0	0	0	0	3	0	9	34	4	1	0	8	0	0	61
8:00 AM	1	0	0	0	0	0	1	0	5	17	3	0	0	7	1	0	35
8:15 AM	2	0	0	0	0	0	1	0	7	24	8	0	0	4	0	0	46
8:30 AM	2	0	0	0	0	0	3	0	6	20	9	2	0	6	0	0	48
8:45 AM	3	0	0	0	0	0	4	0	17	21	9	0	0	8	1	0	63
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	23.39%	57.66%	16.94%	2.02%	0.00%	95.12%	4.88%	0.00%	317
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	8	0	0	0	0	0	9	0	35	82	29	2	0	25	2	0	192
<b>PEAK HR FACTOR:</b>	0.667	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.515	0.854	0.806	0.250	0.000	0.781	0.500	0.000	0.762
			0.667				0.563				0.787				0.750		
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	0	0	0	0	0	14	0	13	10	4	8	0	9	0	0	64
4:15 PM	7	0	0	0	0	0	6	0	10	12	5	3	0	11	0	0	54
4:30 PM	3	0	0	0	1	0	8	1	12	11	2	2	0	24	0	0	64
4:45 PM	5	0	1	0	2	0	13	0	25	9	1	4	0	23	0	0	83
5:00 PM	16	0	0	0	2	1	18	0	11	15	1	2	0	23	0	0	89
5:15 PM	3	0	0	0	0	0	7	0	7	3	2	0	0	25	0	0	47
5:30 PM	5	0	0	0	0	0	18	0	9	3	1	0	0	12	0	0	48
5:45 PM	2	0	0	0	0	0	7	0	9	1	2	1	0	6	0	0	28
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	97.92%	0.00%	2.08%	0.00%	5.10%	1.02%	92.86%	1.02%	48.48%	32.32%	9.09%	10.10%	0.00%	100.00%	0.00%	0.00%	477
<b>PEAK HR:</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL:</b>	31	0	1	0	5	1	45	1	58	47	9	11	0	81	0	0	290
<b>PEAK HR FACTOR:</b>	0.484	0.000	0.250	0.000	0.625	0.250	0.625	0.250	0.580	0.783	0.450	0.688	0.000	0.844	0.000	0.000	0.815
			0.500				0.619				0.801				0.844		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Library Ln & Adams St  
 City: St Helena  
 Control: 1-Way Stop (SB)

Project ID: 18-08162-008  
 Date: 4/17/2018

### Bikes

NS/EW Streets:	Library Ln				Library Ln				Adams St				Adams St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
<b>PEAK HR:</b>	08:00 AM - 09:00 AM												0.00% 100.00% 0.00% 0.00%				TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	1	0	0	0	1	0	1	2	1	0	0	0	0	0	6
<b>PEAK HR:</b>	04:15 PM - 05:15 PM												0.00% 0.00% 100.00% 0.00%				TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Library Ln & Adams St  
City: St Helena

Project ID: 18-08162-008  
Date: 4/17/2018

### Pedestrians (Crosswalks)

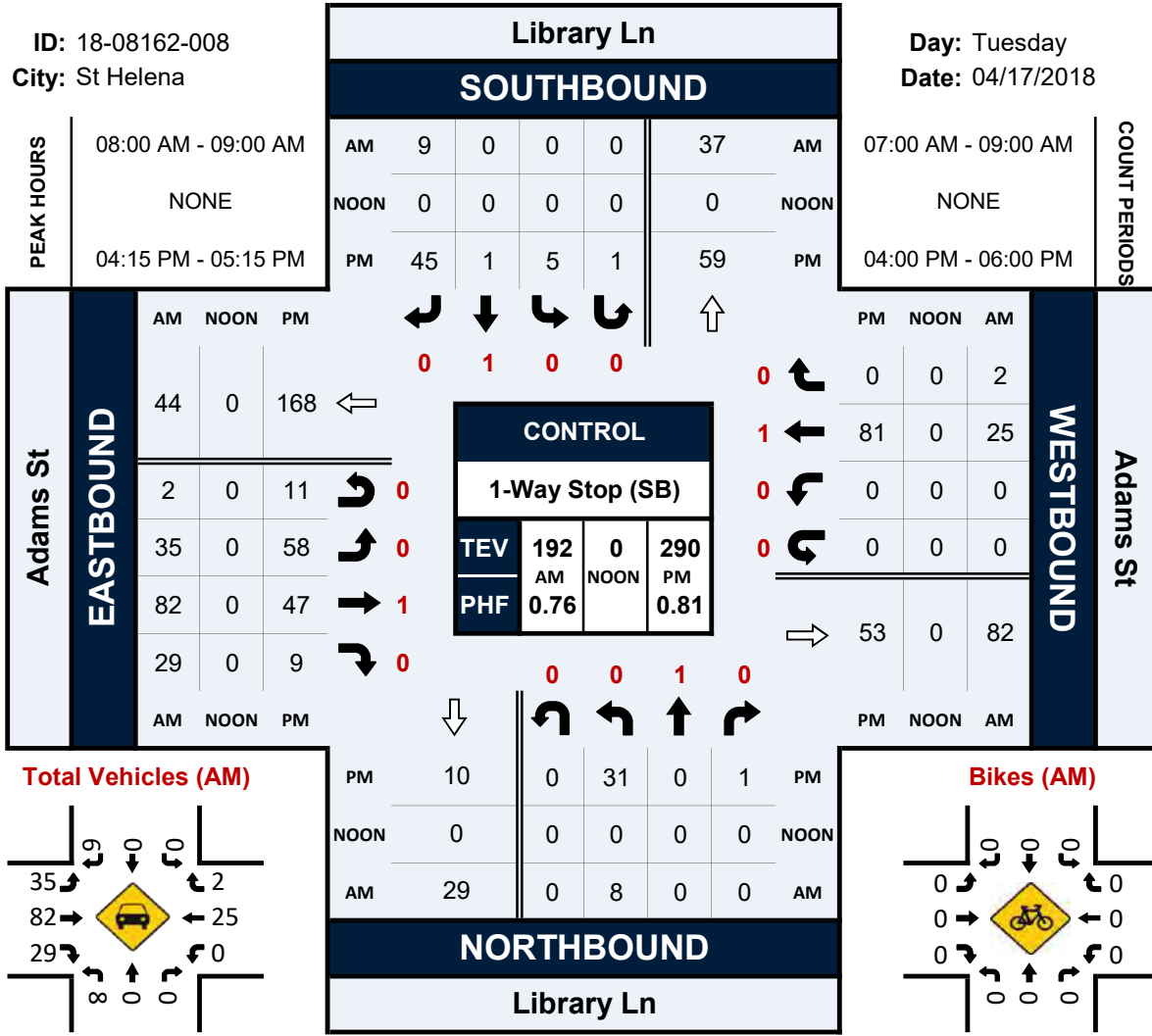
NS/EW Streets:	Library Ln		Library Ln		Adams St		Adams St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	2	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	1	0	3
7:45 AM	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	1	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	2	0	1	0	0	0	4
8:45 AM	1	3	0	0	1	0	0	0	5
<b>TOTAL VOLUMES :</b>	1	4	2	6	2	0	2	1	18
<b>APPROACH %'s :</b>	20.00%	80.00%	25.00%	75.00%	100.00%	0.00%	66.67%	33.33%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	1	4	2	1	2	0	0	1	11
<b>PEAK HR FACTOR :</b>	0.250	0.333	0.250	0.250	0.500	0.500	0.250	0.250	0.550
	0.313		0.375		0.500		0.250		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	4	1	3	0	0	0	9
4:15 PM	1	0	1	2	0	3	0	0	7
4:30 PM	0	0	1	2	0	1	1	1	6
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	1	2	0	1	1	1	1	1	8
5:15 PM	0	0	1	3	0	0	0	0	4
5:30 PM	1	0	1	1	0	1	0	0	4
5:45 PM	0	0	1	0	1	1	0	0	3
<b>TOTAL VOLUMES :</b>	3	3	10	10	5	7	2	2	42
<b>APPROACH %'s :</b>	50.00%	50.00%	50.00%	50.00%	41.67%	58.33%	50.00%	50.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								TOTAL
<b>PEAK HR VOL :</b>	2	2	3	5	1	5	2	2	22
<b>PEAK HR FACTOR :</b>	0.500	0.250	0.750	0.625	0.250	0.417	0.500	0.500	0.688
	0.333		0.667		0.500		0.500		

# Library Ln & Adams St

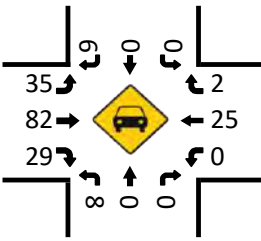
## Peak Hour Turning Movement Count

ID: 18-08162-008  
City: St Helena

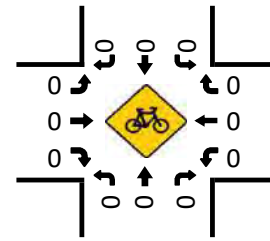
Day: Tuesday  
Date: 04/17/2018



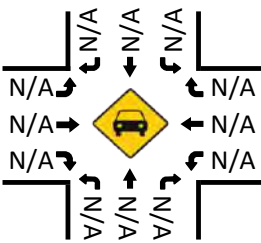
Total Vehicles (AM)



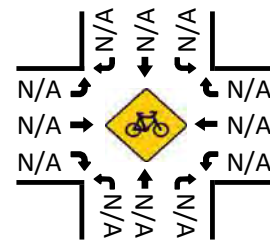
Bikes (AM)



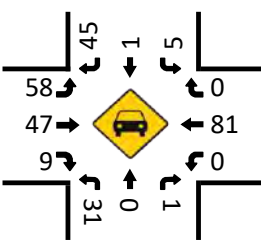
Total Vehicles (Noon)



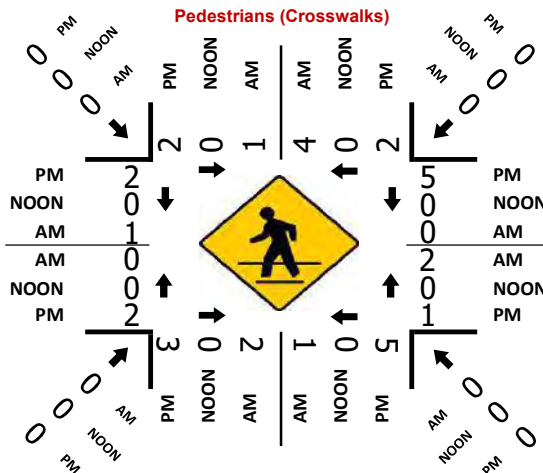
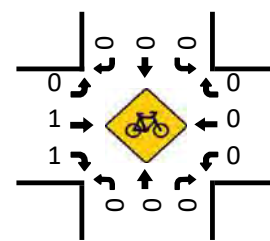
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Hunt Ave  
**City:** St Helena  
**Control:** 3-Way Stop (NB/EB/WB)

**Project ID:** 18-08162-009  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Starr Ave				Starr Ave				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	11
7:15 AM	4	0	2	0	0	0	0	0	0	2	0	0	1	2	0	0	15
7:30 AM	2	0	0	0	0	0	0	0	0	1	9	0	0	3	0	0	26
7:45 AM	12	0	1	0	0	0	0	0	0	1	7	1	1	3	0	0	36
8:00 AM	14	0	1	0	0	0	0	0	0	0	14	0	1	6	0	0	55
8:15 AM	20	0	4	1	0	0	0	0	0	3	14	0	3	10	0	0	58
8:30 AM	20	0	1	0	0	0	0	0	0	5	23	0	3	6	0	0	44
8:45 AM	18	0	2	0	0	0	0	0	0	4	15	0	3	2	0	0	41
8:45 AM	21	0	1	1	0	0	0	0	0	0	13	0	2	3	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	111	0	12	2	0	0	0	0	0	14	97	1	14	35	0	0	286
	88.80%	0.00%	9.60%	1.60%					0.00%	12.50%	86.61%	0.89%	28.57%	71.43%	0.00%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	79	0	8	2	0	0	0	0	0	12	65	0	11	21	0	0	198
<b>PEAK HR FACTOR:</b>	0.940	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.600	0.707	0.000	0.917	0.525	0.000	0.000	0.853
			0.890							0.688				0.615			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	45
4:15 PM	16	0	2	0	0	0	0	0	0	3	22	0	1	1	0	0	48
4:30 PM	16	0	3	1	0	0	0	0	0	3	17	0	2	6	0	0	44
4:45 PM	17	0	0	0	0	0	0	0	0	4	19	0	2	2	0	0	40
5:00 PM	12	0	2	0	0	0	0	0	0	5	16	0	2	3	0	0	44
5:15 PM	13	0	3	0	0	0	0	0	0	4	20	0	1	3	0	0	51
5:30 PM	21	0	2	0	0	0	0	0	0	2	20	1	1	4	0	0	43
5:45 PM	7	0	1	0	0	0	0	0	0	2	28	0	1	4	0	0	28
5:45 PM	4	0	3	0	0	0	0	0	0	5	10	0	3	3	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	106	0	16	1	0	0	0	0	0	28	152	1	13	26	0	0	343
	86.18%	0.00%	13.01%	0.81%					0.00%	15.47%	83.98%	0.55%	33.33%	66.67%	0.00%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	63	0	7	0	0	0	0	0	0	15	75	1	6	12	0	0	179
<b>PEAK HR FACTOR:</b>	0.750	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.938	0.250	0.750	0.750	0.000	0.000	0.877
			0.761							0.948				0.900			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Hunt Ave  
**City:** St Helena  
**Control:** 3-Way Stop (NB/EB/WB)

**Project ID:** 18-08162-009  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Starr Ave				Starr Ave				Hunt Ave				Hunt Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NS/EW Streets:	Starr Ave				Starr Ave				Hunt Ave				Hunt Ave					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	6	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL	
<b>PEAK HR VOL :</b>	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
<b>PEAK HR FACTOR :</b>	0.50	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Starr Ave & Hunt Ave  
City: St Helena

Project ID: 18-08162-009  
Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Starr Ave		Starr Ave		Hunt Ave		Hunt Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	2	2	0	0	4
8:45 AM	0	0	1	0	0	1	0	1	3
<b>TOTAL VOLUMES :</b>	0	0	1	0	2	9	0	1	13
<b>APPROACH %'s :</b>			100.00%	0.00%	18.18%	81.82%	0.00%	100.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	1	0	2	5	0	1	9
<b>PEAK HR FACTOR :</b>			0.250	0	0.250	0.625	0	0.250	0.563
			0.250		0.438		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	1	2	1	1	5
5:30 PM	0	0	2	0	1	2	0	1	6
5:45 PM	0	0	0	0	3	0	0	0	3
<b>TOTAL VOLUMES :</b>	0	0	2	0	7	4	1	2	16
<b>APPROACH %'s :</b>			100.00%	0.00%	63.64%	36.36%	33.33%	66.67%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	3	2	1	1	7
<b>PEAK HR FACTOR :</b>					0.750	0.250	0.250	0.250	0.350
					0.417		0.250		

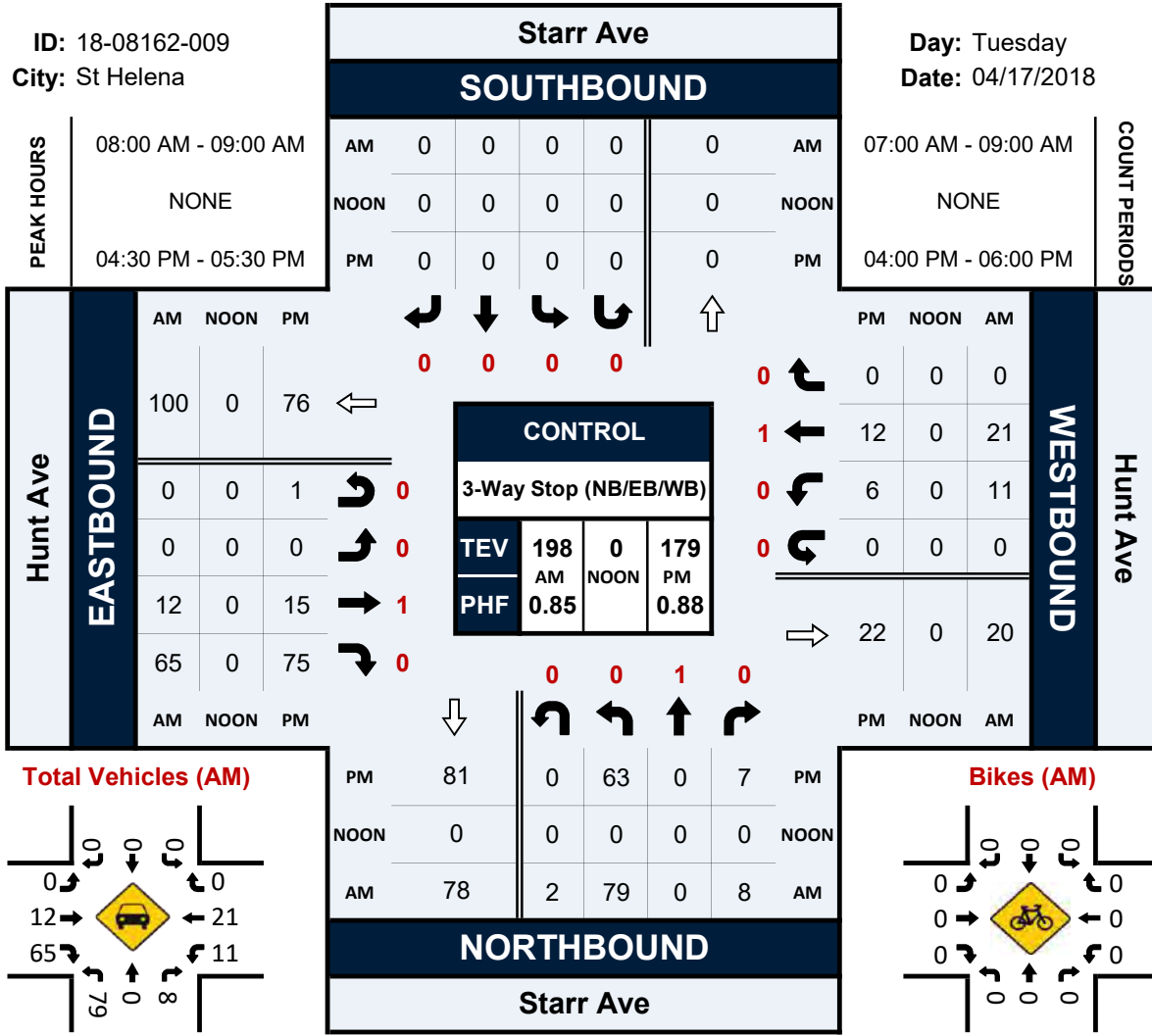


# Starr Ave & Hunt Ave

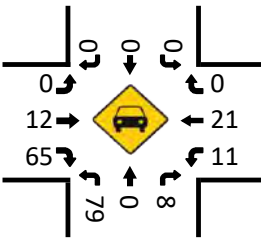
## Peak Hour Turning Movement Count

ID: 18-08162-009  
City: St Helena

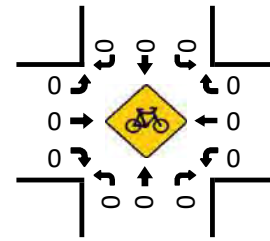
Day: Tuesday  
Date: 04/17/2018



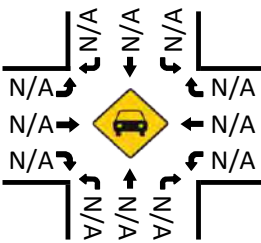
**Total Vehicles (AM)**



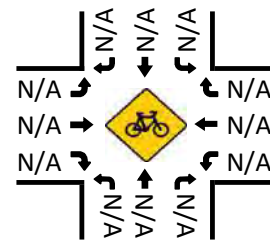
**Bikes (AM)**



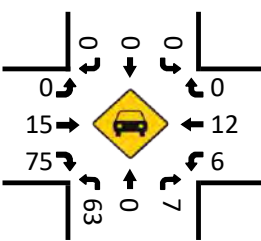
**Total Vehicles (Noon)**



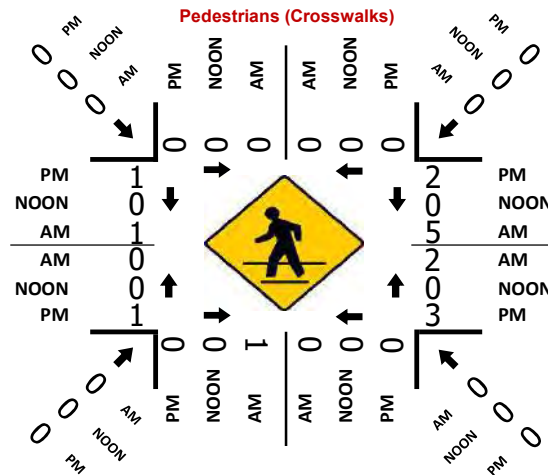
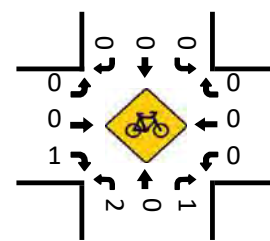
**Bikes (NOON)**



**Total Vehicles (PM)**



**Bikes (PM)**



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-010  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Starr Ave				Starr Ave				Pope St				Pope St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	2	0	1	20	0	0	0	28	3	0	56
7:15 AM	0	0	0	0	9	0	0	0	1	21	0	0	0	46	3	0	80
7:30 AM	0	0	0	0	7	0	5	0	2	24	0	0	0	51	6	0	95
7:45 AM	0	0	0	0	15	0	7	0	1	33	0	0	0	101	13	0	170
8:00 AM	0	0	0	0	13	0	9	0	4	49	0	0	0	110	15	0	200
8:15 AM	0	0	0	0	20	0	6	0	1	62	0	0	0	85	16	0	190
8:30 AM	0	0	0	0	18	0	3	0	3	41	0	0	0	69	16	0	150
8:45 AM	0	0	0	0	11	0	1	0	4	34	0	0	0	72	20	0	142
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	95	0	33	0	17	284	0	0	0	562	92	0	1083
					74.22%	0.00%	25.78%	0.00%	5.65%	94.35%	0.00%	0.00%	0.00%	85.93%	14.07%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	66	0	25	0	9	185	0	0	0	365	60	0	710
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.825	0.000	0.694	0.000	0.563	0.746	0.000	0.000	0.000	0.830	0.938	0.000	0.888
							0.875				0.770				0.850		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	22	0	3	0	6	65	0	0	0	65	15	0	176
4:15 PM	0	0	0	0	14	0	4	0	4	48	0	0	0	65	14	0	149
4:30 PM	0	0	0	0	17	0	3	0	5	59	0	0	0	77	15	0	176
4:45 PM	0	0	0	0	15	0	5	0	3	54	0	0	0	54	13	0	144
5:00 PM	0	0	0	0	17	0	4	0	3	63	0	0	0	42	10	0	139
5:15 PM	0	0	0	0	16	0	2	0	8	53	0	0	0	56	18	0	153
5:30 PM	0	0	0	0	23	0	5	0	3	55	0	0	0	55	3	0	144
5:45 PM	0	0	0	0	12	0	2	0	7	30	0	0	0	52	6	0	109
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	136	0	28	0	39	427	0	0	0	466	94	0	1190
					82.93%	0.00%	17.07%	0.00%	8.37%	91.63%	0.00%	0.00%	0.00%	83.21%	16.79%	0.00%	
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	68	0	15	0	18	226	0	0	0	261	57	0	645
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.773	0.000	0.750	0.000	0.750	0.869	0.000	0.000	0.000	0.847	0.950	0.000	0.916
							0.830				0.859				0.864		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-010  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Starr Ave				Starr Ave				Pope St				Pope St				TOTAL
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	7
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.313
									0.333				0.250				

NS/EW Streets:	Starr Ave				Starr Ave				Pope St				Pope St				TOTAL
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	2	0	0	0	0	2	0	0	0	4	2	0	10
	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	4
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500
									0.250				0.250				

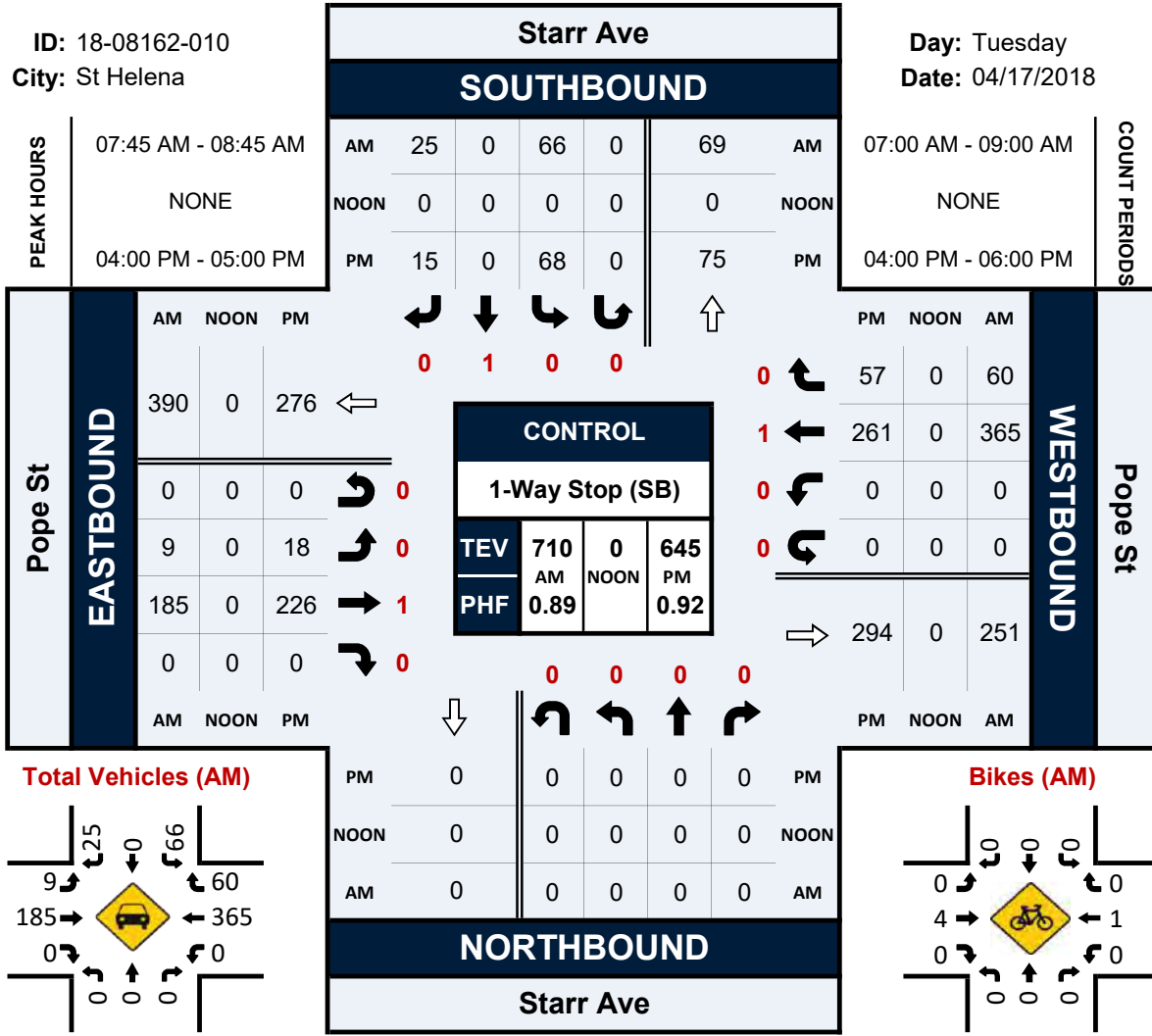


# Starr Ave & Pope St

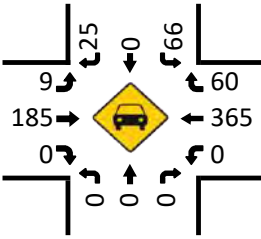
## Peak Hour Turning Movement Count

ID: 18-08162-010  
City: St Helena

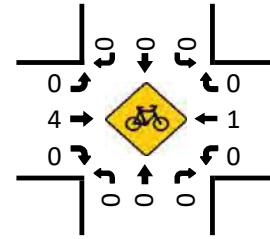
Day: Tuesday  
Date: 04/17/2018



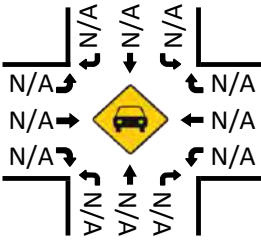
**Total Vehicles (AM)**



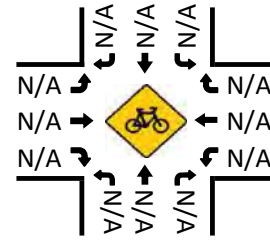
**Bikes (AM)**



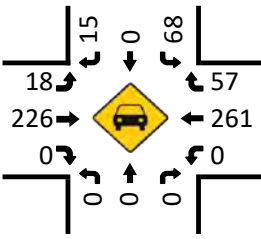
**Total Vehicles (Noon)**



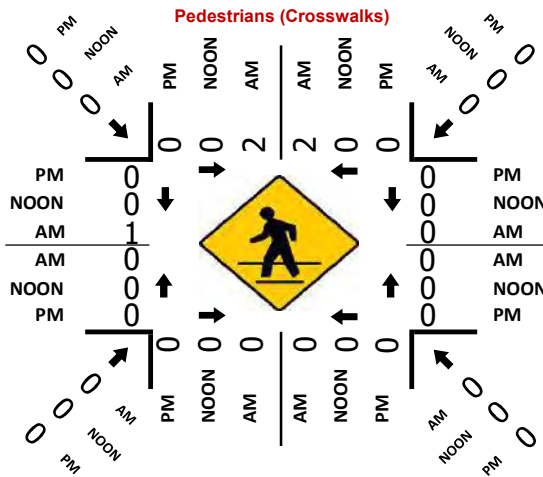
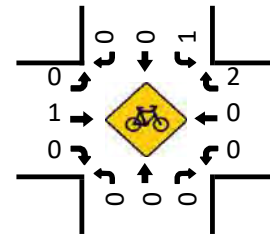
**Bikes (NOON)**



**Total Vehicles (PM)**



**Bikes (PM)**



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Paseo Grand Dr/College Ave & Pope St  
 City: St Helena  
 Control: 2-Way Stop (NB/SB)

Project ID: 18-08162-011  
 Date: 4/17/2018

### Total

NS/EW Streets:	Paseo Grand Dr/College Ave				Paseo Grand Dr/College Ave				Pope St				Pope St					
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	4	0	6	0	2	0	3	0	1	20	1	0	1	34	1	0	73
	7:15 AM	3	1	1	1	2	0	1	0	0	23	4	1	4	42	2	0	85
	7:30 AM	5	0	5	1	0	0	3	0	2	21	4	0	3	58	2	0	104
	7:45 AM	8	0	2	0	0	0	8	0	5	25	11	0	11	78	3	0	151
	8:00 AM	44	0	9	0	0	0	5	0	4	21	30	0	26	80	5	0	224
	8:15 AM	24	0	15	0	2	1	4	0	3	41	47	0	34	56	2	0	229
	8:30 AM	31	0	17	0	2	0	4	0	3	35	23	0	19	61	0	0	195
8:45 AM	20	0	7	0	4	0	4	0	3	29	14	0	9	65	1	0	156	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s:</b>	139	1	62	2	12	1	32	0	21	215	134	1	107	474	16	0	1217	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL	
<b>PEAK HR VOL:</b>	119	0	48	0	8	1	17	0	13	126	114	0	88	262	8	0	804	
<b>PEAK HR FACTOR:</b>	0.676	0.000	0.706	0.000	0.500	0.250	0.850	0.000	0.813	0.768	0.606	0.000	0.647	0.819	0.400	0.000	0.878	
			0.788				0.813				0.695				0.806			
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	11	1	8	0	3	0	6	0	7	58	13	1	8	54	1	0	171
	4:15 PM	6	0	8	0	2	0	7	1	7	44	11	0	8	44	3	0	141
	4:30 PM	11	0	10	1	0	0	5	0	6	55	9	0	9	58	2	0	166
	4:45 PM	5	0	6	0	1	0	7	0	9	59	10	0	3	52	2	0	154
	5:00 PM	8	0	5	0	3	0	4	0	8	68	6	0	3	54	0	0	159
	5:15 PM	8	0	3	0	0	0	4	0	8	60	14	0	4	62	2	0	165
	5:30 PM	10	0	9	0	0	0	4	0	4	45	7	0	2	53	2	0	136
5:45 PM	9	0	8	0	1	0	6	0	10	47	7	0	2	47	0	0	137	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s:</b>	68	1	57	1	10	0	43	1	59	436	77	1	39	424	12	0	1229	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL	
<b>PEAK HR VOL:</b>	32	0	24	1	4	0	20	0	31	242	39	0	19	226	6	0	644	
<b>PEAK HR FACTOR:</b>	0.727	0.000	0.600	0.250	0.333	0.000	0.714	0.000	0.861	0.890	0.696	0.000	0.528	0.911	0.750	0.000	0.970	
			0.648				0.750				0.951				0.909			

out

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Paseo Grand Dr/College Ave & Pope St  
**City:** St Helena  
**Control:** 2-Way Stop (NB/SB)

**Project ID:** 18-08162-011  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Paseo Grand Dr/College Ave				Paseo Grand Dr/College Ave				Pope St				Pope St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	0	0	0	0	0	1	0	0	0	3	0	0	2	0	0	6
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375

NS/EW Streets:	Paseo Grand Dr/College Ave				Paseo Grand Dr/College Ave				Pope St				Pope St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	11
	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	20.00%	80.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	5
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.313

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Paseo Grand Dr/College Ave & Pope St  
 City: St Helena

Project ID: 18-08162-011  
 Date: 4/17/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Paseo Grand Dr/College Ave		Paseo Grand Dr/College Ave		Pope St		Pope St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES : APPROACH %'s :</b>	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									

NS/EW Streets:	Paseo Grand Dr/College Ave		Paseo Grand Dr/College Ave		Pope St		Pope St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES : APPROACH %'s :</b>	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									

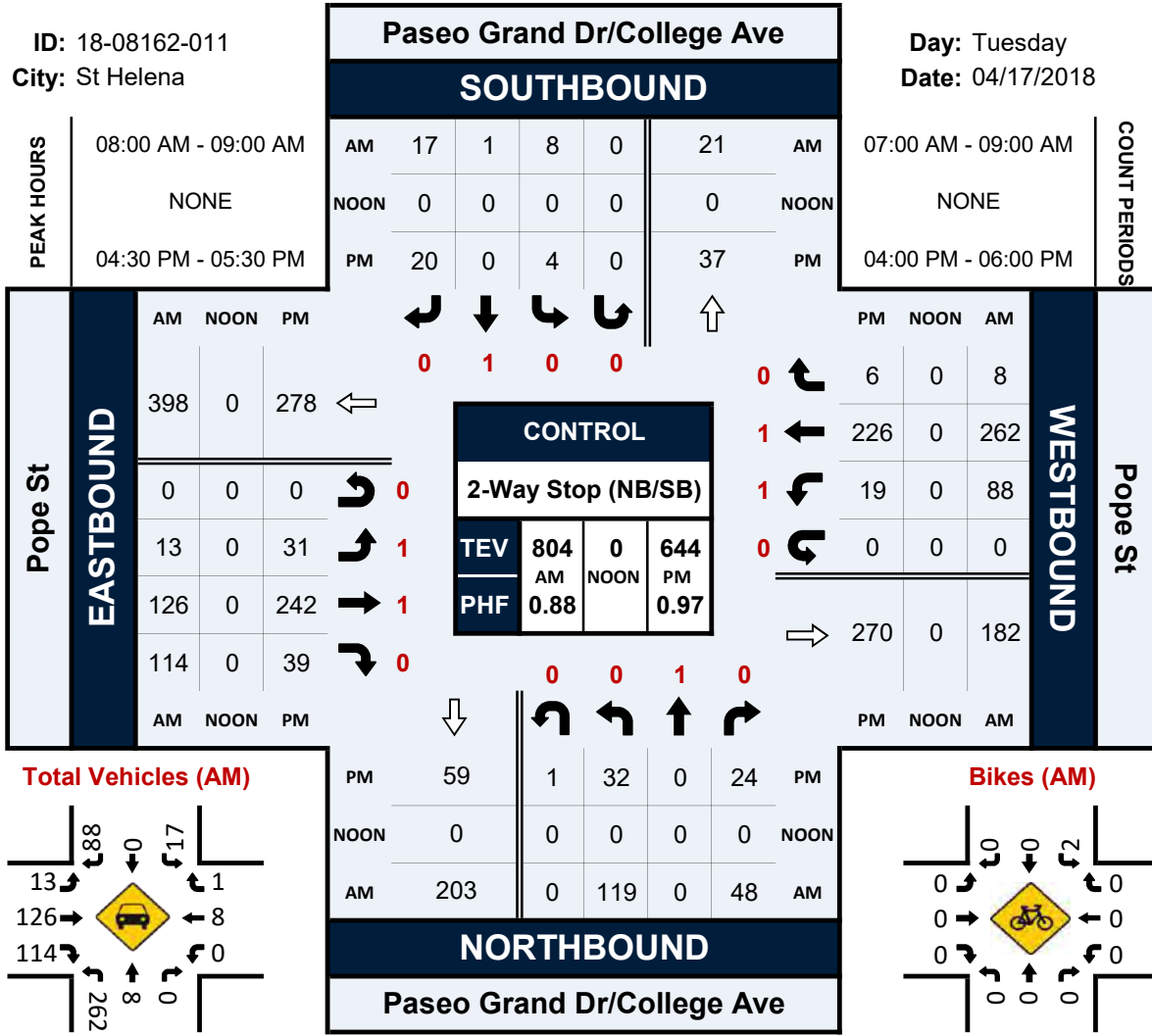


# Paseo Grand Dr/College Ave & Pope St

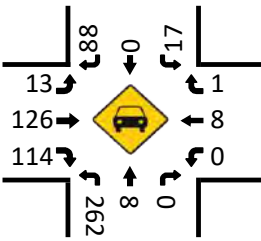
## Peak Hour Turning Movement Count

ID: 18-08162-011  
City: St Helena

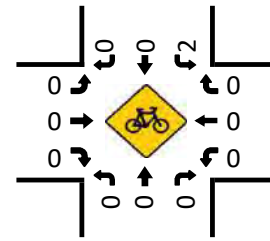
Day: Tuesday  
Date: 04/17/2018



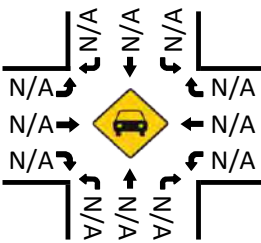
Total Vehicles (AM)



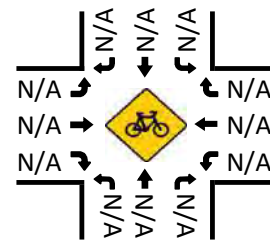
Bikes (AM)



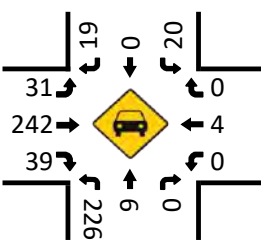
Total Vehicles (Noon)



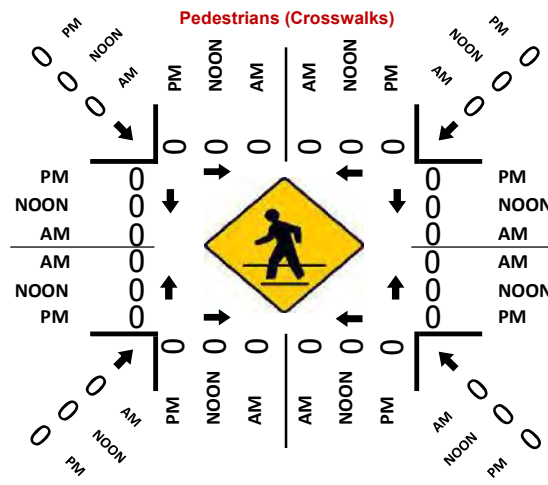
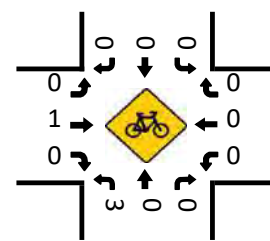
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (EB)

**Project ID:** 18-08162-012  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Silverado Trail				Silverado Trail				Pope St				Pope St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	12	75	0	0	0	59	17	0	13	0	9	0	0	0	0	0	185
7:15 AM	20	90	0	0	0	80	25	0	11	0	10	0	0	0	0	0	236
7:30 AM	15	106	0	0	0	87	39	0	18	0	12	0	0	0	0	0	277
7:45 AM	51	116	0	0	0	78	61	0	17	0	4	1	0	0	0	0	328
8:00 AM	40	109	0	0	0	67	67	0	21	0	22	0	0	0	0	0	326
8:15 AM	47	111	0	0	0	81	45	0	32	0	24	0	0	0	0	0	340
8:30 AM	40	108	0	1	0	69	33	0	31	0	24	0	0	0	0	0	306
8:45 AM	29	110	0	0	0	87	43	0	20	0	17	0	0	0	0	0	306
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	254	825	0	1	0	608	330	0	163	0	122	1	0	0	0	0	2304
	23.52%	76.39%	0.00%	0.09%	0.00%	64.82%	35.18%	0.00%	56.99%	0.00%	42.66%	0.35%					
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL:</b>	178	444	0	1	0	295	206	0	101	0	74	1	0	0	0	0	1300
<b>PEAK HR FACTOR:</b>	0.873	0.957	0.000	0.250	0.000	0.910	0.769	0.000	0.789	0.000	0.771	0.250	0.000	0.000	0.000	0.000	0.956
			0.933				0.901				0.786						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	32	104	0	0	0	137	39	0	25	0	52	0	0	0	0	0	389
4:15 PM	19	81	0	0	0	140	51	0	19	0	29	0	0	0	0	0	339
4:30 PM	32	114	0	0	0	151	50	0	23	0	40	0	0	0	0	0	410
4:45 PM	20	96	0	0	0	145	37	0	25	0	43	0	0	0	0	0	366
5:00 PM	16	76	0	0	0	141	20	0	33	0	47	0	0	0	0	0	333
5:15 PM	23	80	0	0	0	151	48	0	20	0	47	0	0	0	0	0	369
5:30 PM	20	88	0	0	0	94	25	0	20	0	45	0	0	0	0	0	292
5:45 PM	18	60	0	0	0	85	29	0	16	0	19	0	0	0	0	0	227
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	180	699	0	0	0	1044	299	0	181	0	322	0	0	0	0	0	2725
	20.48%	79.52%	0.00%	0.00%	0.00%	77.74%	22.26%	0.00%	35.98%	0.00%	64.02%	0.00%					
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL:</b>	103	395	0	0	0	573	177	0	92	0	164	0	0	0	0	0	1504
<b>PEAK HR FACTOR:</b>	0.805	0.866	0.000	0.000	0.000	0.949	0.868	0.000	0.920	0.000	0.788	0.000	0.000	0.000	0.000	0.000	0.917
			0.853				0.933				0.831						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Silverado Trail & Pope St  
 City: St Helena  
 Control: 1-Way Stop (EB)

Project ID: 18-08162-012  
 Date: 4/17/2018

### Bikes

NS/EW Streets:	Silverado Trail				Silverado Trail				Pope St				Pope St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0.00%	100.00%	0.00%	0.00%													
<b>PEAK HR:</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR:</b>	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	1	1	0	0	0	0	3	0	2	1	0	0	0	0	0	0	7
	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Silverado Trail & Pope St  
City: St Helena

Project ID: 18-08162-012  
Date: 4/17/2018

### Pedestrians (Crosswalks)

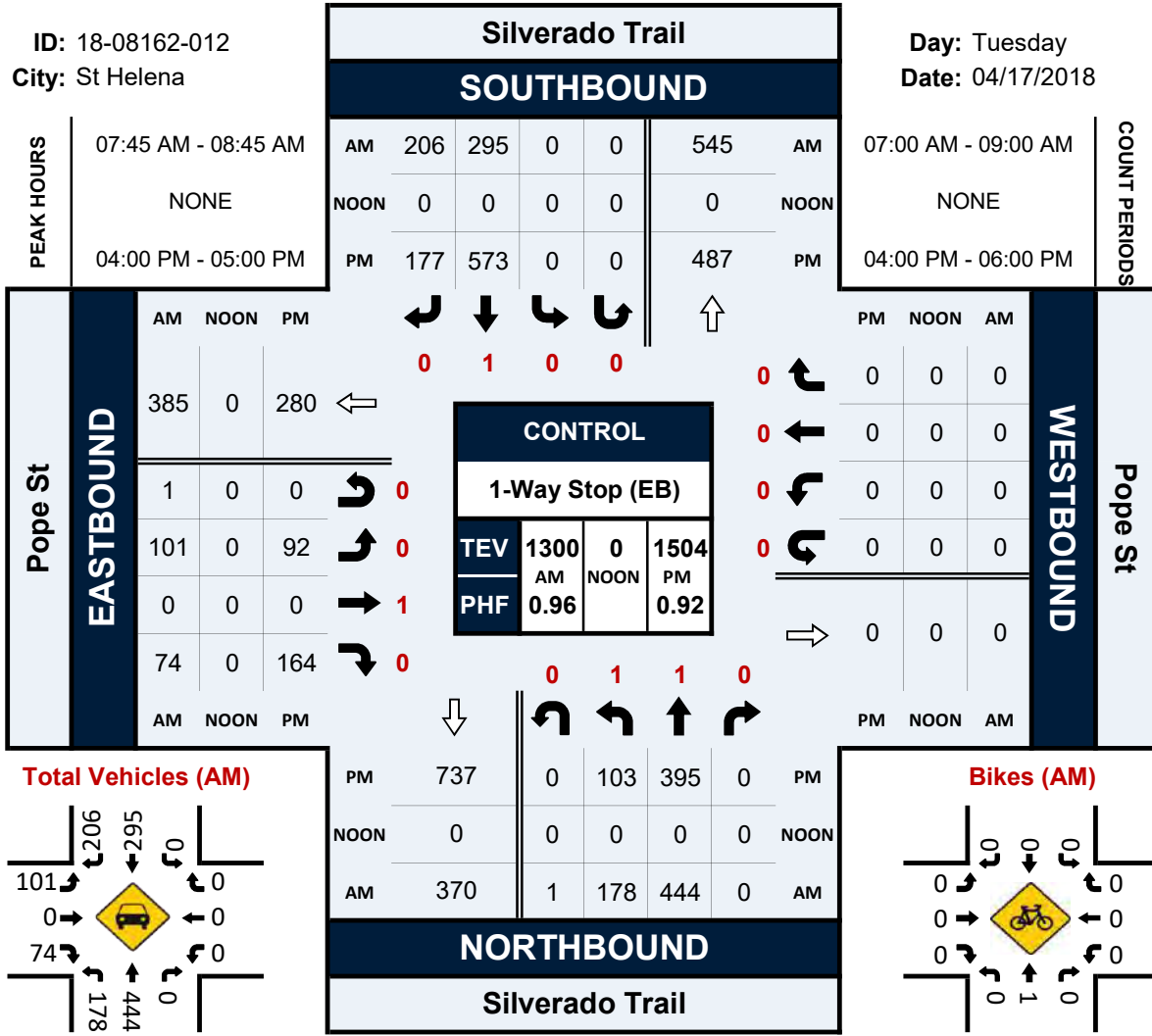
NS/EW Streets:	Silverado Trail		Silverado Trail		Pope St		Pope St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
<b>APPROACH %'s :</b>									
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
<b>APPROACH %'s :</b>									
<b>PEAK HR :</b>	04:00 PM - 05:00 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									

# Silverado Trail & Pope St

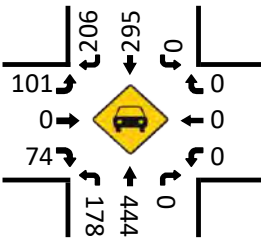
## Peak Hour Turning Movement Count

ID: 18-08162-012  
City: St Helena

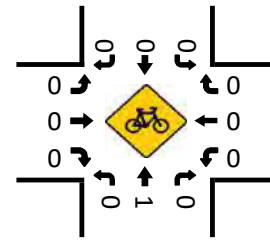
Day: Tuesday  
Date: 04/17/2018



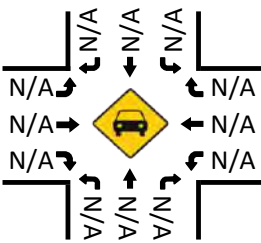
Total Vehicles (AM)



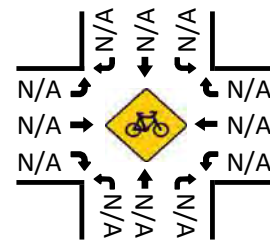
Bikes (AM)



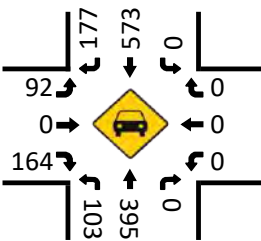
Total Vehicles (Noon)



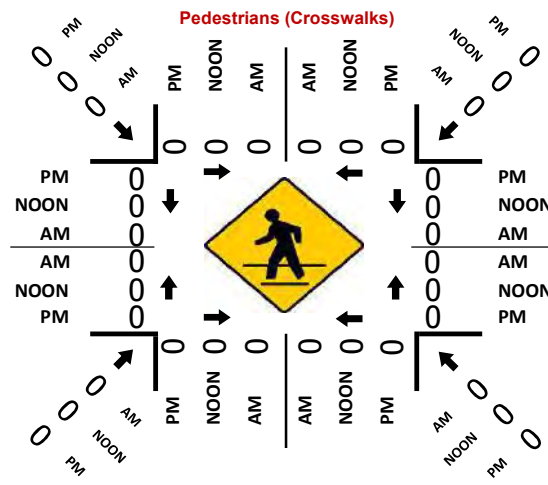
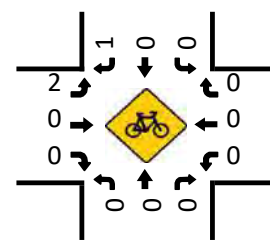
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Howell Mountain Rd  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-013  
**Date:** 4/17/2018

### Total

NS/EW Streets:	Silverado Trail				Silverado Trail				Howell Mountain Rd				Howell Mountain Rd				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	81	8	0	4	74	0	0	0	0	0	0	3	0	0	0	170
7:15 AM	0	95	5	0	2	99	0	0	0	0	0	0	7	0	0	0	208
7:30 AM	0	117	8	1	0	119	0	0	0	0	0	0	4	0	1	0	250
7:45 AM	0	123	8	0	2	132	0	0	0	0	0	0	7	0	1	0	273
8:00 AM	0	115	14	0	0	126	0	0	0	0	0	0	9	0	2	0	266
8:15 AM	0	136	9	0	2	119	0	0	0	0	0	0	6	0	0	0	272
8:30 AM	0	116	24	0	3	97	0	0	0	0	0	0	5	0	0	0	245
8:45 AM	0	111	17	0	1	123	0	0	0	0	0	0	7	0	2	0	261
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	894	93	1	14	889	0	0	0	0	0	0	48	0	6	0	1945
<b>APPROACH %'s:</b>	0.00%	90.49%	9.41%	0.10%	1.55%	98.45%	0.00%	0.00%	0	0	0	0	88.89%	0.00%	11.11%	0.00%	
<b>PEAK HR:</b>	07:30 AM - 08:30 AM																TOTAL
<b>PEAK HR VOL:</b>	0	491	39	1	4	496	0	0	0	0	0	0	26	0	4	0	1061
<b>PEAK HR FACTOR:</b>	0.000	0.903	0.696	0.250	0.500	0.939	0.000	0.000	0.000	0.000	0.000	0.000	0.722	0.000	0.500	0.000	0.972
	0.916				0.933								0.682				
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	127	3	0	1	158	0	2	0	0	0	0	18	0	4	0	313
4:15 PM	0	95	2	1	0	184	0	0	0	0	0	0	5	0	5	0	292
4:30 PM	0	132	7	0	1	185	0	0	0	0	0	0	13	0	0	0	338
4:45 PM	0	117	4	0	1	174	0	0	0	0	0	0	12	0	1	0	309
5:00 PM	0	104	4	0	4	152	0	0	0	0	0	0	9	0	1	0	274
5:15 PM	0	96	4	0	0	187	0	0	0	0	0	0	12	0	2	0	301
5:30 PM	0	105	5	0	1	116	0	0	0	0	0	0	3	0	1	0	231
5:45 PM	0	72	3	0	7	105	0	0	0	0	0	0	7	0	4	0	198
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	848	32	1	15	1261	0	2	0	0	0	0	79	0	18	0	2256
<b>APPROACH %'s:</b>	0.00%	96.25%	3.63%	0.11%	1.17%	98.67%	0.00%	0.16%	0	0	0	0	81.44%	0.00%	18.56%	0.00%	
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	471	16	1	3	701	0	2	0	0	0	0	48	0	10	0	1252
<b>PEAK HR FACTOR:</b>	0.000	0.892	0.571	0.250	0.750	0.947	0.000	0.250	0.000	0.000	0.000	0.000	0.667	0.000	0.500	0.000	0.926
	0.878				0.949								0.659				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Howell Mountain Rd  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-013  
**Date:** 4/17/2018

### Bikes

NS/EW Streets:	Silverado Trail				Silverado Trail				Howell Mountain Rd				Howell Mountain Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NS/EW Streets:	Silverado Trail				Silverado Trail				Howell Mountain Rd				Howell Mountain Rd					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0.00%	33.33%	66.67%	0.00%	25.00%	75.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	7	
<b>PEAK HR :</b>	04:00 PM - 05:00 PM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	



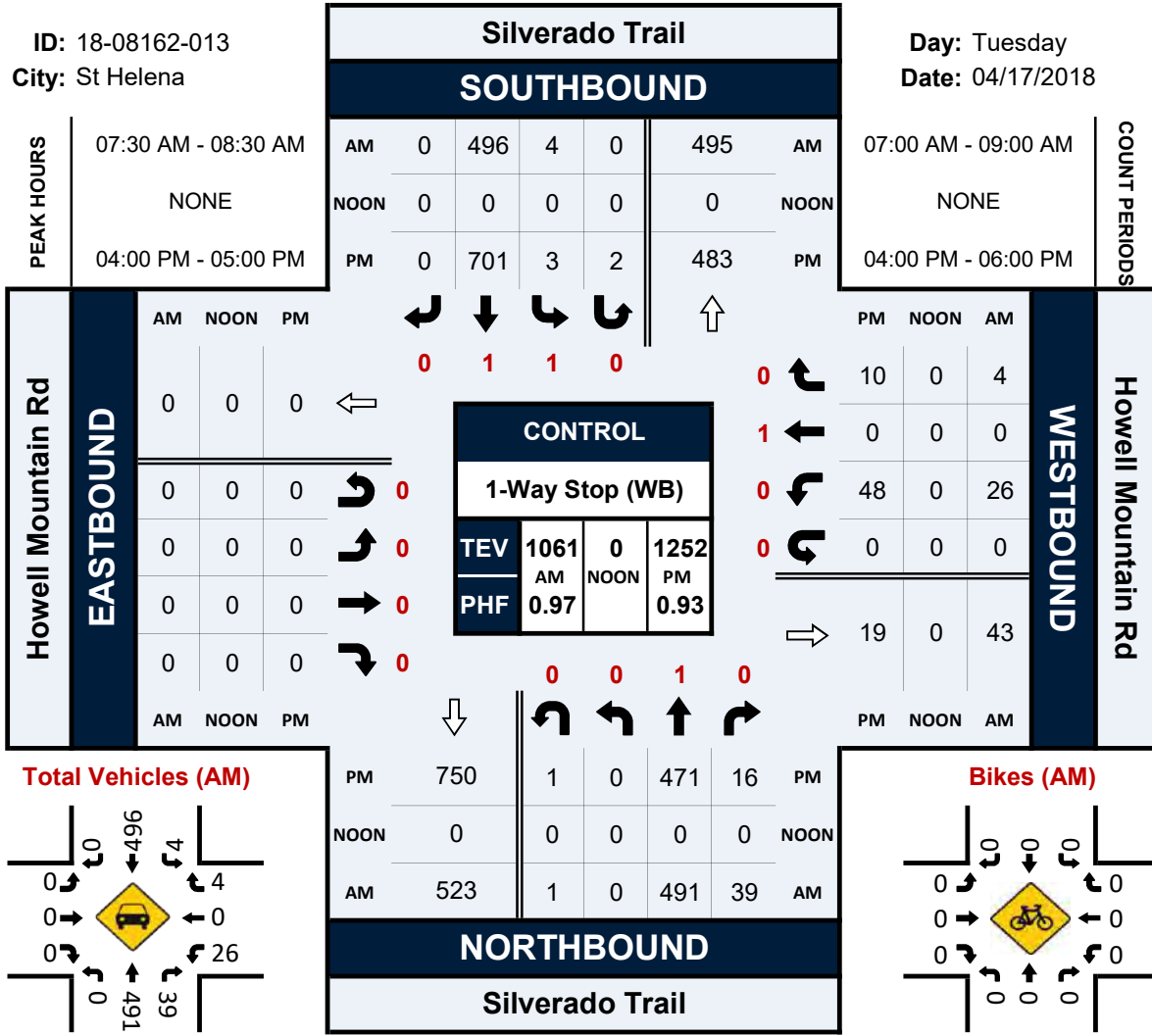


# Silverado Trail & Howell Mountain Rd

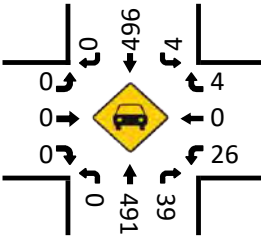
## Peak Hour Turning Movement Count

ID: 18-08162-013  
City: St Helena

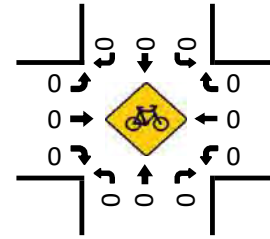
Day: Tuesday  
Date: 04/17/2018



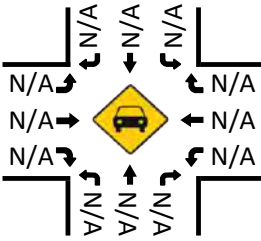
Total Vehicles (AM)



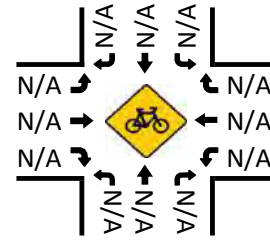
Bikes (AM)



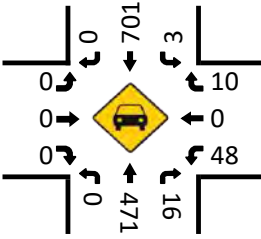
Total Vehicles (Noon)



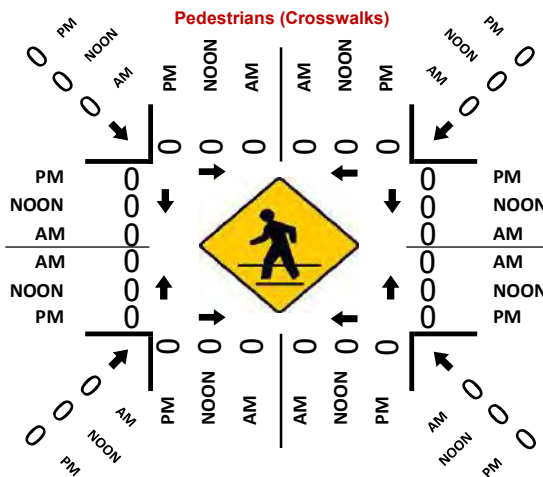
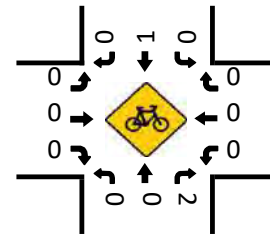
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 2018-04-14

### Total

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	4	143	3	0	13	122	17	0	21	11	10	0	3	6	22	0	375
2:15 PM	6	135	3	0	11	120	11	0	20	3	7	0	0	2	29	0	347
2:30 PM	2	112	3	0	11	123	21	0	17	4	4	0	3	2	22	0	324
2:45 PM	3	142	2	0	17	123	8	0	17	2	13	0	6	4	23	0	360
3:00 PM	2	139	2	0	7	141	19	0	19	7	8	0	3	4	21	0	372
3:15 PM	3	125	2	0	19	149	24	0	19	4	7	0	3	6	17	0	378
3:30 PM	6	129	0	0	9	131	20	0	13	6	15	0	2	2	19	0	352
3:45 PM	5	133	2	0	18	140	11	0	20	8	7	0	3	3	16	0	366
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	31	1058	17	0	105	1049	131	0	146	45	71	0	23	29	169	0	2874
	2.80%	95.66%	1.54%	0.00%	8.17%	81.63%	10.19%	0.00%	55.73%	17.18%	27.10%	0.00%	10.41%	13.12%	76.47%	0.00%	
<b>PEAK HR :</b>	<b>03:00 PM - 04:00 PM</b>																
<b>PEAK HR VOL :</b>	16	526	6	0	53	561	74	0	71	25	37	0	11	15	73	0	1468
<b>PEAK HR FACTOR :</b>	0.667	0.946	0.750	0.000	0.697	0.941	0.771	0.000	0.888	0.781	0.617	0.000	0.917	0.625	0.869	0.000	0.971
	0.958				0.896				0.950				0.884				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Fulton Ln  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-001  
**Date:** 2018-04-14

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	4	141	3	0	13	121	17	0	21	11	10	0	3	6	22	0	372
2:15 PM	6	135	3	0	11	118	11	0	20	3	7	0	0	2	29	0	345
2:30 PM	2	112	3	0	11	121	21	0	17	4	4	0	3	2	22	0	322
2:45 PM	3	140	2	0	17	123	8	0	17	2	13	0	6	4	23	0	358
3:00 PM	2	139	2	0	7	139	19	0	19	7	8	0	3	4	21	0	370
3:15 PM	3	125	2	0	19	149	24	0	19	4	7	0	3	6	17	0	378
3:30 PM	6	129	0	0	9	131	20	0	13	6	15	0	2	2	19	0	352
3:45 PM	5	130	2	0	18	139	11	0	20	8	7	0	3	3	16	0	362
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	31	1051	17	0	105	1041	131	0	146	45	71	0	23	29	169	0	2859
<b>APPROACH %'s :</b>	2.82%	95.63%	1.55%	0.00%	8.22%	81.52%	10.26%	0.00%	55.73%	17.18%	27.10%	0.00%	10.41%	13.12%	76.47%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	16	523	6	0	53	558	74	0	71	25	37	0	11	15	73	0	1462
<b>PEAK HR FACTOR :</b>	0.67	0.941	0.750	0.000	0.697	0.936	0.771	0.000	0.888	0.781	0.617	0.000	0.917	0.625	0.869	0.000	0.967
	0.953				0.892				0.950				0.884				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 2018-04-14

### Medium Trucks

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Fulton Ln  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-001  
**Date:** 2018-04-14

### Light Trucks

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	1	0	7
2:30 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
3:45 PM	0	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	5
<b>TOTAL VOLUMES :</b>	0	13	0	0	2	16	2	0	0	0	0	0	1	0	1	0	35
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	10.00%	80.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	4	0	0	1	10	1	0	0	0	0	0	1	0	0	0	17
<b>PEAK HR FACTOR :</b>	0.00	0.500	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.708
	0.500				0.600								0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-001  
 Date: 2018-04-14

### Bikes

NS/EW Streets:	Main St				Main St				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	1	0	0	0	1	0	0	0	4	1	0	0	0	0	0	7
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%					
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750
		0.250				0.250				0.250							

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Fulton Ln  
City: St Helena

Project ID: 18-08162-001  
Date: 2018-04-14

### Pedestrians (Crosswalks)

NS/EW Streets:		Main St		Main St		Fulton Ln		Fulton Ln		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
2:00 PM	3	0	3	0	0	1	0	0	7	
2:15 PM	0	0	1	0	0	1	0	0	2	
2:30 PM	0	0	0	0	1	0	0	1	2	
2:45 PM	0	0	0	2	0	3	9	0	14	
3:00 PM	0	0	0	3	2	0	2	0	7	
3:15 PM	0	0	0	0	0	0	0	2	2	
3:30 PM	0	0	0	1	0	0	1	3	5	
3:45 PM	0	2	0	0	0	3	0	7	12	
<b>TOTAL VOLUMES :</b>	EB 3	WB 2	EB 4	WB 6	NB 3	SB 8	NB 12	SB 13	TOTAL 51	
<b>APPROACH %'s :</b>	60.00%	40.00%	40.00%	60.00%	27.27%	72.73%	48.00%	52.00%		
<b>PEAK HR :</b>	03:00 PM - 04:00 PM								TOTAL	
<b>PEAK HR VOL :</b>	0	2	0	4	2	3	3	12	26	
<b>PEAK HR FACTOR :</b>		0.250		0.333	0.250	0.250	0.375	0.429	0.542	
		0.250		0.333		0.417		0.536		





# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	4	119	8	0	6	119	14	0	19	22	5	0	10	10	15	0	351
2:15 PM	10	119	7	0	5	117	3	0	15	16	9	0	4	5	12	0	322
2:30 PM	6	114	4	0	10	124	5	0	8	11	8	0	12	10	7	0	319
2:45 PM	7	118	4	0	11	119	4	0	10	10	12	0	5	10	12	0	322
3:00 PM	7	126	5	0	6	141	3	0	10	12	5	0	12	5	14	0	346
3:15 PM	7	116	7	0	14	130	7	0	8	9	8	0	10	9	11	0	336
3:30 PM	4	117	9	0	12	133	3	0	8	11	6	0	12	9	7	0	331
3:45 PM	9	119	3	0	9	113	7	0	11	22	9	0	8	12	12	0	334
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	54	948	47	0	73	996	46	0	89	113	62	0	73	70	90	0	2661
	5.15%	90.37%	4.48%	0.00%	6.55%	89.33%	4.13%	0.00%	33.71%	42.80%	23.48%	0.00%	31.33%	30.04%	38.63%	0.00%	
<b>PEAK HR :</b>	<b>03:00 PM - 04:00 PM</b>																
<b>PEAK HR VOL :</b>	27	478	24	0	41	517	20	0	37	54	28	0	42	35	44	0	1347
<b>PEAK HR FACTOR :</b>	0.750	0.948	0.667	0.000	0.732	0.917	0.714	0.000	0.841	0.614	0.778	0.000	0.875	0.729	0.786	0.000	0.973
	0.958				0.957				0.708				0.945				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	4	117	8	0	6	118	14	0	19	22	5	0	10	10	15	0	348
2:15 PM	10	119	7	0	5	116	3	0	15	16	9	0	4	5	12	0	321
2:30 PM	6	114	4	0	10	121	5	0	8	11	8	0	12	10	7	0	316
2:45 PM	7	116	4	0	11	119	4	0	10	10	12	0	5	10	12	0	320
3:00 PM	7	126	5	0	6	140	3	0	10	12	5	0	12	5	14	0	345
3:15 PM	7	116	7	0	14	129	7	0	8	9	8	0	10	9	11	0	335
3:30 PM	4	117	9	0	12	133	3	0	8	11	6	0	12	9	7	0	331
3:45 PM	9	116	3	0	9	112	7	0	11	22	9	0	8	12	12	0	330
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	54	941	47	0	73	988	46	0	89	113	62	0	73	70	90	0	2646
	5.18%	90.31%	4.51%	0.00%	6.59%	89.25%	4.16%	0.00%	33.71%	42.80%	23.48%	0.00%	31.33%	30.04%	38.63%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	27	475	24	0	41	514	20	0	37	54	28	0	42	35	44	0	1341
<b>PEAK HR FACTOR :</b>	0.75	0.942	0.667	0.000	0.732	0.918	0.714	0.000	0.841	0.614	0.778	0.000	0.875	0.729	0.786	0.000	0.972
		0.953				0.958				0.708				0.945			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
2:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																			
<b>PEAK HR VOL :</b>	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
	0.250				0.500															

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Medium Trucks

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2
		0.250				0.250											0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Light Trucks

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	3	0	0	0	2	0	0	0	1	0	0	1	0	0	0	7
2:15 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	0	5	0	0	0	0	0	0	1	0	1	0	8
3:30 PM	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0	0	7
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	0	14	1	0	1	15	1	0	1	1	1	0	2	0	1	0	38
<b>APPROACH %'s :</b>	0.00%	93.33%	6.67%	0.00%	5.88%	88.24%	5.88%	0.00%	33.33%	33.33%	33.33%	0.00%	66.67%	0.00%	33.33%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	6	0	0	1	9	0	0	0	0	1	0	1	0	1	0	19
<b>PEAK HR FACTOR :</b>	0.00	0.500	0.000	0.000	0.250	0.450	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.594

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Adams St  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-002  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Main St				Main St				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	1	0	0	0	1	0	2	0	0	3	0	0	0	1	0	0	8
<b>APPROACH %'s :</b>	100.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	1	0	0	0	0	0	2	0	0	3	0	0	0	1	0	0	7
<b>PEAK HR FACTOR :</b>	0.25	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.875
	0.250				0.500				0.375				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Adams St  
City: St Helena

Project ID: 18-08162-002  
Date: 2018-04-14

### Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Adams St		Adams St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	6	4	45	24	13	17	18	5	132
2:15 PM	12	8	24	24	12	13	10	16	119
2:30 PM	8	8	11	43	12	21	14	6	123
2:45 PM	4	3	27	21	22	9	17	23	126
3:00 PM	3	4	25	20	7	20	6	18	103
3:15 PM	3	3	17	22	2	7	6	10	70
3:30 PM	2	1	17	28	2	8	8	10	76
3:45 PM	6	10	18	29	8	13	15	14	113
<b>TOTAL VOLUMES :</b>	EB 44	WB 41	EB 184	WB 211	NB 78	SB 108	NB 94	SB 102	TOTAL 862
<b>APPROACH %'s :</b>	51.76%	48.24%	46.58%	53.42%	41.94%	58.06%	47.96%	52.04%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM								TOTAL
<b>PEAK HR VOL :</b>	14	18	77	99	19	48	35	52	362
<b>PEAK HR FACTOR :</b>	0.583	0.450	0.770	0.853	0.594	0.600	0.583	0.722	0.801
	0.500		0.936		0.620		0.750		

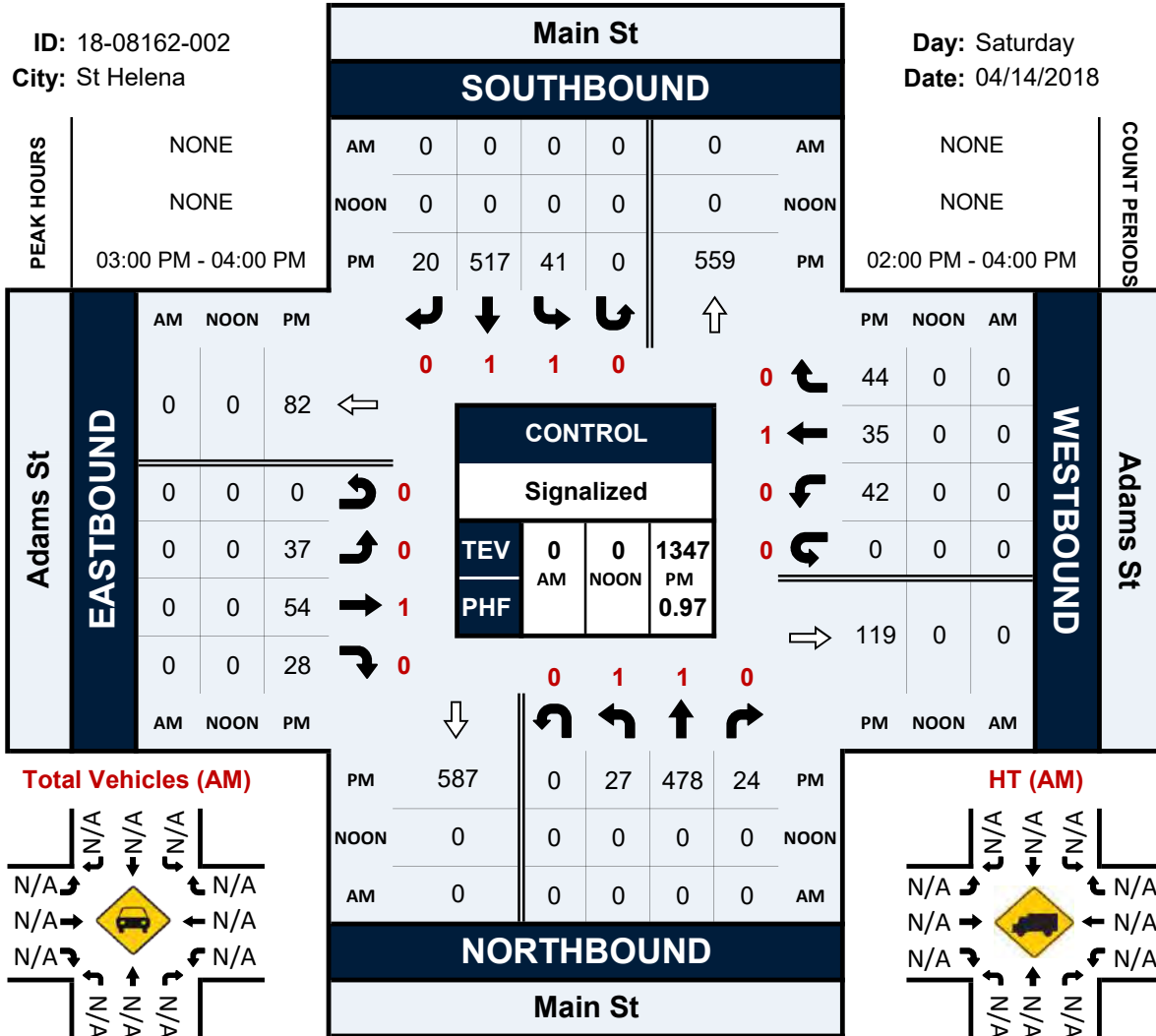


# Main St & Adams St

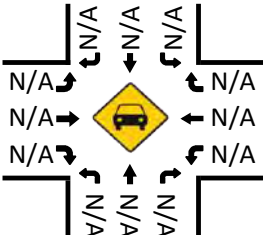
## Peak Hour Turning Movement Count

ID: 18-08162-002  
City: St Helena

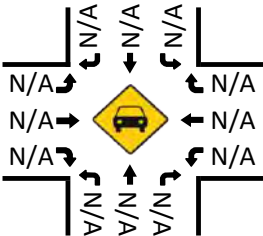
Day: Saturday  
Date: 04/14/2018



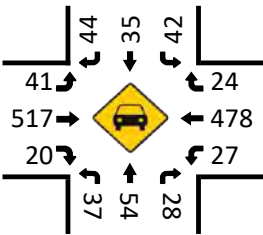
Total Vehicles (AM)



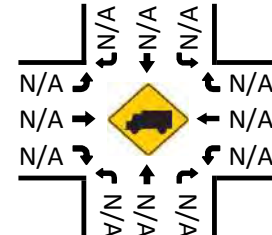
Total Vehicles (Noon)



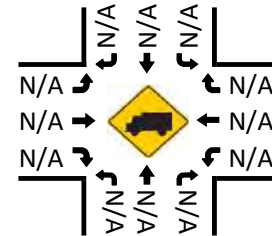
Total Vehicles (PM)



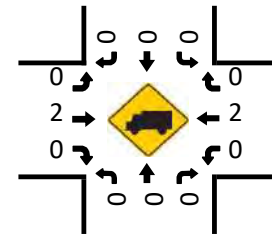
HT (AM)



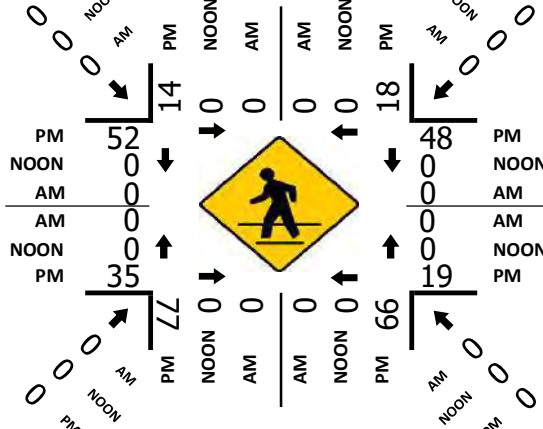
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
2:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	287
2:15 PM	0	128	13	0	1	127	0	0	0	0	0	0	9	0	9	0	292	
2:30 PM	0	117	18	0	6	131	0	0	0	0	0	0	11	0	12	0	295	
2:45 PM	0	127	12	0	7	137	0	0	0	0	0	0	8	0	5	0	296	
3:00 PM	0	118	19	0	7	149	0	0	0	0	0	0	9	0	12	0	314	
3:15 PM	0	122	17	0	3	139	0	0	0	0	0	0	7	0	7	0	295	
3:30 PM	0	121	19	0	5	141	0	0	0	0	0	0	8	0	4	0	298	
3:45 PM	0	125	13	0	6	131	0	0	0	0	0	0	11	0	8	0	294	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	977	129	0	38	1088	0	0	0	0	0	0	73	0	66	0	2371	
	0.00%	88.34%	11.66%	0.00%	3.37%	96.63%	0.00%	0.00%	0	0	0	0	52.52%	0.00%	47.48%	0.00%		
<b>PEAK HR :</b>	<b>02:45 PM - 03:45 PM</b>																	
<b>PEAK HR VOL :</b>	0	488	67	0	22	566	0	0	0	0	0	0	32	0	28	0	1203	
<b>PEAK HR FACTOR :</b>	0.000	0.961	0.882	0.000	0.786	0.950	0.000	0.000	0.000	0.000	0.000	0.000	0.889	0.000	0.583	0.000	0.958	
		0.991				0.942								0.714				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL																
	NORTHBOUND								SOUTHBOUND									EASTBOUND								WESTBOUND							
	PM	1 NL	1 NT	1 NR	1 NU	1 SL	1 ST	1 SR	1 SU	1 EL	1 ET	1 ER	1 EU	1 WL	1 WT	1 WR		1 WU															
2:00 PM	0	126	13	0	1	126	0	0	0	0	0	0	9	0	9	0	284																
2:15 PM	0	119	18	0	3	132	0	0	0	0	0	0	10	0	9	0	291																
2:30 PM	0	116	18	0	6	128	0	0	0	0	0	0	11	0	12	0	291																
2:45 PM	0	126	12	0	7	137	0	0	0	0	0	0	8	0	5	0	295																
3:00 PM	0	118	19	0	7	148	0	0	0	0	0	0	9	0	12	0	313																
3:15 PM	0	122	17	0	3	138	0	0	0	0	0	0	7	0	7	0	294																
3:30 PM	0	121	19	0	5	141	0	0	0	0	0	0	7	0	4	0	297																
3:45 PM	0	123	13	0	6	130	0	0	0	0	0	0	11	0	7	0	290																
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL																
<b>APPROACH %'s :</b>	0	971	129	0	38	1080	0	0	0	0	0	0	72	0	65	0	2355																
	0.00%	88.27%	11.73%	0.00%	3.40%	96.60%	0.00%	0.00%					52.55%	0.00%	47.45%	0.00%																	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																																
<b>PEAK HR VOL :</b>	0	487	67	0	22	564	0	0	0	0	0	0	31	0	28	0	1199																
<b>PEAK HR FACTOR :</b>	0.00	0.966	0.882	0.000	0.786	0.953	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.583	0.000	0.958																
			0.989				0.945								0.702																		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
2:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2				
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
2:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2				
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
3:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
<b>TOTAL VOLUMES :</b>	0	5	0	0	0	5	0	0	0	0	0	0	1	0	0	0	11				
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	TOTAL				
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																TOTAL				
<b>PEAK HR VOL :</b>	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3				
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Medium Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Light Trucks

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
2:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6				
2:15 PM	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	6				
2:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3				
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
3:15 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7				
3:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6				
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
<b>TOTAL VOLUMES :</b>	0	15	0	0	1	17	0	0	0	0	0	0	0	0	1	0	34				
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	5.56%	94.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																				
<b>PEAK HR VOL :</b>	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	15				
<b>PEAK HR FACTOR :</b>	0.00	0.500	0.000	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.536				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-003  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Main St				Main St				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	2	1	0	2	0	0	0	0	0	0	0	0	5	0	0	10
	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	5
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Main St & Hunt Ave  
City: St Helena

Project ID: 18-08162-003  
Date: 2018-04-14

## Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Hunt Ave		Hunt Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	13	11	8	4	23	12	0	0	71
2:15 PM	3	1	9	8	21	35	0	0	77
2:30 PM	15	18	10	9	30	28	0	0	110
2:45 PM	14	9	2	5	15	22	0	0	67
3:00 PM	13	8	0	4	12	15	0	0	52
3:15 PM	2	7	13	3	29	20	0	0	74
3:30 PM	11	7	6	6	37	19	0	0	86
3:45 PM	19	6	0	7	39	25	0	0	96
<b>TOTAL VOLUMES :</b>	EB 90	WB 67	EB 48	WB 46	NB 206	SB 176	NB 0	SB 0	TOTAL 633
<b>APPROACH %'s :</b>	57.32%	42.68%	51.06%	48.94%	53.93%	46.07%			
<b>PEAK HR :</b>	<b>02:45 PM - 03:45 PM</b>								TOTAL
<b>PEAK HR VOL :</b>	40	31	21	18	93	76	0	0	279
<b>PEAK HR FACTOR :</b>	0.714	0.861	0.404	0.750	0.628	0.864			0.811
	0.772		0.609		0.754				



# Main St & Hunt Ave

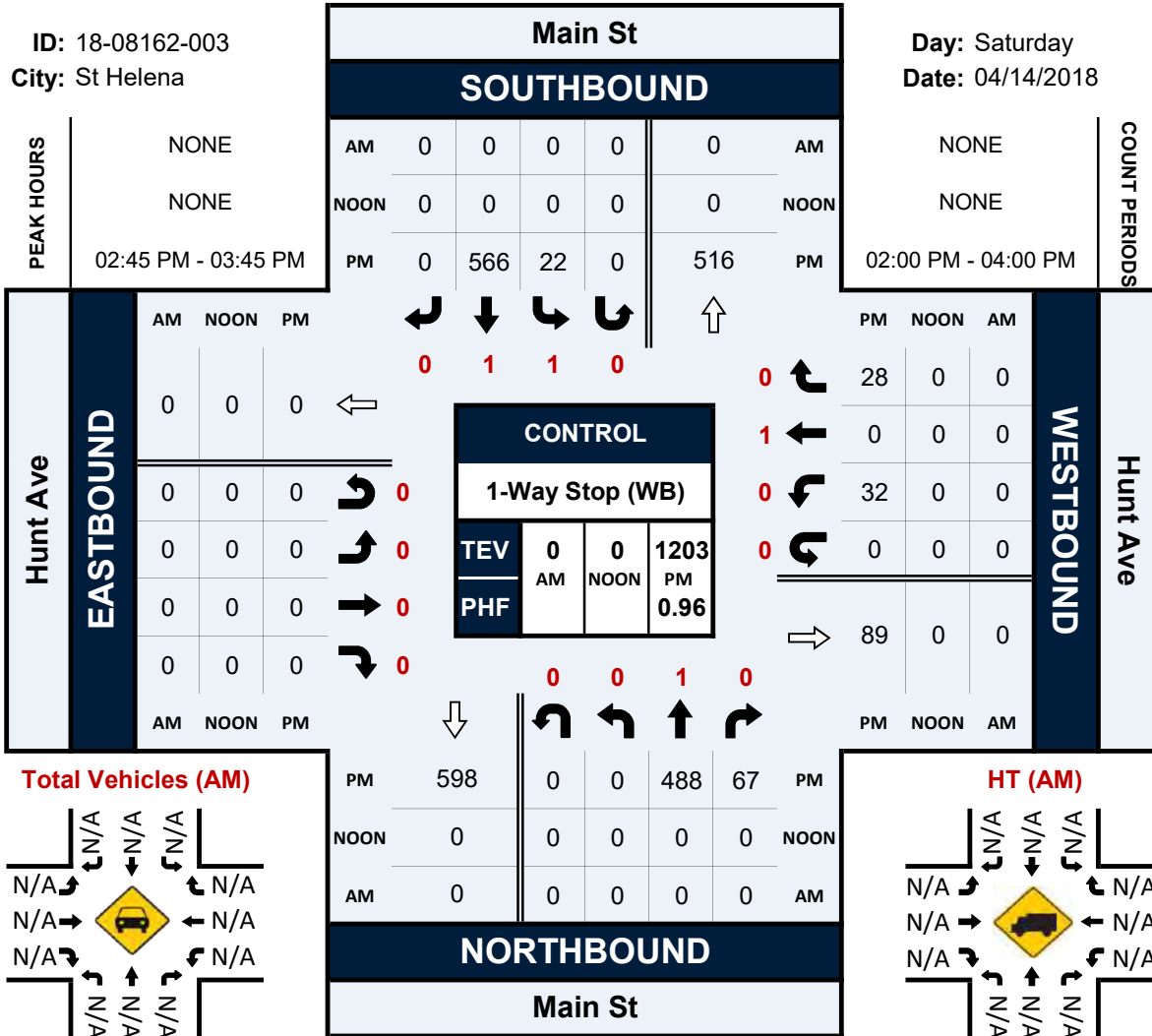
## Peak Hour Turning Movement Count

ID: 18-08162-003

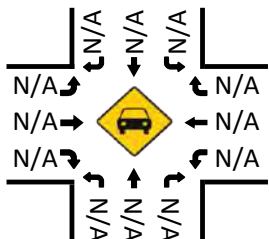
City: St Helena

Day: Saturday

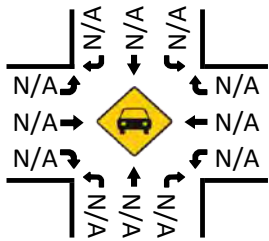
Date: 04/14/2018



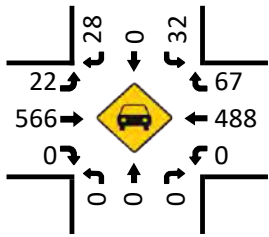
Total Vehicles (AM)



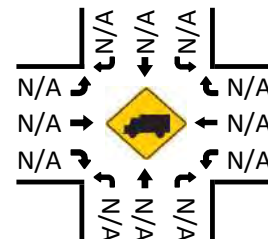
Total Vehicles (Noon)



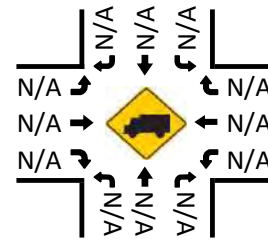
Total Vehicles (PM)



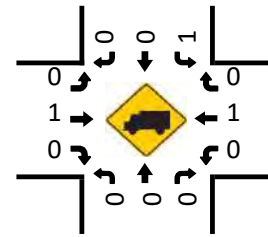
HT (AM)



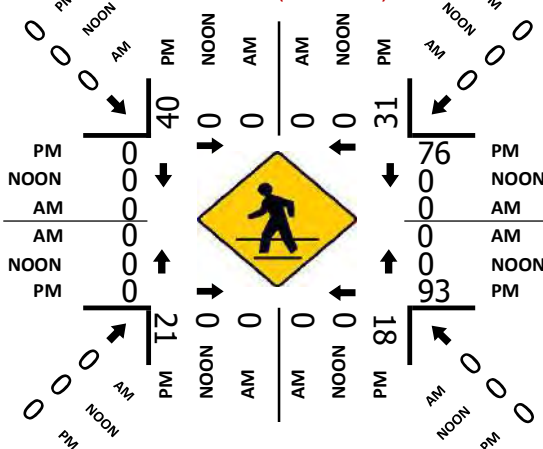
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
2:00 PM	16	129	16	0	8	116	2	0	0	0	35	0	35	5	17	0					379
2:15 PM	20	127	14	0	14	133	1	0	0	0	32	0	32	5	19	0					397
2:30 PM	13	125	17	0	18	129	4	0	0	0	35	0	30	15	23	0					409
2:45 PM	12	134	12	0	18	142	1	0	0	0	30	0	29	11	19	0					408
3:00 PM	14	115	16	0	22	143	2	0	0	0	34	0	33	7	19	0					405
3:15 PM	14	125	18	0	14	127	2	0	0	0	45	0	33	6	17	0					401
3:30 PM	17	132	9	0	9	137	1	0	0	0	44	0	33	14	22	0					418
3:45 PM	20	125	9	0	16	134	0	0	0	0	35	0	25	3	19	0					386
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	10.09%	81.02%	8.89%	0.00%	9.97%	88.94%	1.09%	0.00%	0.00%	0.00%	100.00%	0.00%	53.08%	14.01%	32.91%	0.00%					3203
<b>PEAK HR :</b>	<b>02:45 PM - 03:45 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	57	506	55	0	63	549	6	0	0	0	153	0	128	38	77	0					1632
<b>PEAK HR FACTOR :</b>	0.838	0.944	0.764	0.000	0.716	0.960	0.750	0.000	0.000	0.000	0.850	0.000	0.970	0.679	0.875	0.000					0.976
			0.978				0.925				0.850				0.880						

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 2018-04-14

### Passenger Vehicles

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL																
	NORTHBOUND								SOUTHBOUND									EASTBOUND								WESTBOUND							
	PM	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1											
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU																	
2:00 PM	16	128	16	0	8	115	2	0	0	0	35	0	35	5	16	0																	
2:15 PM	20	127	14	0	14	132	1	0	0	0	32	0	32	5	19	0																	
2:30 PM	13	124	17	0	18	127	4	0	0	0	35	0	30	15	23	0																	
2:45 PM	12	133	12	0	18	141	1	0	0	0	30	0	29	11	19	0																	
3:00 PM	14	115	16	0	22	142	2	0	0	0	34	0	33	7	19	0																	
3:15 PM	14	125	18	0	14	126	2	0	0	0	45	0	33	6	17	0																	
3:30 PM	17	132	9	0	9	136	1	0	0	0	44	0	33	14	22	0																	
3:45 PM	20	123	9	0	16	133	0	0	0	0	35	0	24	3	19	0																	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>																
	126	1007	111	0	119	1052	13	0	0	0	290	0	249	66	154	0	3187																
<b>APPROACH %'s :</b>	10.13%	80.95%	8.92%	0.00%	10.05%	88.85%	1.10%	0.00%	0.00%	0.00%	100.00%	0.00%	53.09%	14.07%	32.84%	0.00%																	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																<b>TOTAL</b>																
<b>PEAK HR VOL :</b>	57	505	55	0	63	545	6	0	0	0	153	0	128	38	77	0	1627																
<b>PEAK HR FACTOR :</b>	0.84	0.949	0.764	0.000	0.716	0.960	0.750	0.000	0.000	0.000	0.850	0.000	0.970	0.679	0.875	0.000	0.975																
	0.976				0.925				0.850				0.880																				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
 City: St Helena  
 Control: Signalized

Project ID: 18-08162-004  
 Date: 2018-04-14

### Heavy Trucks

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.250				0.500											

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 2018-04-14

### Medium Trucks

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	3	0	0	0	0	0	0	1	0	1	0	5
					0.00%	100.00%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 2018-04-14

### Light Trucks

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
2:30 PM	0	1	0	0	0	2	0	0	0	0	3	0	1	0	0	0	7
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
3:15 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	13	0	0	0	17	0	0	0	0	4	0	2	0	1	0	37
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	66.67%	0.00%	33.33%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	0	5	0	0	0	10	0	0	0	0	0	0	1	0	0	0	16
<b>PEAK HR FACTOR :</b>	0.00	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.667
		0.625				0.500								0.250			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Main St & Pope-St\_Mitchell Dr  
**City:** St Helena  
**Control:** Signalized

**Project ID:** 18-08162-004  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Main St				Main St				Pope-St_Mitchell Dr				Pope-St_Mitchell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	2	0	4	0	0	0	0	0	0	0	0	0	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4
2:30 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	5
3:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	1	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
3:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
<b>TOTAL VOLUMES :</b>	1	5	6	0	3	1	4	0	2	0	0	0	3	2	4	0	31
<b>APPROACH %'s :</b>	8.33%	41.67%	50.00%	0.00%	37.50%	12.50%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	22.22%	44.44%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	0	4	4	0	1	0	0	0	2	0	0	0	0	2	1	0	14
<b>PEAK HR FACTOR :</b>	0.00	0.500	0.333	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.700
	0.667				0.250				0.250				0.375				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Main St & Pope-St\_Mitchell Dr  
 City: St Helena

Project ID: 18-08162-004  
 Date: 2018-04-14

### Pedestrians (Crosswalks)

NS/EW Streets:		Main St		Main St		Pope-St_Mitchell Dr		Pope-St_Mitchell Dr		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
2:00 PM	4	2	0	0	1	4	6	4	21	
2:15 PM	7	5	0	0	4	7	18	10	51	
2:30 PM	15	12	0	0	2	5	15	3	52	
2:45 PM	4	7	0	0	5	0	2	0	18	
3:00 PM	12	8	0	0	10	6	4	7	47	
3:15 PM	17	9	0	0	14	14	14	5	73	
3:30 PM	9	22	0	0	18	5	5	0	59	
3:45 PM	10	4	0	0	2	1	9	1	27	
<b>TOTAL VOLUMES :</b>	EB 78	WB 69	EB 0	WB 0	NB 56	SB 42	NB 73	SB 30	<b>TOTAL</b> 348	
<b>APPROACH %'s :</b>	53.06%	46.94%			57.14%	42.86%	70.87%	29.13%		
<b>PEAK HR :</b>	<b>02:45 PM - 03:45 PM</b>								<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	42	46	0	0	47	25	25	12	197	
<b>PEAK HR FACTOR :</b>	0.618	0.523			0.653	0.446	0.446	0.429	0.675	
	0.710				0.643		0.487			

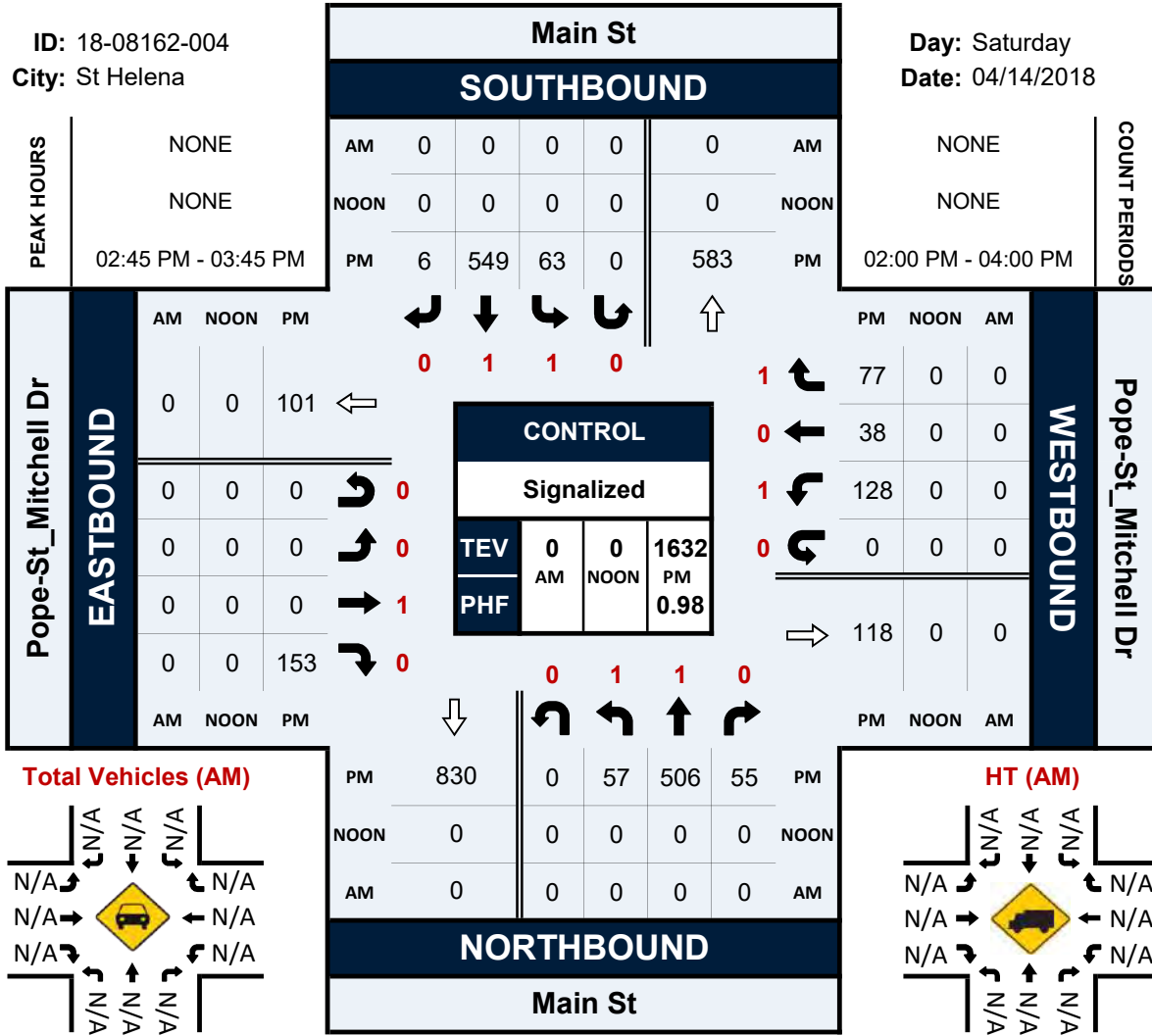


# Main St & Pope-St\_Mitchell Dr

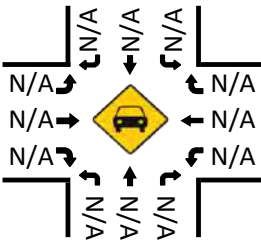
## Peak Hour Turning Movement Count

ID: 18-08162-004  
City: St Helena

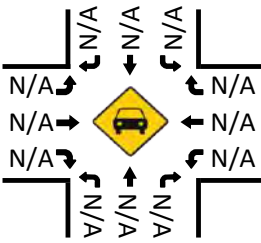
Day: Saturday  
Date: 04/14/2018



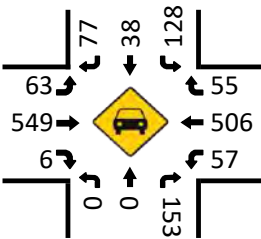
Total Vehicles (AM)



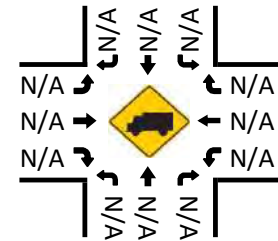
Total Vehicles (Noon)



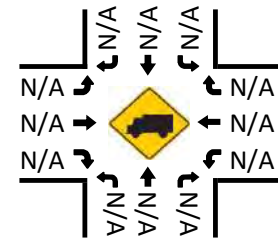
Total Vehicles (PM)



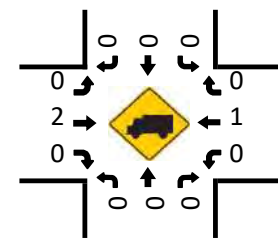
HT (AM)



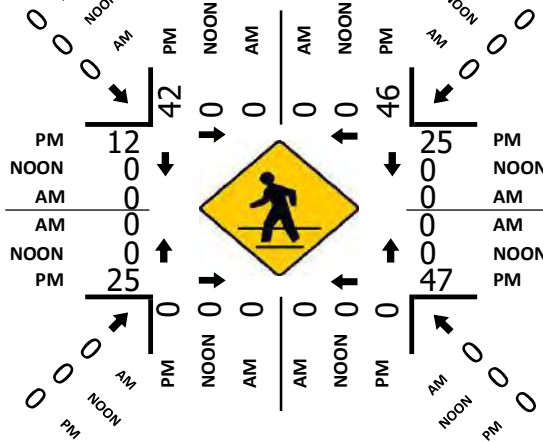
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Fulton Ln  
**City:** St Helena  
**Control:** 1-Way Stop (NB)

**Project ID:** 18-08162-005  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Fulton Ln				Fulton Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	57
2:15 PM	26	0	2	0	0	0	0	0	0	3	24	0	1	1	0	0	49
2:30 PM	28	0	2	0	0	0	0	0	0	1	15	0	1	2	0	0	55
2:45 PM	24	0	4	0	0	0	0	0	0	3	16	0	5	3	0	0	60
3:00 PM	31	0	2	0	0	0	0	0	0	3	18	0	1	5	0	0	48
3:15 PM	23	0	2	0	0	0	0	0	0	3	15	0	2	3	0	0	51
3:30 PM	21	0	0	0	0	0	0	0	0	0	23	1	1	5	0	0	39
3:45 PM	22	0	0	0	0	0	0	0	0	0	15	0	0	2	0	0	49
	18	0	1	0	0	0	0	0	0	5	22	0	0	3	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	193	0	13	0	0	0	0	0	0	18	148	1	11	24	0	0	408
	93.69%	0.00%	6.31%	0.00%					0.00%	10.78%	88.62%	0.60%	31.43%	68.57%	0.00%	0.00%	
<b>PEAK HR:</b>	<b>02:00 PM - 03:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	109	0	10	0	0	0	0	0	0	10	73	0	8	11	0	0	221
<b>PEAK HR FACTOR:</b>	0.879	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.760	0.000	0.400	0.550	0.000	0.000	0.921
	0.902								0.769				0.594				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Fulton Ln  
**City:** St Helena  
**Control:** 1-Way Stop (NB)

**Project ID:** 18-08162-005  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Railroad Ave				Railroad Ave				Fulton Ln				Fulton Ln				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
	75.00%	0.00%	25.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
<b>PEAK HR :</b>	02:00 PM - 03:00 PM																
<b>PEAK HR VOL :</b>	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
<b>PEAK HR FACTOR :</b>	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
			0.250								0.250						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Fulton Ln  
City: St Helena

Project ID: 18-08162-005  
Date: 2018-04-14

### Pedestrians (Crosswalks)

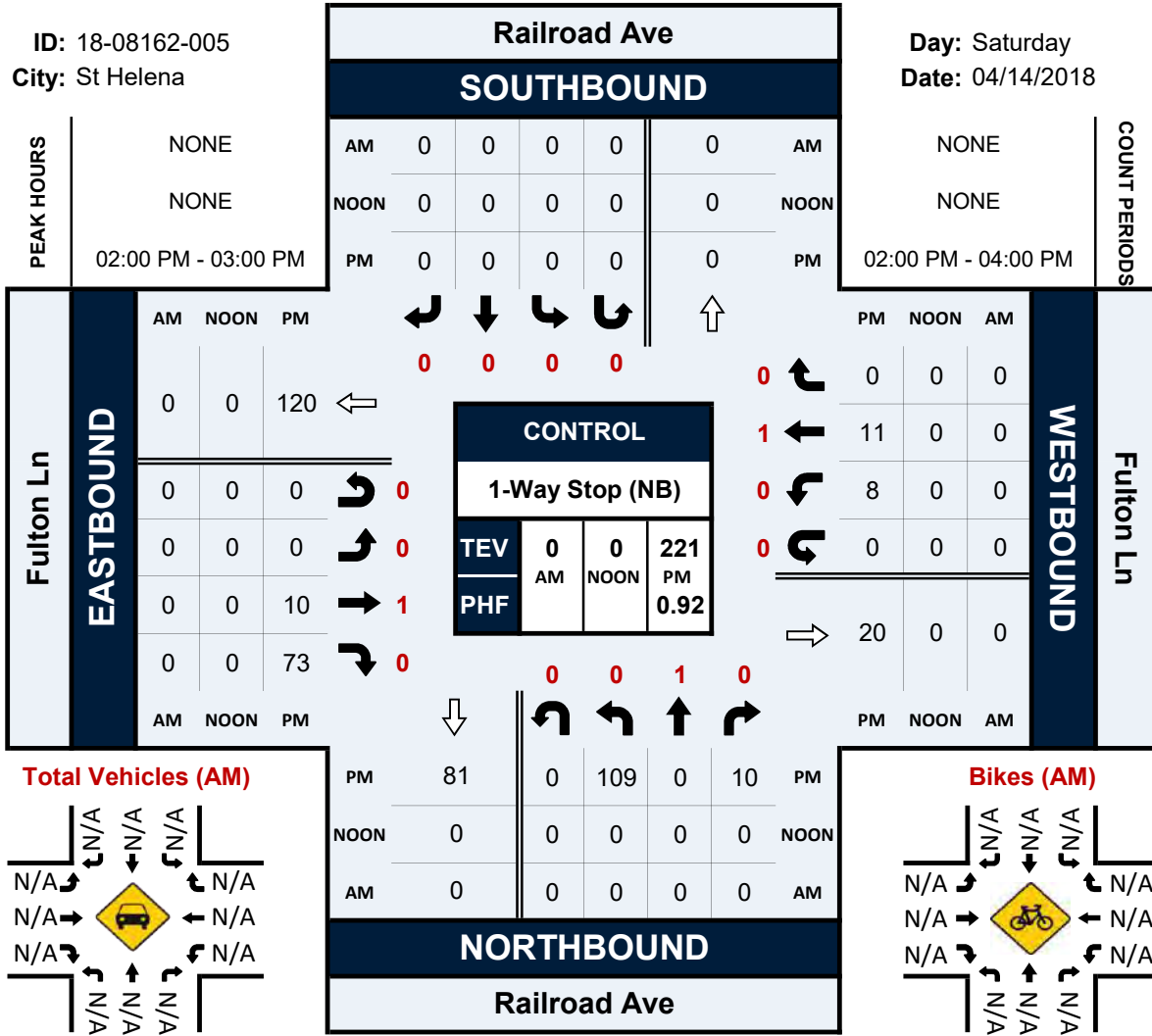
NS/EW Streets:		Railroad Ave		Railroad Ave		Fulton Ln		Fulton Ln		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
2:00 PM	0	0	0	0	0	0	0	3	3	
2:15 PM	0	0	0	0	0	0	3	0	3	
2:30 PM	0	0	2	0	6	0	0	0	8	
2:45 PM	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	2	0	0	0	2	
3:15 PM	0	0	0	0	0	0	1	0	1	
3:30 PM	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	1	0	1	
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL	
<b>APPROACH %'s :</b>	0	0	2	0	8	0	5	3	18	
			100.00%	0.00%	100.00%	0.00%	62.50%	37.50%		
<b>PEAK HR :</b>	<b>02:00 PM - 03:00 PM</b>								TOTAL	
<b>PEAK HR VOL :</b>	0	0	2	0	6	0	3	3	14	
<b>PEAK HR FACTOR :</b>			0.250	0	0.250	0	0.250	0.250	0.438	
			0.250		0.250		0.500			

# Railroad Ave & Fulton Ln

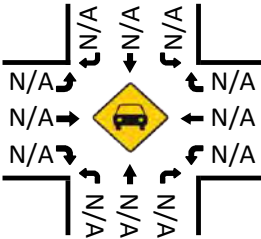
## Peak Hour Turning Movement Count

ID: 18-08162-005  
City: St Helena

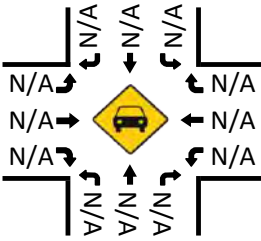
Day: Saturday  
Date: 04/14/2018



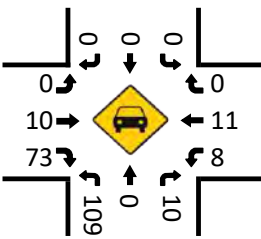
Total Vehicles (AM)



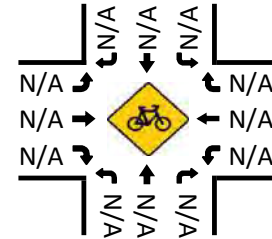
Total Vehicles (Noon)



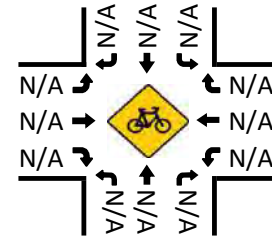
Total Vehicles (PM)



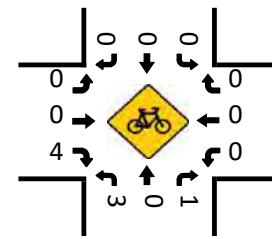
Bikes (AM)



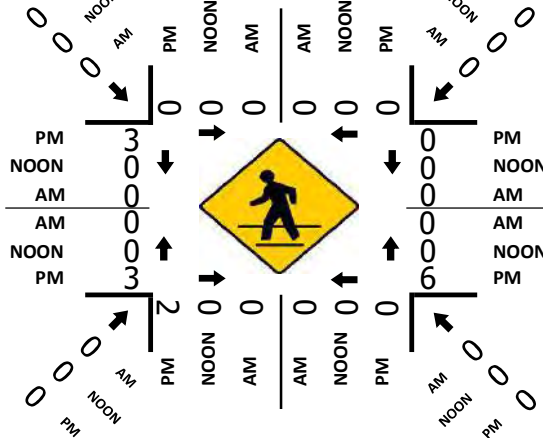
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Adams St  
**City:** St Helena  
**Control:** 4-Way Stop

**Project ID:** 18-08162-006  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	135
2:15 PM	8	17	3	0	11	15	4	0	3	23	11	0	4	22	14	0	112
2:30 PM	7	17	3	1	10	15	3	0	0	17	9	0	5	13	12	0	113
2:45 PM	7	18	6	0	8	14	3	0	1	15	7	2	4	19	9	0	118
3:00 PM	8	19	6	0	15	8	4	0	2	12	12	0	9	15	9	0	105
3:15 PM	8	11	7	0	8	9	4	0	1	15	7	1	2	19	13	0	108
3:30 PM	11	15	3	0	9	16	3	0	1	11	17	0	2	12	8	0	101
3:45 PM	12	16	4	0	8	11	1	0	1	13	15	0	3	10	7	0	104
	10	7	6	0	11	12	2	0	4	13	12	0	4	14	9	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	70	120	38	1	80	100	24	0	13	119	90	3	33	124	81	0	896
	30.57%	52.40%	16.59%	0.44%	39.22%	49.02%	11.76%	0.00%	5.78%	52.89%	40.00%	1.33%	13.87%	52.10%	34.03%	0.00%	
<b>PEAK HR :</b>	<b>02:00 PM - 03:00 PM</b>																
<b>PEAK HR VOL :</b>	29	71	18	1	44	52	14	0	6	67	39	2	22	69	44	0	478
<b>PEAK HR FACTOR :</b>	0.906	0.934	0.750	0.250	0.733	0.867	0.875	0.000	0.500	0.728	0.813	0.250	0.611	0.784	0.786	0.000	0.885
	0.930				0.917				0.770				0.844				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Adams St  
**City:** St Helena  
**Control:** 4-Way Stop

**Project ID:** 18-08162-006  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Railroad Ave				Railroad Ave				Adams St				Adams St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	4	0	0	0	0	1	0	0	0	0	1	0	6
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
3:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	5	1	0	4	0	0	0	0	3	0	0	0	2	2	0	18
<b>APPROACH %'s :</b>	14.29%	71.43%	14.29%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
<b>PEAK HR :</b>	02:00 PM - 03:00 PM																
<b>PEAK HR VOL :</b>	0	4	1	0	4	0	0	0	0	1	0	0	0	0	2	0	12
<b>PEAK HR FACTOR :</b>	0.00	0.333	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500
			0.417				0.250				0.250				0.500		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Adams St  
City: St Helena

Project ID: 18-08162-006  
Date: 2018-04-14

### Pedestrians (Crosswalks)

NS/EW Streets:	Railroad Ave		Railroad Ave		Adams St		Adams St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	1	2	0	0	0	2	0	5
2:15 PM	2	2	5	0	0	0	0	5	14
2:30 PM	0	1	0	3	0	0	3	1	8
2:45 PM	1	0	2	1	1	0	5	1	11
3:00 PM	3	0	7	3	0	0	0	0	13
3:15 PM	0	0	1	1	0	0	2	3	7
3:30 PM	2	0	9	2	0	0	1	0	14
3:45 PM	1	3	3	2	0	0	0	2	11
<b>TOTAL VOLUMES :</b>	EB 9	WB 7	EB 29	WB 12	NB 1	SB 0	NB 13	SB 12	TOTAL 83
<b>APPROACH %'s :</b>	56.25%	43.75%	70.73%	29.27%	100.00%	0.00%	52.00%	48.00%	
<b>PEAK HR :</b>	<b>02:00 PM - 03:00 PM</b>								TOTAL
<b>PEAK HR VOL :</b>	3	4	9	4	1	0	10	7	38
<b>PEAK HR FACTOR :</b>	0.375	0.500	0.450	0.333	0.250		0.500	0.350	0.679
	0.438		0.650		0.250		0.708		

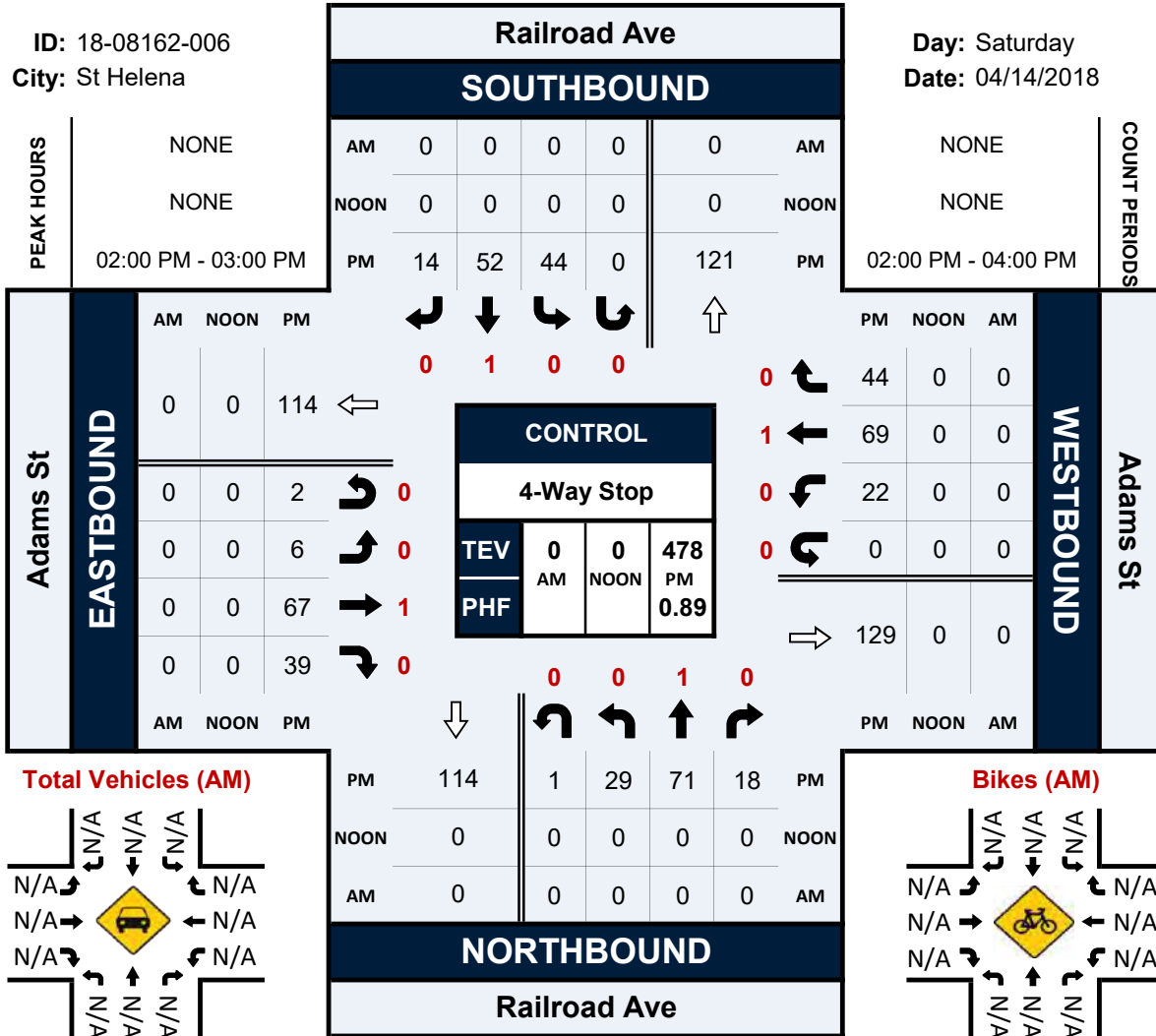


# Railroad Ave & Adams St

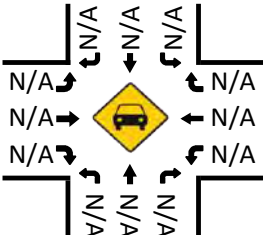
## Peak Hour Turning Movement Count

ID: 18-08162-006  
City: St Helena

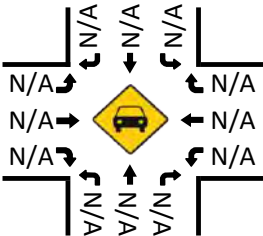
Day: Saturday  
Date: 04/14/2018



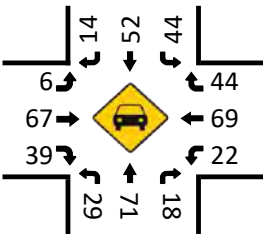
Total Vehicles (AM)



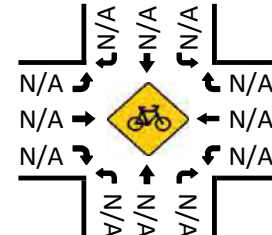
Total Vehicles (Noon)



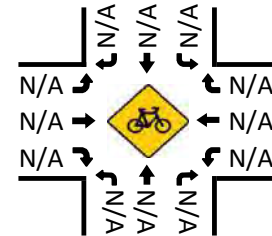
Total Vehicles (PM)



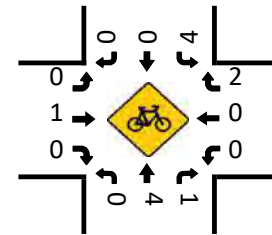
Bikes (AM)



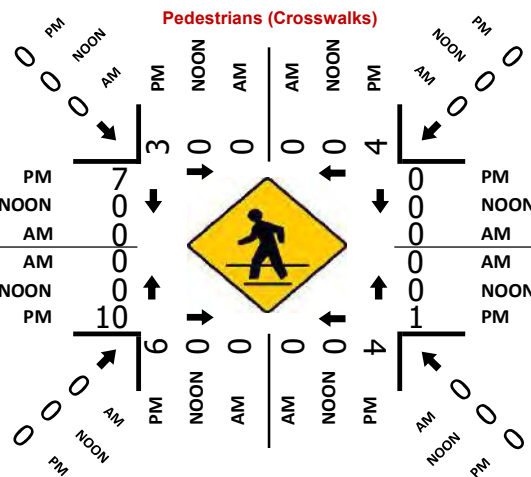
Bikes (NOON)



Bikes (PM)



### NORTHBOUND



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-007  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Railroad Ave				Railroad Ave				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	81
2:15 PM	0	1	1	0	27	0	9	0	5	7	0	1	1	7	22	0	79
2:30 PM	2	0	1	0	24	0	8	0	10	9	1	1	0	8	15	0	87
2:45 PM	1	1	1	0	18	1	2	0	10	13	2	1	0	17	20	0	79
3:00 PM	0	1	1	0	22	1	6	0	6	10	1	0	1	8	22	0	79
3:15 PM	0	0	1	0	16	0	6	0	4	17	1	2	1	14	17	0	86
3:30 PM	1	1	1	0	29	1	3	1	7	12	0	1	0	8	21	0	86
3:45 PM	0	0	0	0	24	0	5	0	5	15	1	0	0	8	28	0	83
	0	1	0	0	23	1	6	0	7	15	0	0	0	12	18	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	4	5	6	0	183	4	45	1	54	98	6	6	3	82	163	0	660
	26.67%	33.33%	40.00%	0.00%	78.54%	1.72%	19.31%	0.43%	32.93%	59.76%	3.66%	3.66%	1.21%	33.06%	65.73%	0.00%	
<b>PEAK HR :</b>	<b>03:00 PM - 04:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	2	2	0	92	2	20	1	23	59	2	3	1	42	84	0	334
<b>PEAK HR FACTOR :</b>	0.250	0.500	0.500	0.000	0.793	0.500	0.833	0.250	0.821	0.868	0.500	0.375	0.250	0.750	0.750	0.000	0.971
	0.417				0.846				0.906				0.882				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Railroad Ave & Hunt Ave  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-007  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Railroad Ave				Railroad Ave				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	9
2:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3
3:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	3	4	0	0	0	0	0	0	3	0	0	4	8	4	0	26
	0.00%	42.86%	57.14%	0.00%					0.00%	100.00%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	0	2	0	0	0	0	0	0	3	0	0	2	2	2	0	11
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.250	0.250	0.000	0.917
			0.500							0.375				0.750			

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Railroad Ave & Hunt Ave  
City: St Helena

Project ID: 18-08162-007  
Date: 2018-04-14

### Pedestrians (Crosswalks)

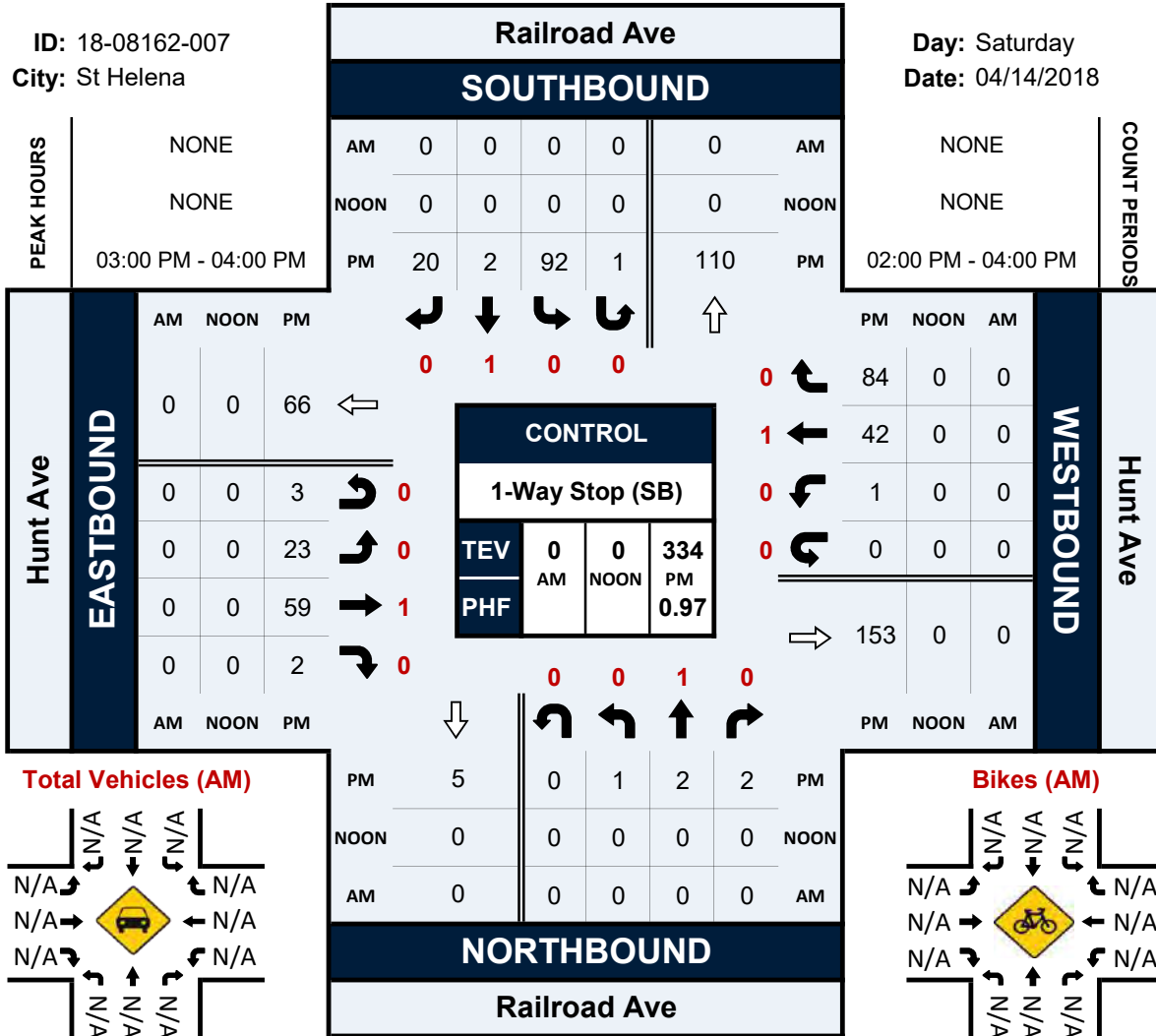
NS/EW Streets:	Railroad Ave		Railroad Ave		Hunt Ave		Hunt Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	7	3	5	1	0	0	0	1	17
2:15 PM	5	5	6	6	0	0	4	0	26
2:30 PM	2	5	5	2	1	0	0	0	15
2:45 PM	7	4	2	3	1	0	4	0	21
3:00 PM	1	4	5	1	2	0	1	1	15
3:15 PM	2	3	3	0	0	0	0	0	8
3:30 PM	3	2	6	0	4	0	1	0	16
3:45 PM	2	10	2	1	1	0	2	0	18
<b>TOTAL VOLUMES :</b>	EB 29	WB 36	EB 34	WB 14	NB 9	SB 0	NB 12	SB 2	TOTAL 136
<b>APPROACH %'s :</b>	44.62%	55.38%	70.83%	29.17%	100.00%	0.00%	85.71%	14.29%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM								TOTAL
<b>PEAK HR VOL :</b>	8	19	16	2	7	0	4	1	57
<b>PEAK HR FACTOR :</b>	0.667	0.475	0.667	0.500	0.438		0.500	0.250	0.792
	0.563		0.750		0.438		0.625		

# Railroad Ave & Hunt Ave

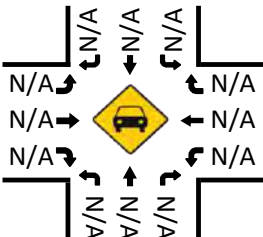
## Peak Hour Turning Movement Count

ID: 18-08162-007  
City: St Helena

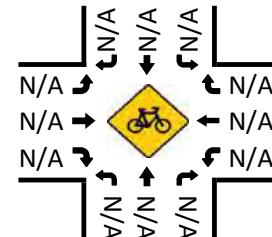
Day: Saturday  
Date: 04/14/2018



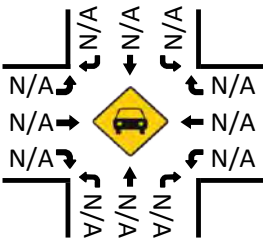
Total Vehicles (AM)



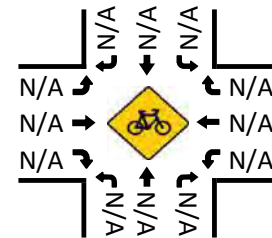
Bikes (AM)



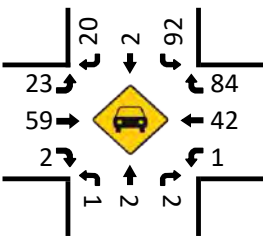
Total Vehicles (Noon)



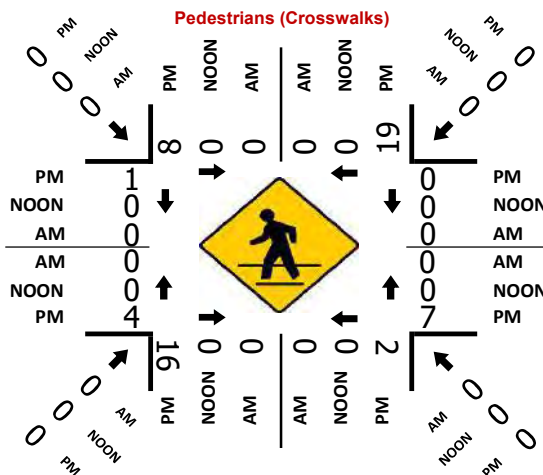
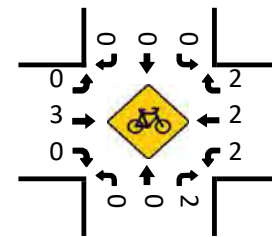
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Library Ln & Adams St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-008  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Library Ln				Library Ln				Adams St				Adams St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	22
2:15 PM	0	0	0	0	0	1	6	0	9	1	0	3	0	1	0	0	21
2:30 PM	0	1	0	0	0	0	12	0	12	1	0	3	0	0	0	0	29
2:45 PM	1	0	0	0	0	0	7	0	6	3	0	3	0	1	1	0	22
3:00 PM	1	0	0	0	0	0	6	0	6	2	1	2	0	1	0	0	19
3:15 PM	0	0	0	0	0	0	8	0	7	2	0	2	0	1	0	0	20
3:30 PM	0	0	0	0	0	0	5	0	7	0	1	2	0	2	0	0	17
3:45 PM	1	0	0	0	0	0	5	0	3	2	0	4	0	2	0	0	17
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	60.00%	40.00%	0.00%	0.00%	0.00%	1.82%	98.18%	0.00%	60.00%	14.74%	5.26%	20.00%	0.00%	91.67%	8.33%	0.00%	167
<b>PEAK HR :</b>	<b>02:00 PM - 03:00 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	1	2	0	0	0	1	30	0	34	8	3	9	0	5	1	0	94
<b>PEAK HR FACTOR :</b>	0.250	0.500	0.000	0.000	0.000	0.250	0.625	0.000	0.708	0.667	0.250	0.750	0.000	0.417	0.250	0.000	0.810
	0.750				0.646				0.844				0.500				



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Library Ln & Adams St  
City: St Helena

Project ID: 18-08162-008  
Date: 2018-04-14

## Pedestrians (Crosswalks)

NS/EW Streets:		Library Ln		Library Ln		Adams St		Adams St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
2:00 PM	1	0	0	0	1	0	1	0	3	
2:15 PM	0	0	1	0	0	0	0	0	1	
2:30 PM	0	0	0	2	0	0	2	0	4	
2:45 PM	0	0	0	1	0	0	0	0	1	
3:00 PM	0	0	0	2	1	1	0	0	4	
3:15 PM	0	4	0	0	0	0	0	0	4	
3:30 PM	2	0	0	0	0	0	0	0	2	
3:45 PM	0	1	1	2	1	3	0	0	8	
<b>TOTAL VOLUMES :</b>	EB 3	WB 5	EB 2	WB 7	NB 3	SB 4	NB 3	SB 0	TOTAL 27	
<b>APPROACH %'s :</b>	37.50%	62.50%	22.22%	77.78%	42.86%	57.14%	100.00%	0.00%		
<b>PEAK HR :</b>	<b>02:00 PM - 03:00 PM</b>								TOTAL	
<b>PEAK HR VOL :</b>	1	0	1	3	1	0	3	0	9	
<b>PEAK HR FACTOR :</b>	0.250		0.250	0.375	0.250		0.375		0.563	
		0.250		0.500		0.250		0.375		

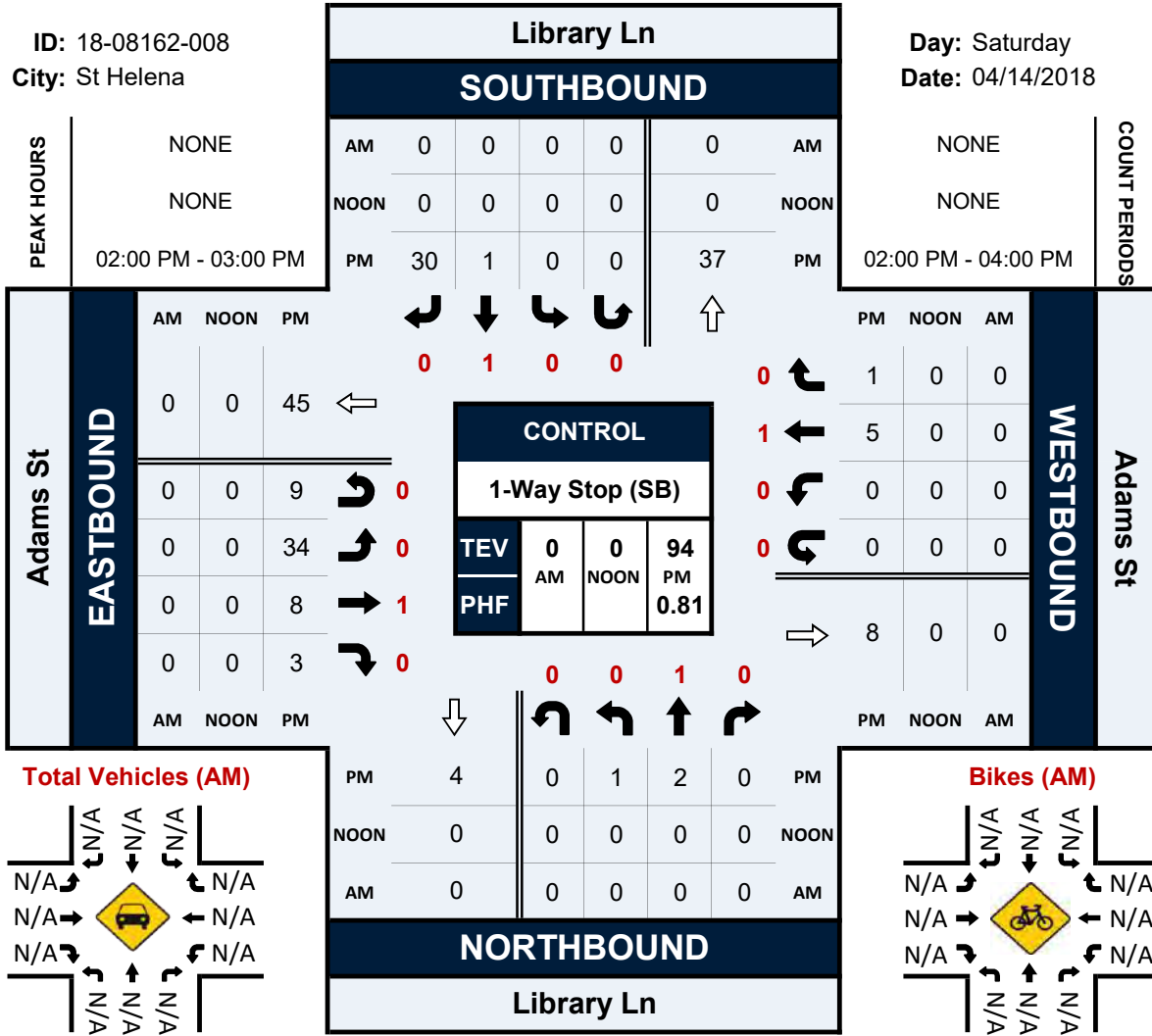


# Library Ln & Adams St

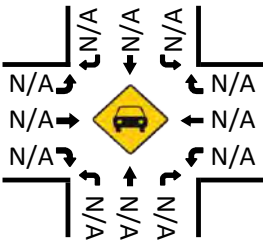
## Peak Hour Turning Movement Count

ID: 18-08162-008  
City: St Helena

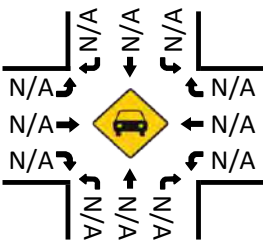
Day: Saturday  
Date: 04/14/2018



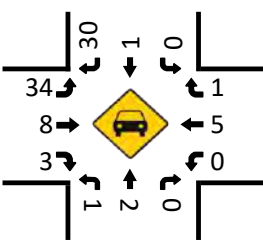
Total Vehicles (AM)



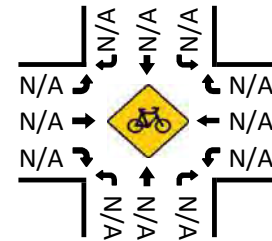
Total Vehicles (Noon)



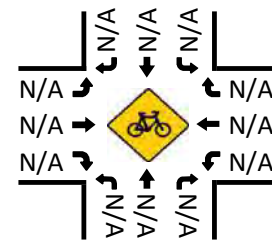
Total Vehicles (PM)



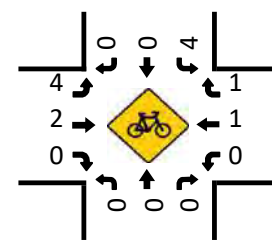
Bikes (AM)



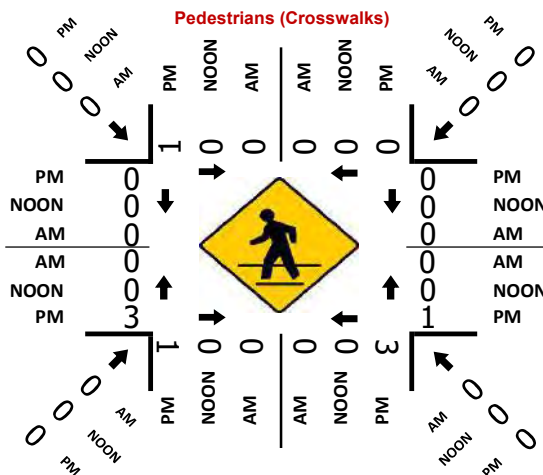
Bikes (NOON)



Bikes (PM)



### Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Hunt Ave  
**City:** St Helena  
**Control:** 3-Way Stop (NB/EB/WB)

**Project ID:** 18-08162-009  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Starr Ave				Starr Ave				Hunt Ave				Hunt Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	20
2:15 PM	5	0	3	1	0	0	0	0	0	2	7	0	0	2	0	0	28
2:30 PM	10	0	1	0	0	0	0	0	0	3	6	2	1	3	0	0	26
2:45 PM	12	0	2	0	0	0	0	0	0	1	12	0	3	2	0	0	32
3:00 PM	11	0	2	0	0	0	0	0	0	3	8	0	2	1	0	0	27
3:15 PM	10	0	3	0	0	0	0	0	0	0	16	1	0	5	0	0	35
3:30 PM	11	0	4	0	0	0	0	0	0	2	10	0	0	0	0	0	27
3:45 PM	9	0	1	0	0	0	0	0	0	3	13	0	1	1	0	0	28
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	73	0	17	1	0	0	0	0	0.00%	14.55%	82.73%	2.73%	36.36%	63.64%	0.00%	0.00%	223
<b>PEAK HR:</b>	<b>02:45 PM - 03:45 PM</b>																TOTAL
<b>PEAK HR VOL:</b>	44	0	11	0	0	0	0	0	0	6	46	1	5	8	0	0	121
<b>PEAK HR FACTOR:</b>	0.917	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.719	0.250	0.417	0.400	0.000	0.000	0.864
	0.917								0.779				0.650				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Hunt Ave  
**City:** St Helena  
**Control:** 3-Way Stop (NB/EB/WB)

**Project ID:** 18-08162-009  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Starr Ave				Starr Ave				Hunt Ave				Hunt Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
2:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
3:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
3:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	5	0	0	0	0	0	0	0	0	0	9	0	0	1	0	0	15
	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	02:45 PM - 03:45 PM																
<b>PEAK HR VOL :</b>	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	7
<b>PEAK HR FACTOR :</b>	0.38	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.438
	0.375								0.500								

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Starr Ave & Hunt Ave  
City: St Helena

Project ID: 18-08162-009  
Date: 2018-04-14

## Pedestrians (Crosswalks)

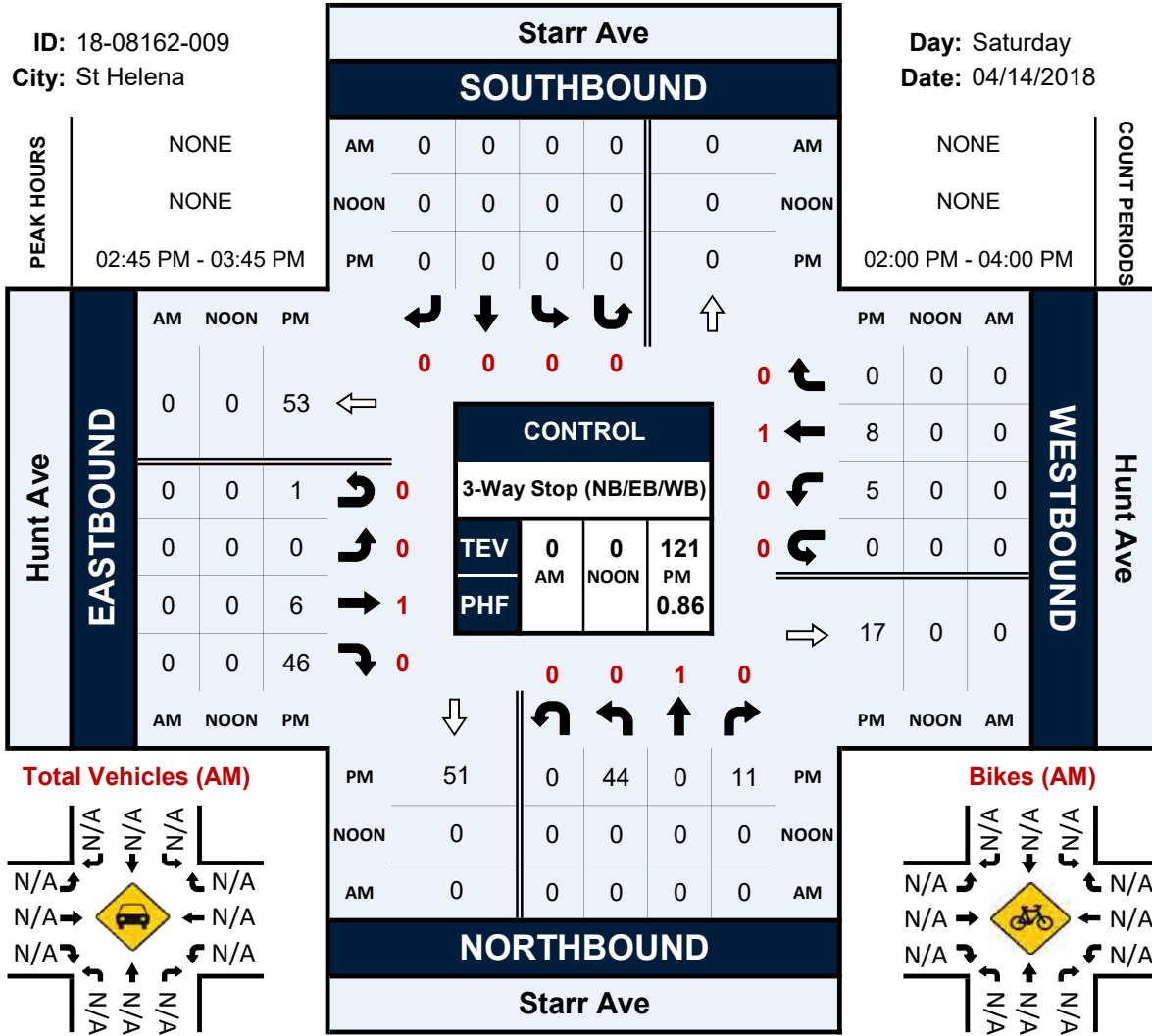
NS/EW Streets:		Starr Ave		Starr Ave		Hunt Ave		Hunt Ave		
PM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
	2:00 PM	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	1	1
	2:30 PM	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	1	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>		0	0	0	0	0	0	1	1	2
<b>PEAK HR :</b>		02:45 PM - 03:45 PM						50.00%	50.00%	
<b>PEAK HR VOL :</b>		0	0	0	0	0	0	1	0	1
<b>PEAK HR FACTOR :</b>								0.250	0.250	0.250

# Starr Ave & Hunt Ave

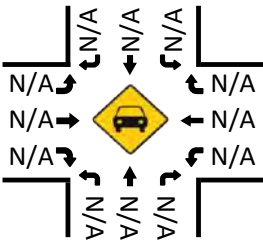
## Peak Hour Turning Movement Count

ID: 18-08162-009  
City: St Helena

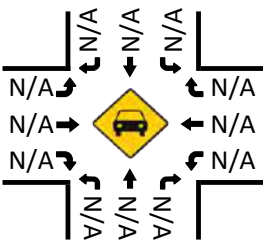
Day: Saturday  
Date: 04/14/2018



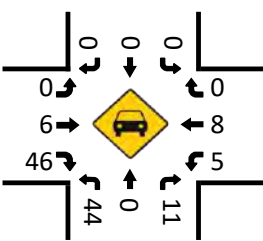
**Total Vehicles (AM)**



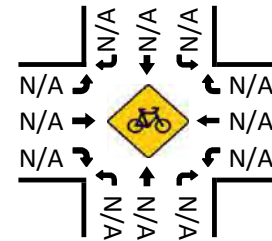
**Total Vehicles (Noon)**



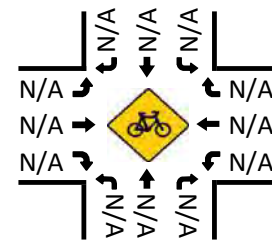
**Total Vehicles (PM)**



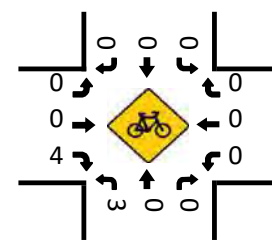
**Bikes (AM)**



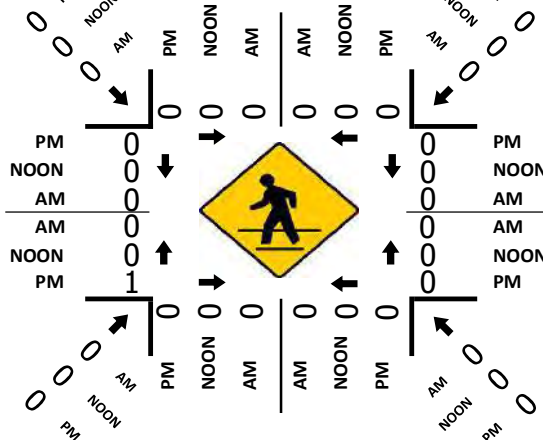
**Bikes (NOON)**



**Bikes (PM)**



**Pedestrians (Crosswalks)**



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-010  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Starr Ave				Starr Ave				Pope St				Pope St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	6	0	4	0	3	35	0	0	0	43	6	0	97
2:15 PM	0	0	0	0	16	0	0	0	2	45	0	0	0	45	2	0	110
2:30 PM	0	0	0	0	8	0	1	0	6	55	0	0	0	51	7	0	128
2:45 PM	0	0	0	0	9	0	6	0	3	45	0	0	0	45	12	0	120
3:00 PM	0	0	0	0	7	0	1	0	6	42	0	0	0	65	7	0	128
3:15 PM	0	0	0	0	12	0	1	0	2	46	0	0	0	52	13	0	126
3:30 PM	0	0	0	0	10	0	2	0	5	42	0	0	0	51	10	0	120
3:45 PM	0	0	0	0	8	0	2	0	2	28	0	0	0	44	7	0	91
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	76	0	17	0	29	338	0	0	0	396	64	0	920
					81.72%	0.00%	18.28%	0.00%	7.90%	92.10%	0.00%	0.00%	0.00%	86.09%	13.91%	0.00%	
<b>PEAK HR :</b>	<b>02:30 PM - 03:30 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	36	0	9	0	17	188	0	0	0	213	39	0	502
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.750	0.000	0.375	0.000	0.708	0.855	0.000	0.000	0.000	0.819	0.750	0.000	0.980
							0.750			0.840				0.875			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Starr Ave & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-08162-010  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Starr Ave				Starr Ave				Pope St				Pope St				TOTAL			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
2:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5			
2:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	4	0	0	16			
3:15 PM	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	5			
3:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	3	1	0	8			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
<b>APPROACH %'s:</b>	0	0	0	0	2	0	4	0	4	17	0	0	0	15	1	0	43			
					33.33%	0.00%	66.67%	0.00%	19.05%	80.95%	0.00%	0.00%	0.00%	93.75%	6.25%	0.00%				
<b>PEAK HR:</b>	02:30 PM - 03:30 PM																			
<b>PEAK HR VOL:</b>	0	0	0	0	1	0	4	0	0	15	0	0	0	5	0	0	25			
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.313	0.000	0.000	0.000	0.313	0.000	0.000	0.391			
					0.250				0.313				0.313							



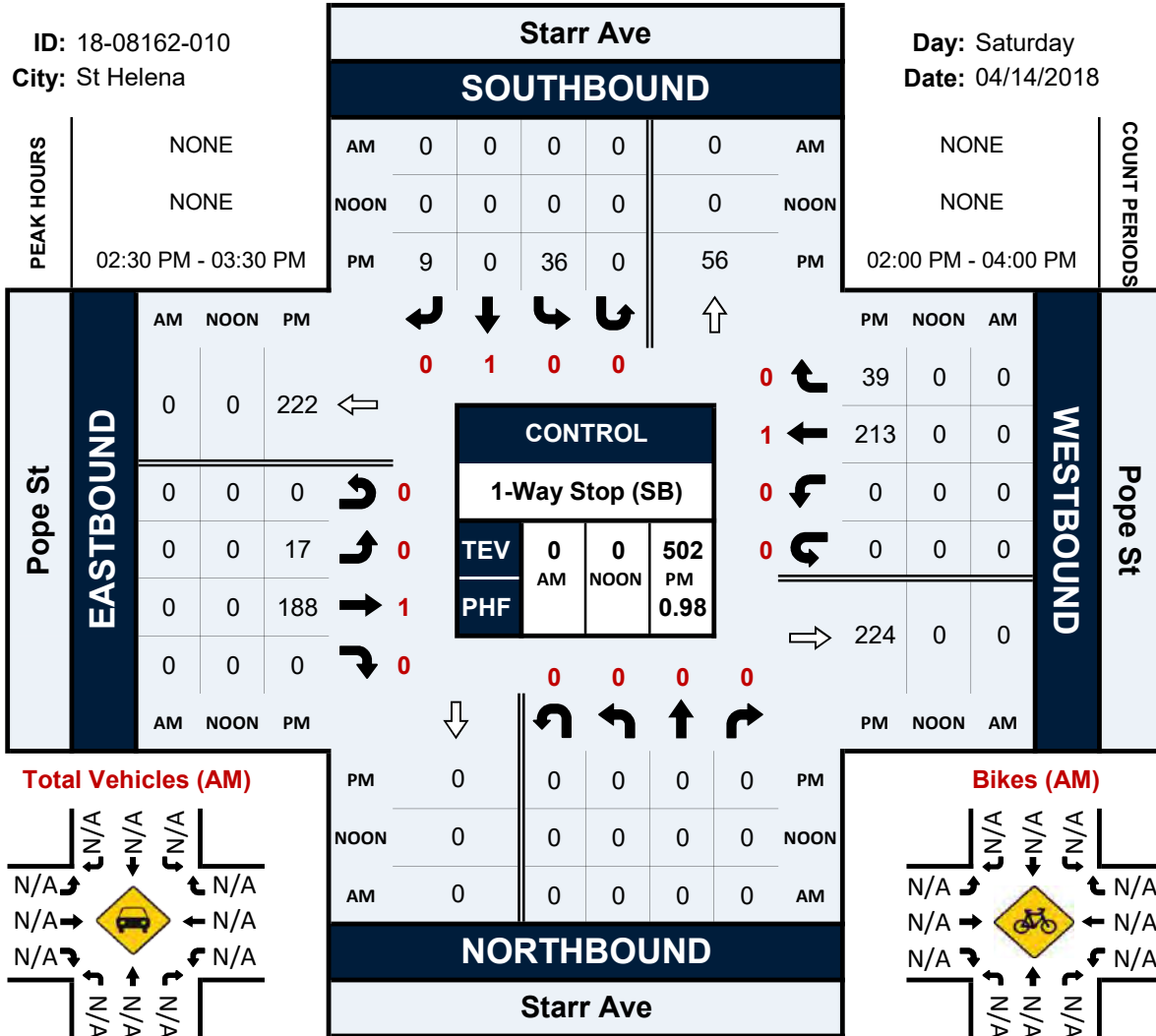


# Starr Ave & Pope St

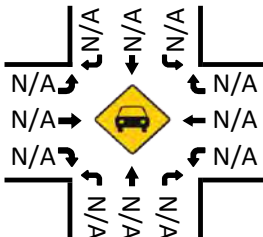
## Peak Hour Turning Movement Count

ID: 18-08162-010  
City: St Helena

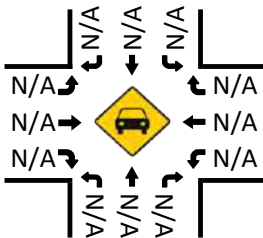
Day: Saturday  
Date: 04/14/2018



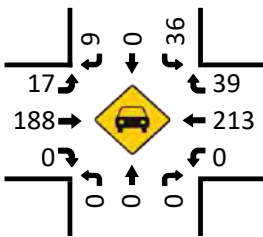
**Total Vehicles (AM)**



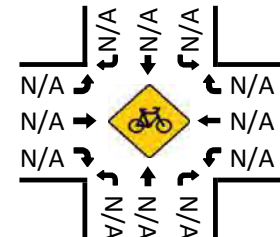
**Total Vehicles (Noon)**



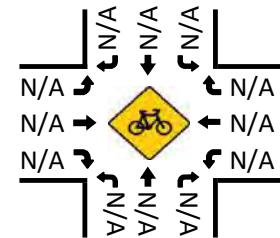
**Total Vehicles (PM)**



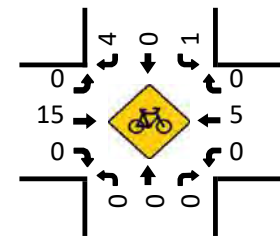
**Bikes (AM)**



**Bikes (NOON)**



**Bikes (PM)**



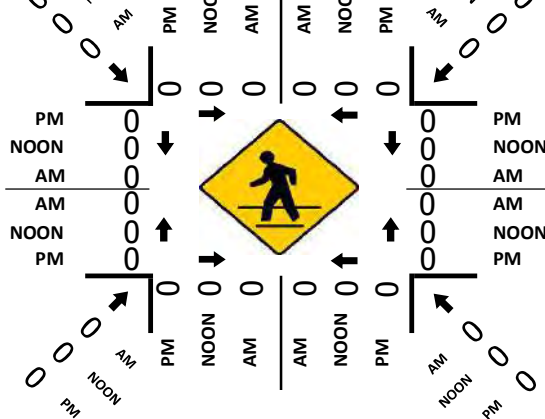
### CONTROL

1-Way Stop (SB)

TEV	0	0	502
	AM	NOON	PM
PHF			0.98

Starr Ave

### Pedestrians (Crosswalks)



National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Paseo Grand Dr/College Ave & Pope St  
**City:** St Helena  
**Control:** 2-Way Stop (NB/SB)

**Project ID:** 18-08162-011  
**Date:** 2018-04-14

**Total**

NS/EW Streets:	Paseo Grand Dr/College Ave				Paseo Grand Dr/College Ave				Pope St				Pope St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	99
2:15 PM	5	0	1	0	2	0	3	0	4	31	4	0	4	44	1	0	118
2:30 PM	3	0	6	0	4	0	4	0	3	55	8	0	4	47	1	0	135
2:45 PM	4	0	4	0	0	0	6	0	2	44	5	0	5	47	1	0	118
3:00 PM	0	0	8	0	1	0	2	0	5	43	4	0	6	69	2	0	140
3:15 PM	6	0	4	0	4	0	4	0	4	51	1	0	4	55	0	0	133
3:30 PM	6	0	2	0	0	0	2	0	7	41	5	0	1	53	0	0	117
3:45 PM	2	0	5	0	4	1	2	0	6	30	3	0	4	50	2	0	109
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	31	0	35	0	15	1	27	0	37	339	35	0	36	404	9	0	969
	46.97%	0.00%	53.03%	0.00%	34.88%	2.33%	62.79%	0.00%	9.00%	82.48%	8.52%	0.00%	8.02%	89.98%	2.00%	0.00%	
<b>PEAK HR :</b>	<b>02:30 PM - 03:30 PM</b>																
<b>PEAK HR VOL :</b>	13	0	22	0	9	0	16	0	14	193	18	0	19	218	4	0	526
<b>PEAK HR FACTOR :</b>	0.542	0.000	0.688	0.000	0.563	0.000	0.667	0.000	0.700	0.877	0.563	0.000	0.792	0.790	0.500	0.000	0.939
	0.875				0.781				0.852				0.782				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Paseo Grand Dr/College Ave & Pope St  
**City:** St Helena  
**Control:** 2-Way Stop (NB/SB)

**Project ID:** 18-08162-011  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Paseo Grand Dr/College Ave				Paseo Grand Dr/College Ave				Pope St				Pope St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	5	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
3:30 PM	0	0	0	0	0	0	1	0	0	8	1	0	0	0	0	0	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4
	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	1	0	0	0	0	1	0	1	16	2	0	0	15	0	0	36
	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	5.26%	84.21%	10.53%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	02:30 PM - 03:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	1	14	1	0	0	5	0	0	22
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.438	0.250	0.000	0.000	0.313	0.000	0.000	0.550
									0.444				0.313				

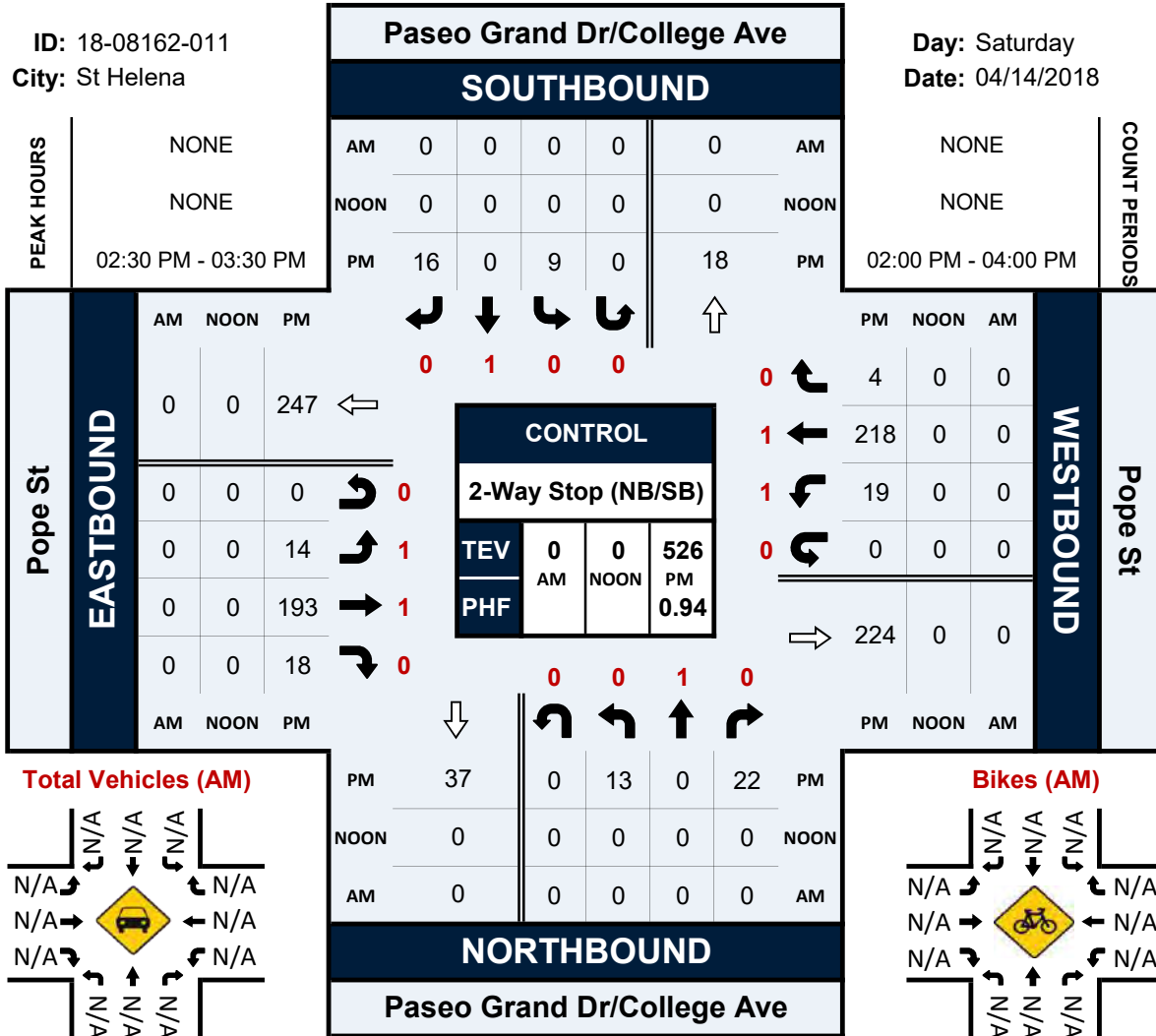


# Paseo Grand Dr/College Ave & Pope St

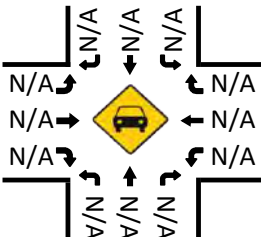
## Peak Hour Turning Movement Count

ID: 18-08162-011  
City: St Helena

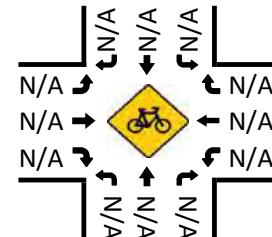
Day: Saturday  
Date: 04/14/2018



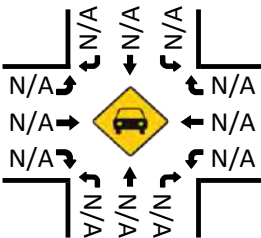
Total Vehicles (AM)



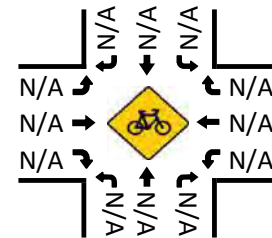
Bikes (AM)



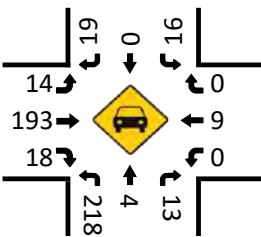
Total Vehicles (Noon)



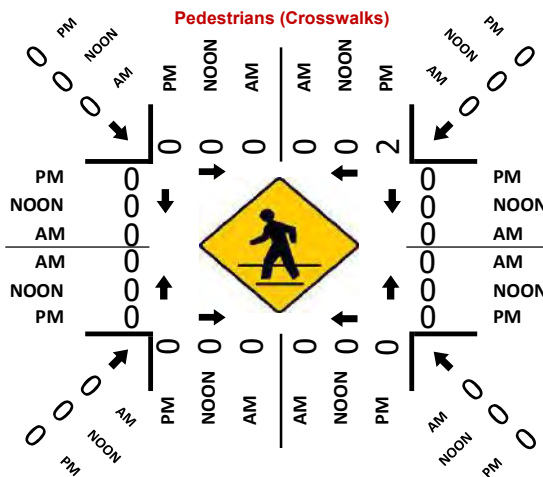
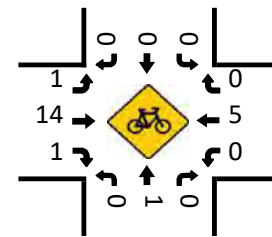
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (EB)

**Project ID:** 18-08162-012  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Silverado Trail				Silverado Trail				Pope St				Pope St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
2:00 PM	21	141	0	0	0	78	26	0	11	0	22	0	0	0	0	0					299
2:15 PM	27	137	0	0	0	93	24	0	21	0	25	0	0	0	0	0					327
2:30 PM	31	144	0	0	0	77	28	0	34	0	33	0	0	0	0	0					347
2:45 PM	26	118	0	0	0	103	29	0	23	0	28	0	0	0	0	0					327
3:00 PM	40	90	0	0	0	100	34	0	27	0	23	0	0	0	0	0					314
3:15 PM	24	119	0	0	0	97	34	0	26	0	30	0	0	0	0	0					330
3:30 PM	27	107	0	1	0	114	25	0	21	0	27	0	0	0	0	0					322
3:45 PM	26	120	0	0	0	116	27	0	20	0	19	0	0	0	0	0					328
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	222	976	0	1	0	778	227	0	183	0	207	0	0	0	0	0					2594
	18.52%	81.40%	0.00%	0.08%	0.00%	77.41%	22.59%	0.00%	46.92%	0.00%	53.08%	0.00%	0	0	0	0					
<b>PEAK HR :</b>	02:30 PM - 03:30 PM																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	121	471	0	0	0	377	125	0	110	0	114	0	0	0	0	0					1318
<b>PEAK HR FACTOR :</b>	0.756	0.818	0.000	0.000	0.000	0.915	0.919	0.000	0.809	0.000	0.864	0.000	0.000	0.000	0.000	0.000					0.950
			0.846				0.937				0.836										

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Pope St  
**City:** St Helena  
**Control:** 1-Way Stop (EB)

**Project ID:** 18-08162-012  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Silverado Trail				Silverado Trail				Pope St				Pope St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WU	WU	WU	
2:00 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2:15 PM	3	15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:15 PM	0	3	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0
3:30 PM	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WU	WU	WU	TOTAL
<b>APPROACH %'s :</b>	9	22	0	0	0	6	6	0	7	0	9	0	0	0	0	0	0	0	0	59
	29.03%	70.97%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	43.75%	0.00%	56.25%	0.00%								
<b>PEAK HR :</b>	02:30 PM - 03:30 PM																TOTAL			
<b>PEAK HR VOL :</b>	4	4	0	0	0	3	1	0	7	0	7	0	0	0	0	0	0	0	0	26
<b>PEAK HR FACTOR :</b>	0.25	0.333	0.000	0.000	0.000	0.375	0.250	0.000	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Silverado Trail & Pope St  
City: St Helena

Project ID: 18-08162-012  
Date: 2018-04-14

### Pedestrians (Crosswalks)

NS/EW Streets:		Silverado Trail		Silverado Trail		Pope St		Pope St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
2:00 PM	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	1	0	0	0	0	1	
3:30 PM	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	1	0	0	0	0	1	
			0.00%	100.00%						
<b>PEAK HR :</b>	<b>02:30 PM - 03:30 PM</b>								TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	1	0	0	0	0	1	
<b>PEAK HR FACTOR :</b>			0.250						0.250	

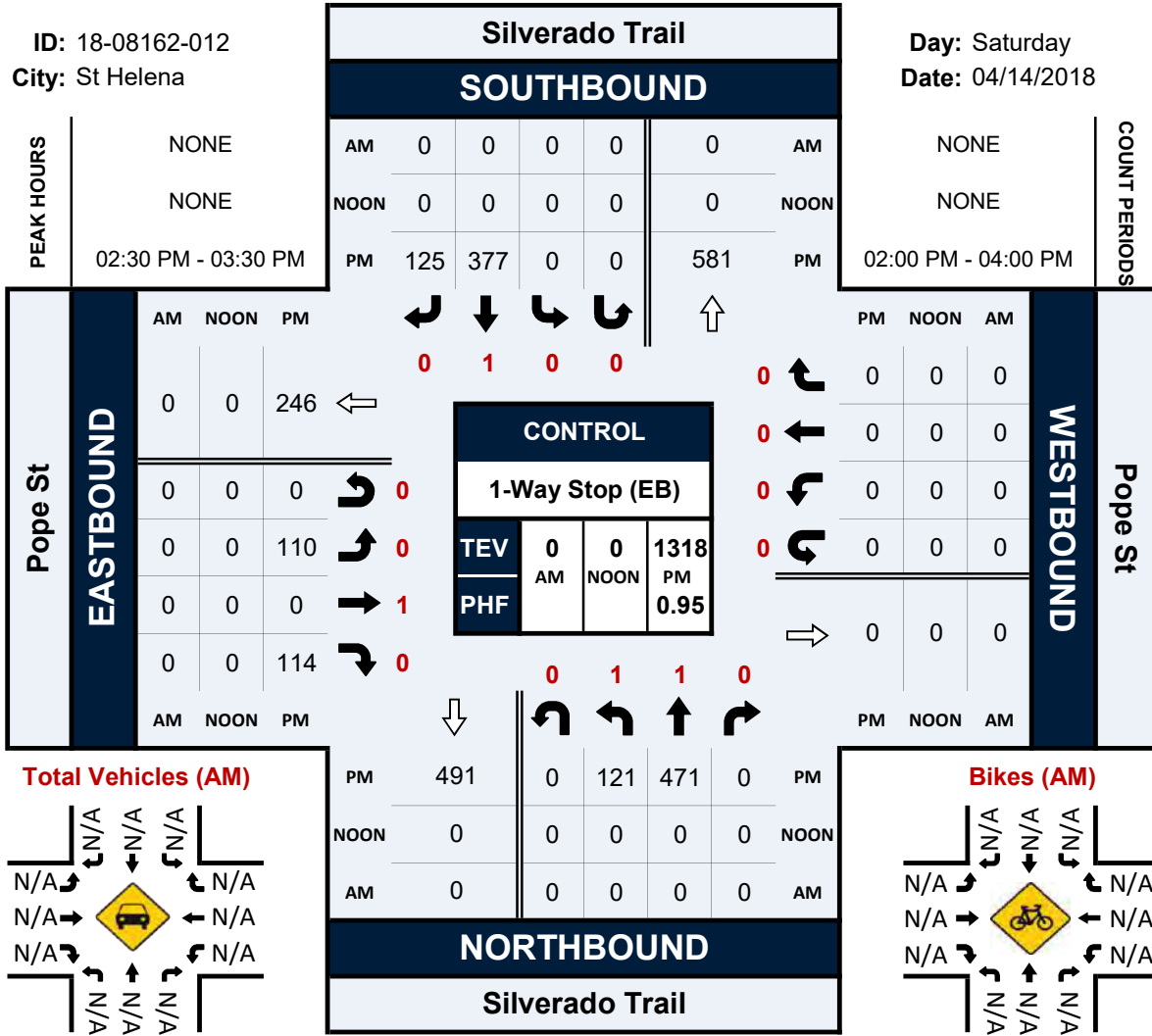


# Silverado Trail & Pope St

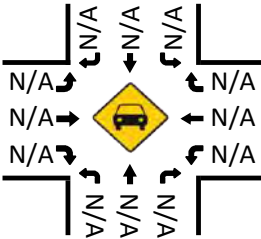
## Peak Hour Turning Movement Count

ID: 18-08162-012  
City: St Helena

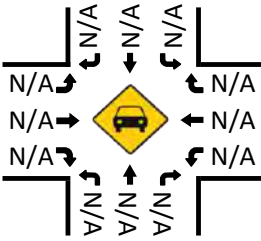
Day: Saturday  
Date: 04/14/2018



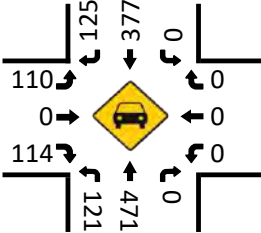
Total Vehicles (AM)



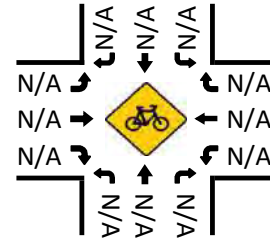
Total Vehicles (Noon)



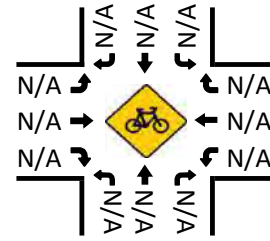
Total Vehicles (PM)



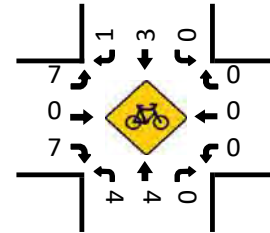
Bikes (AM)



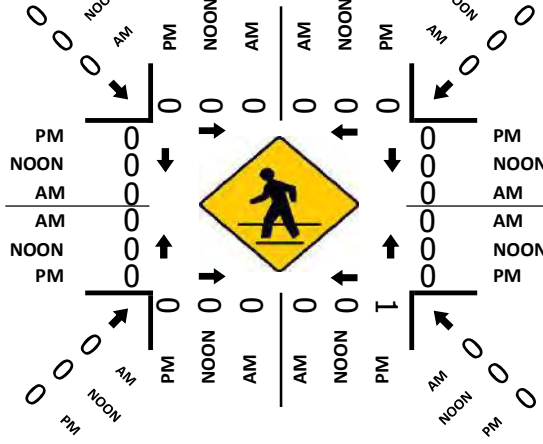
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Howell Mountain Rd  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-013  
**Date:** 2018-04-14

### Total

NS/EW Streets:	Silverado Trail				Silverado Trail				Howell Mountain Rd				Howell Mountain Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	148	7	0	1	104	0	0	0	0	0	0	5	0	1	0	266
2:15 PM	0	145	5	0	0	106	0	0	0	0	0	0	8	0	3	0	267
2:30 PM	0	168	13	1	2	92	0	0	0	0	0	0	6	0	5	0	287
2:45 PM	0	135	4	0	2	121	0	0	0	0	0	0	8	0	6	0	276
3:00 PM	0	114	6	0	2	134	0	0	0	0	0	0	4	0	1	0	261
3:15 PM	0	128	6	0	2	121	0	0	0	0	0	0	7	0	6	0	270
3:30 PM	0	125	9	0	2	129	0	0	0	0	0	0	13	0	6	0	284
3:45 PM	0	140	2	0	2	136	0	0	0	0	0	0	4	0	2	0	286
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0.00%	95.42%	4.50%	0.09%	1.36%	98.64%	0.00%	0.00%	0	0	0	0	64.71%	0.00%	35.29%	0.00%	2197
<b>PEAK HR :</b>	<b>03:00 PM - 04:00 PM</b>																
<b>PEAK HR VOL :</b>	0	507	23	0	8	520	0	0	0	0	0	0	28	0	15	0	1101
<b>PEAK HR FACTOR :</b>	0.000	0.905	0.639	0.000	1.000	0.956	0.000	0.000	0.000	0.000	0.000	0.000	0.538	0.000	0.625	0.000	0.962
	0.933				0.957				0.566								

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Silverado Trail & Howell Mountain Rd  
**City:** St Helena  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-08162-013  
**Date:** 2018-04-14

### Bikes

NS/EW Streets:	Silverado Trail				Silverado Trail				Howell Mountain Rd				Howell Mountain Rd				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	2
2:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0	19
2:30 PM	0	1	14	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	1
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	12	17	0	0	9	0	0	0	0	0	0	2	0	1	0	41
	0.00%	41.38%	58.62%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	
<b>PEAK HR :</b>	03:00 PM - 04:00 PM																
<b>PEAK HR VOL :</b>	0	9	2	0	0	3	0	0	0	0	0	0	1	0	1	0	16
<b>PEAK HR FACTOR :</b>	0.00	0.281	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.400
		0.275				0.750								0.250			

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Silverado Trail & Howell Mountain Rd  
City: St Helena

Project ID: 18-08162-013  
Date: 2018-04-14

### Pedestrians (Crosswalks)

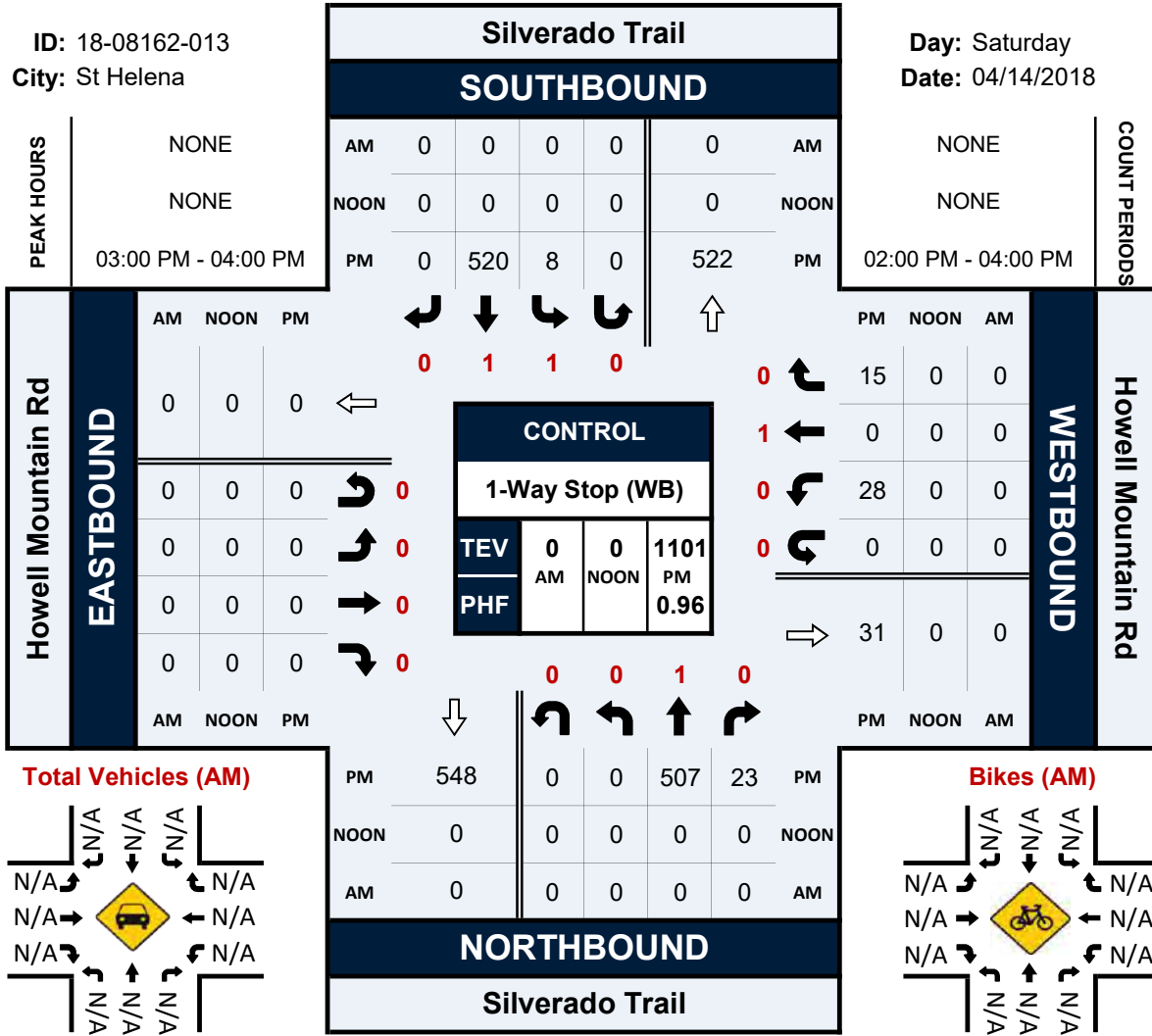
NS/EW Streets:	Silverado Trail		Silverado Trail		Howell Mountain Rd		Howell Mountain Rd		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	1
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	1	0	0	0	1	0	0	2
<b>APPROACH %'s :</b>	0.00%	100.00%			0.00%	100.00%			
<b>PEAK HR :</b>	03:00 PM - 04:00 PM								TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	0	1	0	0	2
<b>PEAK HR FACTOR :</b>		0.250				0.250			0.500

# Silverado Trail & Howell Mountain Rd

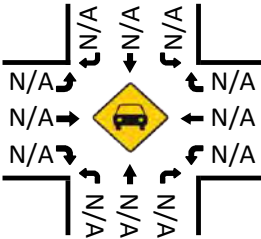
## Peak Hour Turning Movement Count

ID: 18-08162-013  
City: St Helena

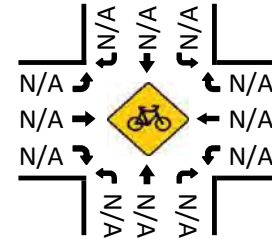
Day: Saturday  
Date: 04/14/2018



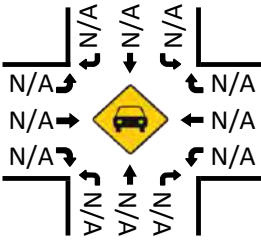
Total Vehicles (AM)



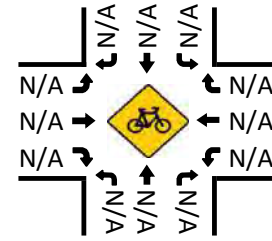
Bikes (AM)



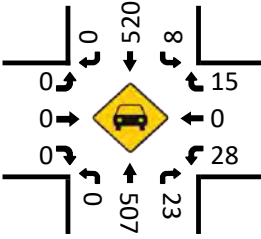
Total Vehicles (Noon)



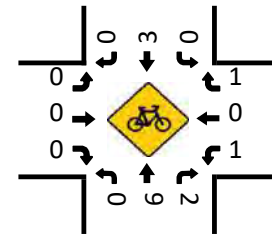
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# VOLUME

Adams St Bet. Library Ln & Railroad Ave

Day: Saturday  
Date: 4/14/2018

City: St Helena  
Project #: CA18\_8163\_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					375	446	0	0	821		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	4	7			11
00:15	0	0			0	12:15	7	6			13
00:30	1	0			1	12:30	8	6			14
00:45	0	1	1	1	2	12:45	11	30	7	26	56
01:00	0	0			0	13:00	9	8			17
01:15	0	0			0	13:15	8	7			15
01:30	0	0			0	13:30	4	5			9
01:45	0	0			0	13:45	13	34	9	29	63
02:00	1	0			1	14:00	15	10			25
02:15	0	1			1	14:15	14	12			26
02:30	0	0			0	14:30	16	19			35
02:45	0	1	0	1	2	14:45	9	54	14	55	109
03:00	1	1			2	15:00	14	10			24
03:15	1	1			2	15:15	9	12			21
03:30	1	0			1	15:30	10	10			20
03:45	0	3	1	3	6	15:45	9	42	14	46	88
04:00	0	1			1	16:00	12	9			21
04:15	0	0			0	16:15	9	13			22
04:30	0	0			0	16:30	8	17			25
04:45	0	0	1		1	16:45	6	35	7	46	81
05:00	0	0			0	17:00	8	10			18
05:15	0	0			0	17:15	10	13			23
05:30	0	0			0	17:30	5	6			11
05:45	0	0			0	17:45	4	27	10	39	66
06:00	1	1			2	18:00	6	9			15
06:15	0	0			0	18:15	3	4			7
06:30	2	2			4	18:30	3	2			5
06:45	1	4	1	4	8	18:45	1	13	6	21	34
07:00	1	2			3	19:00	3	7			10
07:15	1	2			3	19:15	4	5			9
07:30	3	2			5	19:30	3	3			6
07:45	3	8	3	9	17	19:45	3	13	4	19	32
08:00	2	4			6	20:00	4	7			11
08:15	3	4			7	20:15	3	3			6
08:30	1	3			4	20:30	1	3			4
08:45	6	12	6	17	29	20:45	0	8	0	13	21
09:00	5	4			9	21:00	0	0			0
09:15	9	9			18	21:15	2	6			8
09:30	4	11			15	21:30	1	1			2
09:45	4	22	3	27	49	21:45	1	4	1	8	12
10:00	3	5			8	22:00	0	0			0
10:15	17	19			36	22:15	0	2			2
10:30	10	9			19	22:30	1	1			2
10:45	4	34	4	37	71	22:45	2	3	1	4	7
11:00	1	7			8	23:00	1	2			3
11:15	9	8			17	23:15	0	1			1
11:30	9	15			24	23:30	0	1			1
11:45	6	25	6	36	61	23:45	1	2	0	4	6
<b>TOTALS</b>	<b>110</b>	<b>136</b>			<b>246</b>	<b>TOTALS</b>	<b>265</b>	<b>310</b>			<b>575</b>
<b>SPLIT %</b>	<b>44.7%</b>	<b>55.3%</b>			<b>30.0%</b>	<b>SPLIT %</b>	<b>46.1%</b>	<b>53.9%</b>			<b>70.0%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					375	446	0	0	821
AM Peak Hour	09:45	10:15			10:00	PM Peak Hour	13:45	14:00	14:00
AM Pk Volume	34	39			71	PM Pk Volume	58	55	109
Pk Hr Factor	0.500	0.513			0.493	Pk Hr Factor	0.906	0.724	0.779
7 - 9 Volume	20	26	0	0	46	4 - 6 Volume	62	85	147
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:15	16:00
7 - 9 Pk Volume	12	17	0	0	29	4 - 6 Pk Volume	35	47	81
Pk Hr Factor	0.500	0.708	0.000	0.000	0.604	Pk Hr Factor	0.729	0.691	0.810

**VOLUME**

Adams St Bet. Library Ln &amp; Railroad Ave

Day: Tuesday  
Date: 4/17/2018City: St Helena  
Project #: CA18\_8163\_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,181	1,237	0	0	2,418		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	20	37			57
00:15	0	0			0	12:15	20	21			41
00:30	0	0			0	12:30	16	28			44
00:45	0	1	1		1	12:45	30	86	22	108	194
01:00	0	0			0	13:00	34	19			53
01:15	0	0			0	13:15	25	23			48
01:30	0	0			0	13:30	24	18			42
01:45	0	0			0	13:45	18	101	29	89	190
02:00	0	0			0	14:00	24	21			45
02:15	0	0			0	14:15	30	28			58
02:30	0	0			0	14:30	19	16			35
02:45	1	1	1	1	2	14:45	26	99	26	91	190
03:00	0	0			0	15:00	18	26			44
03:15	0	0			0	15:15	20	36			56
03:30	2	4			6	15:30	28	29			57
03:45	1	3	1	5	2	15:45	32	98	35	126	224
04:00	0	0			0	16:00	34	36			70
04:15	0	1			1	16:15	31	27			58
04:30	0	0			0	16:30	28	33			61
04:45	0	0	1		0	16:45	36	129	45	141	270
05:00	1	0			1	17:00	30	59			89
05:15	2	2			4	17:15	13	43			56
05:30	1	0			1	17:30	12	36			48
05:45	0	4	2	4	2	17:45	11	66	16	154	220
06:00	1	1			2	18:00	13	32			45
06:15	1	2			3	18:15	6	29			35
06:30	3	1			4	18:30	4	16			20
06:45	7	12	1	5	8	18:45	6	29	15	92	121
07:00	8	1			9	19:00	8	17			25
07:15	16	4			20	19:15	3	7			10
07:30	26	8			34	19:30	4	3			7
07:45	48	98	11	24	59	19:45	7	22	8	35	57
08:00	26	11			37	20:00	3	6			9
08:15	40	8			48	20:15	6	5			11
08:30	36	16			52	20:30	1	5			6
08:45	42	144	16	51	58	20:45	0	10	1	17	27
09:00	33	16			49	21:00	1	4			5
09:15	15	14			29	21:15	1	5			6
09:30	18	16			34	21:30	0	1			1
09:45	21	87	25	71	46	21:45	1	3	4	14	17
10:00	26	22			48	22:00	0	1			1
10:15	25	19			44	22:15	1	3			4
10:30	21	16			37	22:30	0	1			1
10:45	25	97	33	90	58	22:45	1	2	0	5	7
11:00	21	24			45	23:00	0	1			1
11:15	26	32			58	23:15	1	1			2
11:30	22	31			53	23:30	1	1			2
11:45	19	88	22	109	41	23:45	0	2	0	3	5
<b>TOTALS</b>	<b>534</b>	<b>362</b>			<b>896</b>	<b>TOTALS</b>	<b>647</b>	<b>875</b>			<b>1522</b>
<b>SPLIT %</b>	<b>59.6%</b>	<b>40.4%</b>			<b>37.1%</b>	<b>SPLIT %</b>	<b>42.5%</b>	<b>57.5%</b>			<b>62.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,181	1,237	0	0	2,418
AM Peak Hour	08:15	11:15			10:45	PM Peak Hour	16:00	16:45	16:15
AM Pk Volume	151	122			214	PM Pk Volume	129	183	289
Pk Hr Factor	0.899	0.824			0.922	Pk Hr Factor	0.896	0.775	0.812
7 - 9 Volume	242	75	0	0	317	4 - 6 Volume	195	295	490
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:00	16:45	16:15
7 - 9 Pk Volume	150	51	0	0	196	4 - 6 Pk Volume	129	183	289
Pk Hr Factor	0.781	0.797	0.000	0.000	0.831	Pk Hr Factor	0.896	0.775	0.812

**VOLUME**

Hunt Ave S/O Starr Ave

Day: Saturday  
Date: 4/21/2018City: St Helena  
Project #: CA18\_8163\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					663	564	0	0	1,227		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	18	15			33
00:15	5	0			5	12:15	13	10			23
00:30	1	1			2	12:30	12	18			30
00:45	1	7	1	2	2	12:45	10	53	16	59	26
01:00	0	1			1	13:00	14	12			26
01:15	2	1			3	13:15	14	14			28
01:30	0	2			2	13:30	16	9			25
01:45	1	3	1	5	2	13:45	14	58	12	47	26
02:00	0	1			1	14:00	8	12			20
02:15	0	0			0	14:15	12	9			21
02:30	1	0			1	14:30	17	10			27
02:45	0	1	0	1	0	14:45	10	47	14	45	24
03:00	1	1			2	15:00	9	11			20
03:15	0	0			0	15:15	17	15			32
03:30	1	0			1	15:30	15	7			22
03:45	0	2	1	2	1	15:45	14	55	8	41	22
04:00	0	0			0	16:00	19	9			28
04:15	0	0			0	16:15	10	13			23
04:30	0	0			0	16:30	17	7			24
04:45	0	0			0	16:45	19	65	11	40	30
05:00	1	0			1	17:00	14	12			26
05:15	1	2			3	17:15	20	8			28
05:30	2	1			3	17:30	8	9			17
05:45	1	5	4	7	5	17:45	14	56	6	35	20
06:00	0	2			2	18:00	13	6			19
06:15	1	4			5	18:15	7	10			17
06:30	1	4			5	18:30	7	3			10
06:45	5	7	8	18	13	18:45	6	33	6	25	12
07:00	5	2			7	19:00	12	7			19
07:15	5	2			7	19:15	7	2			9
07:30	3	5			8	19:30	4	8			12
07:45	1	14	3	12	4	19:45	6	29	6	23	12
08:00	2	5			7	20:00	10	4			14
08:15	3	4			7	20:15	6	4			10
08:30	11	13			24	20:30	9	6			15
08:45	9	25	8	30	17	20:45	6	31	4	18	10
09:00	9	9			18	21:00	12	2			14
09:15	12	11			23	21:15	5	2			7
09:30	8	6			14	21:30	4	1			5
09:45	9	38	12	38	21	21:45	7	28	6	11	13
10:00	7	14			21	22:00	4	6			10
10:15	9	8			17	22:15	5	3			8
10:30	6	7			13	22:30	3	3			6
10:45	13	35	10	39	23	22:45	5	17	5	17	10
11:00	12	8			20	23:00	4	2			6
11:15	7	11			18	23:15	3	2			5
11:30	10	13			23	23:30	0	6			6
11:45	14	43	6	38	20	23:45	4	11	1	11	5
<b>TOTALS</b>	<b>180</b>	<b>192</b>			<b>372</b>	<b>TOTALS</b>	<b>483</b>	<b>372</b>			<b>855</b>
<b>SPLIT %</b>	<b>48.4%</b>	<b>51.6%</b>			<b>30.3%</b>	<b>SPLIT %</b>	<b>56.5%</b>	<b>43.5%</b>			<b>69.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					663	564	0	0	1,227
AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:30	12:30	12:00
AM Pk Volume	57	49			106	PM Pk Volume	70	60	112
Pk Hr Factor	0.792	0.681			0.803	Pk Hr Factor	0.875	0.833	0.848
7 - 9 Volume	39	42	0	0	81	4 - 6 Volume	121	75	0
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:15	16:30
7 - 9 Pk Volume	25	30	0	0	55	4 - 6 Pk Volume	70	43	0
Pk Hr Factor	0.568	0.577	0.000	0.000	0.573	Pk Hr Factor	0.875	0.827	0.000



**VOLUME**

Hunt Ave S/O Starr Ave

Day: Tuesday  
Date: 4/17/2018City: St Helena  
Project #: CA18\_8163\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					868	748	0	0	1,616		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0			1	12:00	12	17			29
00:15	1	1			2	12:15	15	15			30
00:30	1	1			2	12:30	13	7			20
00:45	0	3	0	2	5	12:45	17	57	8	47	104
01:00	1	0			1	13:00	14	11			25
01:15	1	0			1	13:15	13	11			24
01:30	0	0			0	13:30	14	13			27
01:45	0	2	0		2	13:45	14	55	16	51	106
02:00	0	0			0	14:00	18	6			24
02:15	0	0			0	14:15	15	18			33
02:30	0	0			0	14:30	12	8			20
02:45	1	1	1	1	2	14:45	15	60	13	45	105
03:00	0	0			0	15:00	30	21			51
03:15	0	0			0	15:15	24	20			44
03:30	0	0			0	15:30	23	19			42
03:45	1	1	0		1	15:45	24	101	12	72	173
04:00	0	0			0	16:00	26	16			42
04:15	0	0			0	16:15	22	23			45
04:30	0	0			0	16:30	21	17			38
04:45	0	0			0	16:45	20	89	16	72	161
05:00	0	3			3	17:00	23	16			39
05:15	1	1			2	17:15	24	25			49
05:30	2	1			3	17:30	28	13			41
05:45	1	4	5	10	6	17:45	15	90	6	60	150
06:00	1	2			3	18:00	13	9			22
06:15	2	4			6	18:15	17	11			28
06:30	2	4			6	18:30	9	10			19
06:45	3	8	0	10	3	18:45	8	47	5	35	82
07:00	2	6			8	19:00	13	4			17
07:15	9	5			14	19:15	10	10			20
07:30	10	9			19	19:30	14	4			18
07:45	11	32	24	44	35	19:45	8	45	6	24	69
08:00	16	28			44	20:00	5	7			12
08:15	29	27			56	20:15	8	5			13
08:30	18	18			36	20:30	9	4			13
08:45	13	76	22	95	35	20:45	4	26	1	17	43
09:00	10	19			29	21:00	5	2			7
09:15	7	8			15	21:15	3	1			4
09:30	15	13			28	21:30	4	2			6
09:45	14	46	15	55	29	21:45	1	13	1	6	19
10:00	10	23			33	22:00	5	1			6
10:15	13	7			20	22:15	1	1			2
10:30	9	10			19	22:30	5	0			5
10:45	12	44	10	50	22	22:45	2	13	0	2	15
11:00	14	13			27	23:00	2	2			4
11:15	7	7			14	23:15	2	0			2
11:30	17	14			31	23:30	0	0			0
11:45	13	51	13	47	26	23:45	0	4	1	3	7
<b>TOTALS</b>	<b>268</b>	<b>314</b>			<b>582</b>	<b>TOTALS</b>	<b>600</b>	<b>434</b>			<b>1034</b>
<b>SPLIT %</b>	<b>46.0%</b>	<b>54.0%</b>			<b>36.0%</b>	<b>SPLIT %</b>	<b>58.0%</b>	<b>42.0%</b>			<b>64.0%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					868	748	0	0	1,616
AM Peak Hour	08:00	07:45			07:45	PM Peak Hour	15:00	16:30	15:00
AM Pk Volume	76	97			171	PM Pk Volume	101	74	173
Pk Hr Factor	0.655	0.866			0.763	Pk Hr Factor	0.842	0.740	0.848
7 - 9 Volume	108	139	0	0	247	4 - 6 Volume	179	132	311
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	76	97	0	0	171	4 - 6 Pk Volume	95	74	165
Pk Hr Factor	0.655	0.866	0.000	0.000	0.763	Pk Hr Factor	0.848	0.740	0.842

### VOLUME

Starr Ave E/O Hunt Ave

Day: Saturday  
Date: 4/14/2018

City: St Helena  
Project #: CA18\_8163\_003

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	665	537	1,202

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	4	6	12:00			14	14	28			
00:15			4	1	5	12:15			11	10	21			
00:30			4	2	6	12:30			13	8	21			
00:45			1	11	2	12:45			8	46	12	44	20	90
01:00			1	1	2	13:00			18	13	31			
01:15			0	0	0	13:15			11	7	18			
01:30			0	1	1	13:30			7	8	15			
01:45			1	2	0	13:45			14	50	9	37	23	87
02:00			0	0	0	14:00			9	10	19			
02:15			0	0	0	14:15			19	6	25			
02:30			0	0	0	14:30			8	12	20			
02:45			1	1	0	14:45			17	53	15	43	32	96
03:00			0	0	0	15:00			10	15	25			
03:15			1	0	1	15:15			14	14	28			
03:30			1	1	2	15:30			14	15	29			
03:45			0	2	1	15:45			15	53	10	54	25	107
04:00			1	0	1	16:00			11	12	23			
04:15			0	0	0	16:15			18	18	36			
04:30			1	0	1	16:30			15	12	27			
04:45			0	2	0	16:45			12	56	14	56	26	112
05:00			0	0	0	17:00			13	9	22			
05:15			1	0	1	17:15			8	9	17			
05:30			2	0	2	17:30			17	9	26			
05:45			2	5	2	17:45			11	49	10	37	21	86
06:00			0	2	2	18:00			13	7	20			
06:15			1	2	3	18:15			19	7	26			
06:30			4	2	6	18:30			8	6	14			
06:45			2	7	2	18:45			6	46	7	27	13	73
07:00			4	2	6	19:00			12	12	24			
07:15			7	5	12	19:15			5	9	14			
07:30			7	4	11	19:30			5	5	10			
07:45			2	20	2	19:45			9	31	7	33	16	64
08:00			6	4	10	20:00			5	7	12			
08:15			4	4	8	20:15			7	1	8			
08:30			11	3	14	20:30			3	1	4			
08:45			9	30	6	20:45			7	22	5	14	12	36
09:00			4	4	8	21:00			6	7	13			
09:15			3	9	12	21:15			7	0	7			
09:30			7	11	18	21:30			6	6	12			
09:45			11	25	5	21:45			9	28	3	16	12	44
10:00			10	9	19	22:00			3	1	4			
10:15			5	9	14	22:15			3	2	5			
10:30			13	8	21	22:30			4	4	8			
10:45			15	43	10	22:45			2	12	1	8	3	20
11:00			18	9	27	23:00			2	1	3			
11:15			12	13	25	23:15			3	1	4			
11:30			13	11	24	23:30			1	1	2			
11:45			20	63	13	23:45			2	8	1	4	3	12
<b>TOTALS</b>			211	164	375	<b>TOTALS</b>			454	373	<b>827</b>			
<b>SPLIT %</b>			56.3%	43.7%	31.2%	<b>SPLIT %</b>			54.9%	45.1%	<b>68.8%</b>			

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	665	537	1,202

AM Peak Hour	11:00	11:15	11:15	PM Peak Hour	17:30	14:45	14:45				
AM Pk Volume	63	51	110	PM Pk Volume	60	59	114				
Pk Hr Factor	0.788	0.911	0.833	Pk Hr Factor	0.789	0.983	0.891				
7 - 9 Volume	0	0	50	30	80	4 - 6 Volume	0	0	105	93	198
7 - 9 Peak Hour	08:00	08:00	08:00	4 - 6 Peak Hour	16:15	16:00	16:00				
7 - 9 Pk Volume	0	0	30	17	47	4 - 6 Pk Volume	0	0	58	56	112
Pk Hr Factor	0.000	0.000	0.682	0.708	0.783	Pk Hr Factor	0.000	0.000	0.806	0.778	0.778

# VOLUME

Starr Ave E/O Hunt Ave

Day: Tuesday  
Date: 4/17/2018

City: St Helena  
Project #: CA18\_8163\_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	879	721	1,600		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			2	0	2	12:00			9	16	25
00:15			1	2	3	12:15			14	13	27
00:30			0	0	0	12:30			12	7	19
00:45			0	3	0	12:45			18	53	71
01:00			1	0	1	13:00			14	11	25
01:15			1	0	1	13:15			15	11	26
01:30			0	0	0	13:30			17	13	30
01:45			0	2	0	13:45			12	58	70
02:00			0	0	0	14:00			18	7	25
02:15			0	0	0	14:15			16	14	30
02:30			0	0	0	14:30			15	8	23
02:45			3	3	3	14:45			15	64	79
03:00			0	0	0	15:00			28	20	48
03:15			0	0	0	15:15			25	19	44
03:30			0	0	0	15:30			23	20	43
03:45			1	1	1	15:45			23	99	122
04:00			0	0	0	16:00			27	19	46
04:15			0	0	0	16:15			23	18	41
04:30			0	0	0	16:30			20	15	35
04:45			0	0	0	16:45			20	90	110
05:00			0	0	0	17:00			19	16	35
05:15			2	1	3	17:15			24	23	47
05:30			2	1	3	17:30			31	10	41
05:45			4	8	1	17:45			15	89	104
06:00			1	2	3	18:00			12	9	21
06:15			4	1	5	18:15			19	9	28
06:30			3	2	5	18:30			7	9	16
06:45			4	12	0	18:45			9	47	56
07:00			3	5	8	19:00			13	6	19
07:15			8	3	11	19:15			6	10	16
07:30			9	4	13	19:30			16	4	20
07:45			12	32	17	19:45			6	41	47
08:00			20	21	41	20:00			7	9	16
08:15			27	23	50	20:15			7	4	11
08:30			18	18	36	20:30			6	5	11
08:45			17	82	27	20:45			4	24	28
09:00			9	21	30	21:00			5	4	9
09:15			7	8	15	21:15			2	3	5
09:30			17	16	33	21:30			2	0	2
09:45			15	48	19	21:45			1	10	11
10:00			10	24	34	22:00			2	1	3
10:15			12	10	22	22:15			1	1	2
10:30			13	11	24	22:30			5	2	7
10:45			12	47	12	22:45			0	8	8
11:00			15	15	30	23:00			1	2	3
11:15			8	11	19	23:15			0	0	0
11:30			20	15	35	23:30			1	0	1
11:45			13	56	17	23:45			0	2	2
<b>TOTALS</b>			294	307	601	<b>TOTALS</b>			585	414	999
<b>SPLIT %</b>			48.9%	51.1%	37.6%	<b>SPLIT %</b>			58.6%	41.4%	62.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	879	721	1,600		
AM Peak Hour			08:00	08:00	08:00	PM Peak Hour			15:00	14:45	15:00
AM Pk Volume			82	89	171	PM Pk Volume			99	69	168
Pk Hr Factor			0.759	0.824	0.855	Pk Hr Factor			0.884	0.863	0.875
7 - 9 Volume	0	0	114	118	232	4 - 6 Volume	0	0	179	122	301
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	16:30	16:45
7 - 9 Pk Volume	0	0	82	89	171	4 - 6 Pk Volume	0	0	94	68	157
Pk Hr Factor	0.000	0.000	0.759	0.824	0.855	Pk Hr Factor	0.000	0.000	0.758	0.739	0.835

**\* Read Before Using Any Census/TSN Count Data \***

**Notes regarding this data:**

These counts are Raw Data Only. All material is the direct product of field studies and machine processing. Mechanical errors may not have been corrected. This raw data is not to be considered the results of a professional Traffic Engineer's evaluation of validity or reliability. It is the user's responsibility to determine the accuracy and usability of the data prior to using or release to others.

**Location Description Codes:**

Traffic Volumes Data users must understand the codes used to describe count location in order to correctly identify the location of the count they are using.

**Traffic Volumes Count Location**

**Description Definitions**

Note: Description of a location is not the exact point where counted. The count location is specified by the "Leg" code.

Leg: Indicates the approximate location on a ramp or on a state highway relative to an I/C or I/S.

N - On-ramp count location.

F - Off-ramp count location

A - Ahead of you when facing the increasing postmile direction. Count location usually \* North or East of all ramps of either direction of that interchange or intersection. See Loc 5

B - Behind you when facing the increasing postmile direction. Count location usually \* South or West of all ramps of either direction of that interchange or intersection. See Loc 1

O - Count location that is inside of the interchange ramps either direction. See Loc 2 and Loc 4

X - Count location in the middle of the interchange. See Loc 3

**\*Note: Normally PM increase S to N and W to E. Some Routes such as Rte 580 and 780 don't.**

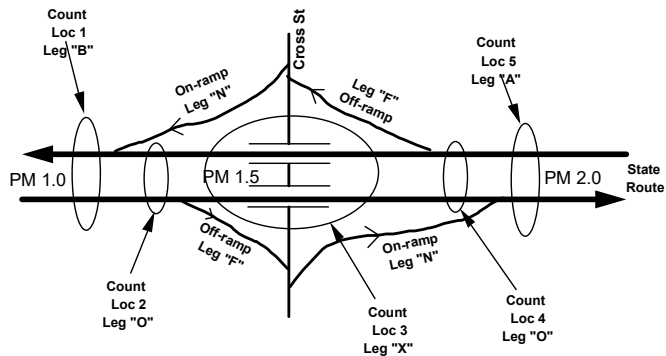
**Traffic Volumes Counts**

Dist	Cnty	Rte	Pre	PM	Leg	Dir	Description	Date	Day	24 hour Period Hourly Counts			
										0-1	1-2	2-3	3-4
4	SCL	101	0.028	O	N		SAN BENITO/SANTA CLARA COUI	5/25/2000	WED	130 A	120 A	106 A	201 A
4	SCL	101	0.028	O	N		SAN BENITO/SANTA CLARA COUI	5/24/2000	TUE	154 A	94 A	139 A	178 A
4	SCL	101	0.028	O	N		SAN BENITO/SANTA CLARA COUI	5/23/2000	MON	195 A	120 A	132 C	200 C

**Data type code:**

"A" = Actual collected data

"C" = Calculated or Estimated values









APPENDIX C  
*Synchro & Signal Warrant Worksheets*



HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

Existing Conditions  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	89	39	40	12	52	70	37	588	18	92	517	84
Future Volume (veh/h)	89	39	40	12	52	70	37	588	18	92	517	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	100	44	45	13	58	79	42	661	20	103	581	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	218	84	66	75	126	153	335	843	26	341	733	119
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	724	474	374	65	708	861	758	1273	39	753	1106	179
Grp Volume(v), veh/h	189	0	0	150	0	0	42	0	681	103	0	675
Grp Sat Flow(s),veh/h/ln	1573	0	0	1634	0	0	758	0	1311	753	0	1285
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	2.6	0.0	22.6	6.9	0.0	23.1
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.1	0.0	0.0	25.7	0.0	22.6	29.4	0.0	23.1
Prop In Lane	0.53		0.24	0.09		0.53	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	368	0	0	353	0	0	335	0	868	341	0	851
V/C Ratio(X)	0.51	0.00	0.00	0.42	0.00	0.00	0.13	0.00	0.78	0.30	0.00	0.79
Avail Cap(c_a), veh/h	774	0	0	818	0	0	716	0	1527	719	0	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	23.0	0.0	0.0	16.6	0.0	7.3	17.7	0.0	7.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.2	0.0	2.3	0.7	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	2.0	0.0	0.0	0.4	0.0	5.0	1.1	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	0.0	23.6	0.0	0.0	16.8	0.0	9.6	18.4	0.0	9.9
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		189			150			723				778
Approach Delay, s/veh		24.2			23.6			10.0				11.0
Approach LOS		C			C			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.7		16.2		45.7		16.2				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		27.7		8.4		31.4		7.1				
Green Ext Time (p_c), s		9.6		0.9		9.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: Main St & Adams St

Existing Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	55	89	33	29	62	33	50	555	46	43	480	46
Future Volume (veh/h)	55	89	33	29	62	33	50	555	46	43	480	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.93	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	60	97	36	32	67	36	54	603	50	47	522	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	137	186	59	107	193	87	144	645	53	133	629	60
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.54	0.54	0.08	0.53	0.53
Sat Flow, veh/h	371	939	300	237	977	442	1767	1200	99	1767	1183	113
Grp Volume(v), veh/h	193	0	0	135	0	0	54	0	653	47	0	572
Grp Sat Flow(s),veh/h/ln	1610	0	0	1656	0	0	1767	0	1299	1767	0	1297
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	2.2	0.0	34.7	1.9	0.0	27.5
Cycle Q Clear(g_c), s	7.7	0.0	0.0	5.0	0.0	0.0	2.2	0.0	34.7	1.9	0.0	27.5
Prop In Lane	0.31		0.19	0.24		0.27	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	381	0	0	387	0	0	144	0	699	133	0	689
V/C Ratio(X)	0.51	0.00	0.00	0.35	0.00	0.00	0.38	0.00	0.93	0.35	0.00	0.83
Avail Cap(c_a), veh/h	572	0	0	580	0	0	380	0	1048	380	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	0.0	26.0	0.0	0.0	32.4	0.0	16.0	32.7	0.0	14.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.6	0.0	8.7	0.6	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	2.1	0.0	0.0	0.9	0.0	10.7	0.8	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	0.0	26.2	0.0	0.0	33.0	0.0	24.7	33.3	0.0	16.7
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	B
Approach Vol, veh/h		193			135			707				619
Approach Delay, s/veh		27.3			26.2			25.3				17.9
Approach LOS		C			C			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.2			19.4	10.3	44.7		19.4				
Change Period (Y+Rc), s	* 4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	* 60			* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+14), s	29.5			7.0	3.9	36.7		9.7				
Green Ext Time (p_c), s	0.0	2.8		0.3	0.0	3.3		0.4				

### Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	18	633	94	20	522
Future Vol, veh/h	27	18	633	94	20	522
Conflicting Peds, #/hr	0	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	19	659	98	21	544

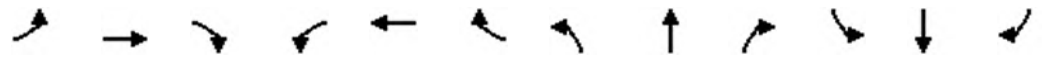
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1299	715	0	0	762
Stage 1	713	-	-	-	-
Stage 2	586	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	177	429	-	-	846
Stage 1	484	-	-	-	-
Stage 2	554	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	172	426	-	-	842
Mov Cap-2 Maneuver	311	-	-	-	-
Stage 1	482	-	-	-	-
Stage 2	540	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	349	842
HCM Lane V/C Ratio	-	-	0.134	0.025
HCM Control Delay (s)	-	-	16.9	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 6th Signalized Intersection Summary  
 4: Main St & Mitchell Dr/Pope Street

Existing Conditions  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	168	175	33	122	77	605	50	76	469	4
Future Volume (veh/h)	0	0	168	175	33	122	77	605	50	76	469	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.85	1.00		0.91	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	181	188	35	131	83	651	54	82	504	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	121	186	231	43	221	111	693	21	111	712	6
Arrive On Green	0.00	0.00	0.07	0.15	0.15	0.15	0.06	0.55	0.55	0.06	0.54	0.54
Sat Flow, veh/h	0	1856	1332	1501	279	1434	1767	1198	99	1767	1306	10
Grp Volume(v), veh/h	0	0	181	223	0	131	83	0	705	82	0	508
Grp Sat Flow(s),veh/h/ln	0	1856	1332	1780	0	1434	1767	0	1297	1767	0	1316
Q Serve(g_s), s	0.0	0.0	9.0	16.7	0.0	11.7	6.4	0.0	74.6	6.3	0.0	39.4
Cycle Q Clear(g_c), s	0.0	0.0	9.0	16.7	0.0	11.7	6.4	0.0	74.6	6.3	0.0	39.4
Prop In Lane	0.00		1.00	0.84		1.00	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	0	121	186	274	0	221	111	0	714	111	0	717
V/C Ratio(X)	0.00	0.00	0.97	0.81	0.00	0.59	0.75	0.00	0.99	0.74	0.00	0.71
Avail Cap(c_a), veh/h	0	121	186	453	0	365	321	0	707	321	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	60.1	56.3	0.0	54.2	63.4	0.0	31.3	63.4	0.0	23.2
Incr Delay (d2), s/veh	0.0	0.0	58.3	5.8	0.0	2.5	3.8	0.0	30.7	3.6	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	246.4	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.4	8.0	0.0	4.4	3.0	0.0	78.1	3.0	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	118.5	62.0	0.0	56.7	67.2	0.0	308.4	67.0	0.0	26.0
LnGrp LOS	A	A	F	E	A	E	E	A	F	E	A	C
Approach Vol, veh/h		181			354			788			590	
Approach Delay, s/veh		118.5			60.1			283.0			31.7	
Approach LOS		F			E			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	82.7		28.9	12.3	82.7		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	8.4	41.4		18.7	8.3	76.6		11.0				
Green Ext Time (p_c), s	0.1	2.4		1.7	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	148.7
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	130	10	14	109	12
Future Vol, veh/h	13	130	10	14	109	12
Conflicting Peds, #/hr	0	2	2	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	157	12	17	131	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	175	0	139
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	42
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1395	-	852
Stage 1	-	-	-	-	924
Stage 2	-	-	-	-	978
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	842
Mov Cap-2 Maneuver	-	-	-	-	842
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	852	-	-	1392	-
HCM Lane V/C Ratio	0.171	-	-	0.009	-
HCM Control Delay (s)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	90	70	15	47	34	71	101	55	59	65	12
Future Vol, veh/h	18	90	70	15	47	34	71	101	55	59	65	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	105	81	17	55	40	83	117	64	69	76	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.1	10.6	9.7
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	10%	16%	43%
Vol Thru, %	44%	51%	49%	48%
Vol Right, %	24%	39%	35%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	178	96	136
LT Vol	71	18	15	59
Through Vol	101	90	47	65
RT Vol	55	70	34	12
Lane Flow Rate	264	207	112	158
Geometry Grp	1	1	1	1
Degree of Util (X)	0.356	0.282	0.158	0.224
Departure Headway (Hd)	4.858	4.912	5.08	5.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	722	697	696
Service Time	2.939	2.999	3.178	3.197
HCM Lane V/C Ratio	0.36	0.287	0.161	0.227
HCM Control Delay	10.6	10	9.1	9.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	1.2	0.6	0.9

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	51	13	3	28	183	5	3	10	132	4	10
Future Vol, veh/h	50	51	13	3	28	183	5	3	10	132	4	10
Conflicting Peds, #/hr	15	0	15	15	0	15	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	61	16	4	34	220	6	4	12	159	5	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	92	0	0	365	481	88	368	379	159
Stage 1	-	-	-	-	-	-	204	204	-	167	167	-
Stage 2	-	-	-	-	-	-	161	277	-	201	212	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1289	-	-	1496	-	-	589	483	968	587	552	884
Stage 1	-	-	-	-	-	-	796	731	-	833	758	-
Stage 2	-	-	-	-	-	-	839	679	-	799	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1271	-	-	1475	-	-	546	445	951	543	509	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	445	-	543	509	-
Stage 1	-	-	-	-	-	-	746	686	-	781	745	-
Stage 2	-	-	-	-	-	-	820	667	-	743	680	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0.1			10.5			14.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	681	1271	-	-	1475	-	-	556
HCM Lane V/C Ratio	0.032	0.047	-	-	0.002	-	-	0.316
HCM Control Delay (s)	10.5	8	0	-	7.4	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.4

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	82	29	0	25	2	8	0	0	0	0	9
Future Vol, veh/h	37	82	29	0	25	2	8	0	0	0	0	9
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	108	38	0	33	3	11	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	149	0	0	270	269	132	267	287	41
Stage 1	-	-	-	-	-	-	228	228	-	40	40	-
Stage 2	-	-	-	-	-	-	42	41	-	227	247	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1562	-	-	1426	-	-	681	636	915	684	621	1027
Stage 1	-	-	-	-	-	-	772	714	-	972	860	-
Stage 2	-	-	-	-	-	-	970	859	-	773	700	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1555	-	-	1422	-	-	653	609	911	662	595	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	653	609	-	662	595	-
Stage 1	-	-	-	-	-	-	743	688	-	934	856	-
Stage 2	-	-	-	-	-	-	958	855	-	745	674	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			10.6			8.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1555	-	-	1422	-	-	1021
HCM Lane V/C Ratio	0.016	0.031	-	-	-	-	-	0.012
HCM Control Delay (s)	10.6	7.4	0	-	0	-	-	8.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	65	11	21	81	8
Future Vol, veh/h	12	65	11	21	81	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	14	76	13	25	95	9
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.1	7.6	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	34%
Vol Thru, %	0%	16%	66%
Vol Right, %	9%	84%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	89	77	32
LT Vol	81	0	11
Through Vol	0	12	21
RT Vol	8	65	0
Lane Flow Rate	105	91	38
Geometry Grp	1	1	1
Degree of Util (X)	0.125	0.092	0.045
Departure Headway (Hd)	4.3	3.656	4.274
Convergence, Y/N	Yes	Yes	Yes
Cap	830	967	829
Service Time	2.344	1.73	2.348
HCM Lane V/C Ratio	0.127	0.094	0.046
HCM Control Delay	8	7.1	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.1

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	185	365	60	66	25
Future Vol, veh/h	9	185	365	60	66	25
Conflicting Peds, #/hr	4	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	208	410	67	74	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	481	0	-	0	676 449
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	228 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1076	-	-	-	417 608
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	808 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1072	-	-	-	409 605
Mov Cap-2 Maneuver	-	-	-	-	409 -
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	805 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1072	-	-	-	449
HCM Lane V/C Ratio	0.009	-	-	-	0.228
HCM Control Delay (s)	8.4	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	
Traffic Vol, veh/h	13	126	114	88	262	8	119	0	48	8	1	17
Future Vol, veh/h	13	126	114	88	262	8	119	0	48	8	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	143	130	100	298	9	135	0	55	9	1	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	273	0	0	751	745	208	769	806	303
Stage 1	-	-	-	-	-	-	238	238	-	503	503	-
Stage 2	-	-	-	-	-	-	513	507	-	266	303	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1248	-	-	1284	-	-	326	341	830	317	314	734
Stage 1	-	-	-	-	-	-	763	706	-	549	540	-
Stage 2	-	-	-	-	-	-	542	538	-	737	662	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1248	-	-	1284	-	-	295	311	830	276	286	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	311	-	276	286	-
Stage 1	-	-	-	-	-	-	754	698	-	542	498	-
Stage 2	-	-	-	-	-	-	486	496	-	680	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	22.1	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	830	1248	-	-	1284	-	-	467
HCM Lane V/C Ratio	0.458	0.066	0.012	-	-	0.078	-	-	0.063
HCM Control Delay (s)	27.1	9.6	7.9	-	-	8	-	-	13.2
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.3	0.2	0	-	-	0.3	-	-	0.2

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	102	74	179	428	316	206
Future Vol, veh/h	102	74	179	428	316	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	106	77	186	446	329	215

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1147	329	544	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	219	710	1020	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	710	1020	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	2.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1020	-	459	-	-
HCM Lane V/C Ratio	0.183	-	0.399	-	-
HCM Control Delay (s)	9.3	-	18	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1.9	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	26	4	491	39	4	496
Future Vol, veh/h	26	4	491	39	4	496
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	4	506	40	4	511

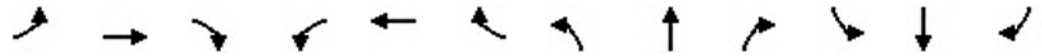
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1025	506	0	0	546
Stage 1	506	-	-	-	-
Stage 2	519	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	259	564	-	-	1018
Stage 1	603	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	258	564	-	-	1018
Mov Cap-2 Maneuver	391	-	-	-	-
Stage 1	603	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	1018
HCM Lane V/C Ratio	-	-	0.076	0.004
HCM Control Delay (s)	-	-	14.5	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	109	29	17	10	36	152	20	637	16	60	583	53
Future Volume (veh/h)	109	29	17	10	36	152	20	637	16	60	583	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1329	1870	1329
Adj Flow Rate, veh/h	111	30	17	10	37	155	20	650	16	61	595	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	66	27	72	63	228	477	830	20	280	1086	99
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	850	361	146	34	342	1239	782	1291	32	547	1689	153
Grp Volume(v), veh/h	158	0	0	202	0	0	20	0	666	61	0	649
Grp Sat Flow(s),veh/h/ln	1357	0	0	1614	0	0	782	0	1323	547	0	1842
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.8	0.0	20.7	5.2	0.0	11.1
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.6	0.0	0.0	11.9	0.0	20.7	25.8	0.0	11.1
Prop In Lane	0.70		0.11	0.05		0.77	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	357	0	0	363	0	0	477	0	851	280	0	1185
V/C Ratio(X)	0.44	0.00	0.00	0.56	0.00	0.00	0.04	0.00	0.78	0.22	0.00	0.55
Avail Cap(c_a), veh/h	780	0	0	880	0	0	960	0	1667	617	0	2322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	21.7	0.0	0.0	8.9	0.0	7.3	16.6	0.0	5.6
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.0	0.0	0.0	0.1	0.0	2.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	2.5	0.0	0.0	0.1	0.0	4.6	0.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	0.0	22.7	0.0	0.0	9.0	0.0	9.6	17.2	0.0	6.2
LnGrp LOS	C	A	A	C	A	A	A	A	A	B	A	A
Approach Vol, veh/h		158			202			686				710
Approach Delay, s/veh		22.0			22.7			9.6				7.1
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.4		15.7		41.4		15.7				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		22.7		8.0		27.8		8.6				
Green Ext Time (p_c), s		9.1		0.8		8.9		1.0				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 2: Main St & Adams St

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	78	100	26	64	71	61	29	534	34	69	508	33
Future Volume (veh/h)	78	100	26	64	71	61	29	534	34	69	508	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.87	0.97		0.84	1.00		0.90	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	80	103	27	66	73	63	30	551	35	71	524	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	201	45	153	155	109	101	597	38	169	646	42
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.49	0.49	0.10	0.53	0.53
Sat Flow, veh/h	476	909	204	390	699	494	1781	1227	78	1781	1230	80
Grp Volume(v), veh/h	210	0	0	202	0	0	30	0	586	71	0	558
Grp Sat Flow(s),veh/h/ln	1590	0	0	1583	0	0	1781	0	1305	1781	0	1310
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	1.2	0.0	30.0	2.7	0.0	25.2
Cycle Q Clear(g_c), s	7.7	0.0	0.0	7.4	0.0	0.0	1.2	0.0	30.0	2.7	0.0	25.2
Prop In Lane	0.38		0.13	0.33		0.31	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	421	0	0	417	0	0	101	0	635	169	0	688
V/C Ratio(X)	0.50	0.00	0.00	0.48	0.00	0.00	0.30	0.00	0.92	0.42	0.00	0.81
Avail Cap(c_a), veh/h	587	0	0	581	0	0	398	0	1093	398	0	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	24.7	0.0	0.0	32.4	0.0	17.1	30.5	0.0	14.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.6	0.0	4.4	0.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	3.0	0.0	0.0	0.5	0.0	8.8	1.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	25.0	0.0	0.0	33.0	0.0	21.5	31.2	0.0	15.1
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	B
Approach Vol, veh/h		210			202			616			629	
Approach Delay, s/veh		25.0			25.0			22.1			16.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	42.3		20.5	11.5	39.6		20.5				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	16	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/3), s	13.2	27.2		9.4	4.7	32.0		9.7				
Green Ext Time (p_c), s	0.0	2.8		0.5	0.0	2.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	23	574	66	27	571
Future Vol, veh/h	31	23	574	66	27	571
Conflicting Peds, #/hr	12	12	0	1	54	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	24	604	69	28	601

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1362	705	0	0	727
Stage 1	693	-	-	-	-
Stage 2	669	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	163	436	-	-	876
Stage 1	496	-	-	-	-
Stage 2	509	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	148	409	-	-	831
Mov Cap-2 Maneuver	286	-	-	-	-
Stage 1	471	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	831
HCM Lane V/C Ratio	-	-	0.173	0.034
HCM Control Delay (s)	-	-	18.3	9.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1



# HCM 6th Signalized Intersection Summary

## 4: Main St & Mitchell Dr/Pope Street

Existing Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	191	139	26	91	83	549	51	85	513	4
Future Volume (veh/h)	0	0	191	139	26	91	83	549	51	85	513	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	0	0	203	148	28	97	88	584	54	90	546	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	126	200	192	36	188	115	720	22	116	740	5
Arrive On Green	0.00	0.00	0.08	0.13	0.13	0.13	0.07	0.51	0.51	0.07	0.51	0.51
Sat Flow, veh/h	0	1870	1462	1509	286	1479	1781	1192	110	1781	1317	10
Grp Volume(v), veh/h	0	0	203	176	0	97	88	0	638	90	0	550
Grp Sat Flow(s),veh/h/ln	0	1870	1462	1795	0	1479	1781	0	1303	1781	0	1327
Q Serve(g_s), s	0.0	0.0	9.0	11.0	0.0	7.1	5.6	0.0	54.5	5.7	0.0	40.2
Cycle Q Clear(g_c), s	0.0	0.0	9.0	11.0	0.0	7.1	5.6	0.0	54.5	5.7	0.0	40.2
Prop In Lane	0.00		1.00	0.84		1.00	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	0	126	200	229	0	188	115	0	741	116	0	746
V/C Ratio(X)	0.00	0.00	1.01	0.77	0.00	0.52	0.76	0.00	0.86	0.78	0.00	0.74
Avail Cap(c_a), veh/h	0	145	229	540	0	445	383	0	840	383	0	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	58.1	56.3	0.0	54.4	61.4	0.0	29.3	61.5	0.0	21.9
Incr Delay (d2), s/veh	0.0	0.0	60.4	2.1	0.0	0.8	3.9	0.0	7.5	4.2	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	180.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.2	5.9	0.0	3.1	3.1	0.0	61.6	3.2	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	118.5	58.4	0.0	55.2	65.3	0.0	216.7	65.6	0.0	24.2
LnGrp LOS	A	A	F	E	A	E	E	A	F	E	A	C
Approach Vol, veh/h		203			273			726			640	
Approach Delay, s/veh		118.5			57.3			198.3			30.0	
Approach LOS		F			E			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	67.2		23.2	12.2	67.2		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	7.6	42.2		13.0	7.7	56.5		11.0				
Green Ext Time (p_c), s	0.1	2.7		0.9	0.1	3.0		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	110.1
HCM 6th LOS	F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	94	5	13	191	6
Future Vol, veh/h	9	94	5	13	191	6
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	113	6	16	230	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	126	0	98
Stage 1	-	-	-	-	70
Stage 2	-	-	-	-	28
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1460	-	901
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1457	-	896
Mov Cap-2 Maneuver	-	-	-	-	896
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	991

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	899	-	-	1457	-
HCM Lane V/C Ratio	0.264	-	-	0.004	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	121	85	57	140	96	55	88	29	51	72	26
Future Vol, veh/h	15	121	85	57	140	96	55	88	29	51	72	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	127	89	60	147	101	58	93	31	54	76	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	12	10.8	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	7%	19%	34%
Vol Thru, %	51%	55%	48%	48%
Vol Right, %	17%	38%	33%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	221	293	149
LT Vol	55	15	57	51
Through Vol	88	121	140	72
RT Vol	29	85	96	26
Lane Flow Rate	181	233	308	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.281	0.333	0.436	0.245
Departure Headway (Hd)	5.579	5.147	5.094	5.625
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	698	706	637
Service Time	3.624	3.19	3.134	3.672
HCM Lane V/C Ratio	0.281	0.334	0.436	0.246
HCM Control Delay	10.8	10.8	12	10.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.5	2.2	1

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	67	3	2	29	135	3	10	6	185	6	16
Future Vol, veh/h	21	67	3	2	29	135	3	10	6	185	6	16
Conflicting Peds, #/hr	31	0	1	1	0	31	7	0	5	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	76	3	2	33	153	3	11	7	210	7	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	80	0	0	260	348	84	285	273	148
Stage 1	-	-	-	-	-	-	127	127	-	145	145	-
Stage 2	-	-	-	-	-	-	133	221	-	140	128	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1353	-	-	1518	-	-	693	576	975	667	634	899
Stage 1	-	-	-	-	-	-	877	791	-	858	777	-
Stage 2	-	-	-	-	-	-	870	720	-	863	790	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1313	-	-	1517	-	-	658	547	969	620	602	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	658	547	-	620	602	-
Stage 1	-	-	-	-	-	-	859	775	-	817	753	-
Stage 2	-	-	-	-	-	-	838	698	-	824	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.1			10.7			14		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1313	-	-	1517	-	-	633
HCM Lane V/C Ratio	0.033	0.018	-	-	0.001	-	-	0.372
HCM Control Delay (s)	10.7	7.8	0	-	7.4	0	-	14
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.7

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	47	9	0	81	0	31	0	1	6	1	45
Future Vol, veh/h	69	47	9	0	81	0	31	0	1	6	1	45
Conflicting Peds, #/hr	4	0	8	8	0	4	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	58	11	0	100	0	38	0	1	7	1	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	77	0	0	375	346	78	344	351	108
Stage 1	-	-	-	-	-	-	242	242	-	104	104	-
Stage 2	-	-	-	-	-	-	133	104	-	240	247	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1488	-	-	1522	-	-	582	577	983	610	573	946
Stage 1	-	-	-	-	-	-	762	705	-	902	809	-
Stage 2	-	-	-	-	-	-	870	809	-	763	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1482	-	-	1510	-	-	516	536	970	576	532	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	516	536	-	576	532	-
Stage 1	-	-	-	-	-	-	711	657	-	844	806	-
Stage 2	-	-	-	-	-	-	814	806	-	712	654	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.2			0			12.4			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	524	1482	-	-	1510	-	-	864
HCM Lane V/C Ratio	0.075	0.057	-	-	-	-	-	0.074
HCM Control Delay (s)	12.4	7.6	0	-	0	-	-	9.5
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	15	75	6	12	63	7
Future Vol, veh/h	15	75	6	12	63	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	85	7	14	72	8
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.1	7.4	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	33%
Vol Thru, %	0%	17%	67%
Vol Right, %	10%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	90	18
LT Vol	63	0	6
Through Vol	0	15	12
RT Vol	7	75	0
Lane Flow Rate	80	102	20
Geometry Grp	1	1	1
Degree of Util (X)	0.094	0.102	0.024
Departure Headway (Hd)	4.266	3.589	4.219
Convergence, Y/N	Yes	Yes	Yes
Cap	838	991	842
Service Time	2.299	1.639	2.275
HCM Lane V/C Ratio	0.095	0.103	0.024
HCM Control Delay	7.7	7.1	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.1

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	226	261	57	68	15
Future Vol, veh/h	18	226	261	57	68	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	246	284	62	74	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	346	0	-	0	601 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	286 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1213	-	-	-	463 725
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	763 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1213	-	-	-	454 725
Mov Cap-2 Maneuver	-	-	-	-	454 -
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	763 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1213	-	-	-	487
HCM Lane V/C Ratio	0.016	-	-	-	0.185
HCM Control Delay (s)	8	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	31	242	39	19	226	6	33	0	24	4	0	20
Future Vol, veh/h	31	242	39	19	226	6	33	0	24	4	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	249	40	20	233	6	34	0	25	4	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	239	0	0	289	0	0	620	612	269	622	629	236
Stage 1	-	-	-	-	-	-	333	333	-	276	276	-
Stage 2	-	-	-	-	-	-	287	279	-	346	353	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1328	-	-	1273	-	-	400	408	770	399	399	803
Stage 1	-	-	-	-	-	-	681	644	-	730	682	-
Stage 2	-	-	-	-	-	-	720	680	-	670	631	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1328	-	-	1273	-	-	378	392	770	375	383	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	392	-	375	383	-
Stage 1	-	-	-	-	-	-	665	629	-	712	671	-
Stage 2	-	-	-	-	-	-	690	669	-	633	616	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.6			13.1			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	378	770	1328	-	-	1273	-	-	675
HCM Lane V/C Ratio	0.09	0.032	0.024	-	-	0.015	-	-	0.037
HCM Control Delay (s)	15.5	9.8	7.8	-	-	7.9	-	-	10.5
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0.1	-	-	0	-	-	0.1



Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	92	164	103	395	573	177
Future Vol, veh/h	92	164	103	395	573	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	178	112	429	623	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1276	623	815	0	-	0
Stage 1	623	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	486	812	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	159	486	812	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.3	2.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	812	-	431	-	-
HCM Lane V/C Ratio	0.138	-	0.646	-	-
HCM Control Delay (s)	10.1	-	27.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	4.4	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔	↔	↑
Traffic Vol, veh/h	48	10	471	16	5	702
Future Vol, veh/h	48	10	471	16	5	702
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	11	506	17	5	755

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1271	506	0	0	523
Stage 1	506	-	-	-	-
Stage 2	765	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	185	566	-	-	1043
Stage 1	606	-	-	-	-
Stage 2	459	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	184	566	-	-	1043
Mov Cap-2 Maneuver	319	-	-	-	-
Stage 1	606	-	-	-	-
Stage 2	457	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	1043
HCM Lane V/C Ratio	-	-	0.181	0.005
HCM Control Delay (s)	-	-	17.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

Existing Conditions  
 Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	71	25	37	11	15	73	16	546	6	53	561	74
Future Volume (veh/h)	71	25	37	11	15	73	16	546	6	53	561	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	25	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	73	26	38	11	15	75	16	563	6	55	578	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	206	73	68	85	52	188	254	860	9	466	778	78
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	641	470	427	78	326	1164	773	1302	14	835	1139	150
Grp Volume(v), veh/h	137	0	0	101	0	0	16	0	569	55	0	654
Grp Sat Flow(s),veh/h/ln	1538	0	0	1567	0	0	773	0	1316	835	0	1289
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0	13.9	2.3	0.0	18.8
Cycle Q Clear(g_c), s	3.5	0.0	0.0	2.7	0.0	0.0	19.6	0.0	13.9	16.2	0.0	18.8
Prop In Lane	0.53		0.28	0.11		0.74	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	347	0	0	325	0	0	254	0	869	466	0	856
V/C Ratio(X)	0.40	0.00	0.00	0.31	0.00	0.00	0.06	0.00	0.65	0.12	0.00	0.76
Avail Cap(c_a), veh/h	1005	0	0	1023	0	0	1013	0	1987	1168	0	1947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	0.0	23.2	0.0	0.0	23.7	0.0	5.6	10.6	0.0	8.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.1	0.0	1.2	0.2	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.3	0.0	0.0	0.2	0.0	2.9	0.4	0.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	0.0	23.6	0.0	0.0	23.8	0.0	6.8	10.8	0.0	36.2
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	D
Approach Vol, veh/h		137			101			585			709	
Approach Delay, s/veh		24.2			23.6			7.3			34.2	
Approach LOS		C			C			A			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.1		13.6		34.1		13.6				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		21.6		5.5		20.8		4.7				
Green Ext Time (p_c), s		7.2		0.7		8.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
2: Main St & Adams St

Existing Conditions  
Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	37	54	28	42	35	44	27	487	24	41	548	20
Future Volume (veh/h)	37	54	28	42	35	44	27	487	24	41	548	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	20	0
Ped-Bike Adj(A_pbT)	0.75		0.67	0.75		0.68	1.00		0.91	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	38	56	29	43	36	45	28	502	25	42	565	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	134	176	78	142	111	111	91	638	32	118	677	17
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.05	0.47	0.47	0.07	0.48	0.48
Sat Flow, veh/h	314	715	317	341	453	452	1767	1238	62	1767	1258	47
Grp Volume(v), veh/h	123	0	0	124	0	0	28	0	527	42	0	586
Grp Sat Flow(s),veh/h/ln	1347	0	0	1246	0	0	1767	0	1300	1767	0	1305
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	1.1	0.0	27.3	1.7	0.0	31.6
Cycle Q Clear(g_c), s	4.6	0.0	0.0	5.0	0.0	0.0	1.1	0.0	27.3	1.7	0.0	31.6
Prop In Lane	0.31		0.24	0.35		0.36	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	389	0	0	364	0	0	91	0	670	118	0	694
V/C Ratio(X)	0.32	0.00	0.00	0.34	0.00	0.00	0.31	0.00	0.79	0.36	0.00	0.84
Avail Cap(c_a), veh/h	488	0	0	458	0	0	375	0	1035	375	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	0.0	26.6	0.0	0.0	38.9	0.0	16.5	38.0	0.0	18.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.7	0.0	1.0	0.7	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.4
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.1	0.0	0.0	0.6	0.0	7.8	0.9	0.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	0.0	26.8	0.0	0.0	39.6	0.0	17.5	38.6	0.0	59.9
LnGrp LOS	C	A	A	C	A	A	D	A	B	D	A	E
Approach Vol, veh/h		123			124			555			628	
Approach Delay, s/veh		26.6			26.8			18.6			58.5	
Approach LOS		C			C			B			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	41.2		25.4	10.0	39.9		25.4				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	60	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1), s	13.6	33.6		7.0	3.7	29.3		6.6				
Green Ext Time (p_c), s	0.0	2.9		0.3	0.0	2.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	28	510	67	22	596
Future Vol, veh/h	32	28	510	67	22	596
Conflicting Peds, #/hr	39	71	0	169	169	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	29	531	70	23	621

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1441	806	0	0	770
Stage 1	735	-	-	-	-
Stage 2	706	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	145	380	-	-	840
Stage 1	473	-	-	-	-
Stage 2	488	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	113	297	-	-	705
Mov Cap-2 Maneuver	245	-	-	-	-
Stage 1	397	-	-	-	-
Stage 2	454	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	267	705
HCM Lane V/C Ratio	-	-	0.234	0.033
HCM Control Delay (s)	-	-	22.6	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.9	0.1

# HCM 6th Signalized Intersection Summary

## 4: Main St & Mitchell Dr/Pope Street

Existing Conditions  
Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	153	128	38	71	57	506	55	63	559	6
Future Volume (veh/h)	0	0	153	128	38	71	57	506	55	63	559	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	25	0
Ped-Bike Adj(A_pbT)	1.00		0.49	1.00		0.74	1.00		0.90	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	156	131	39	72	58	516	56	64	570	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	124	139	220	65	177	104	676	21	107	707	4
Arrive On Green	0.00	0.00	0.08	0.18	0.18	0.18	0.07	0.47	0.47	0.07	0.47	0.47
Sat Flow, veh/h	0	1856	766	1377	410	1157	1767	1155	125	1767	1301	14
Grp Volume(v), veh/h	0	0	156	170	0	72	58	0	572	64	0	576
Grp Sat Flow(s),veh/h/ln	0	1856	766	1787	0	1157	1767	0	1280	1767	0	1315
Q Serve(g_s), s	0.0	0.0	9.0	10.0	0.0	6.3	3.7	0.0	49.6	4.1	0.0	47.7
Cycle Q Clear(g_c), s	0.0	0.0	9.0	10.0	0.0	6.3	3.7	0.0	49.6	4.1	0.0	47.7
Prop In Lane	0.00		1.00	0.77		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	0	124	139	285	0	177	104	0	712	107	0	689
V/C Ratio(X)	0.00	0.00	1.12	0.60	0.00	0.41	0.56	0.00	0.80	0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	144	163	541	0	350	382	0	830	382	0	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	61.9	52.9	0.0	51.2	62.0	0.0	31.3	62.0	0.0	30.5
Incr Delay (d2), s/veh	0.0	0.0	108.6	2.0	0.0	1.5	1.7	0.0	4.2	2.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	164.3	0.0	0.0	57.6
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.1	5.6	0.0	2.3	2.0	0.0	56.4	2.2	0.0	32.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	170.5	54.9	0.0	52.7	63.7	0.0	199.9	64.0	0.0	93.1
LnGrp LOS	A	A	F	D	A	D	E	A	F	E	A	F
Approach Vol, veh/h		156			242			630			640	
Approach Delay, s/veh		170.5			54.3			187.4			90.2	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	62.3		28.4	11.5	62.0		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	5.7	49.7		12.0	6.1	51.6		11.0				
Green Ext Time (p_c), s	0.1	2.8		1.3	0.1	2.8		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	129.2
HCM 6th LOS	F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	73	8	11	109	10
Future Vol, veh/h	10	73	8	11	109	10
Conflicting Peds, #/hr	0	2	2	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	79	9	12	118	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	92	0	89 59
Stage 1	-	-	-	-	53 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	-	-	4.13	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.227	-	3.527 3.327
Pot Cap-1 Maneuver	-	-	1496	-	909 1004
Stage 1	-	-	-	-	967 -
Stage 2	-	-	-	-	984 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	896 996
Mov Cap-2 Maneuver	-	-	-	-	896 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	972 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	-	-	1493	-
HCM Lane V/C Ratio	0.143	-	-	0.006	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	67	39	22	69	44	30	71	18	44	52	14
Future Vol, veh/h	8	67	39	22	69	44	30	71	18	44	52	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	75	44	25	78	49	34	80	20	49	58	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.7	8.8	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	7%	16%	40%
Vol Thru, %	60%	59%	51%	47%
Vol Right, %	15%	34%	33%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	114	135	110
LT Vol	30	8	22	44
Through Vol	71	67	69	52
RT Vol	18	39	44	14
Lane Flow Rate	134	128	152	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.162	0.192	0.164
Departure Headway (Hd)	4.709	4.557	4.556	4.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	785	786	751
Service Time	2.75	2.597	2.595	2.805
HCM Lane V/C Ratio	0.177	0.163	0.193	0.165
HCM Control Delay	8.8	8.5	8.7	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.7	0.6



Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	59	2	1	42	84	1	2	2	93	2	20
Future Vol, veh/h	26	59	2	1	42	84	1	2	2	93	2	20
Conflicting Peds, #/hr	27	0	18	18	0	27	4	0	7	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	27	61	2	1	43	87	1	2	2	96	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	81	0	0	239	293	87	241	251	119
Stage 1	-	-	-	-	-	-	134	134	-	116	116	-
Stage 2	-	-	-	-	-	-	105	159	-	125	135	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1417	-	-	1510	-	-	713	616	969	711	650	930
Stage 1	-	-	-	-	-	-	867	784	-	886	798	-
Stage 2	-	-	-	-	-	-	898	764	-	877	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1484	-	-	669	577	946	674	609	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	669	577	-	674	609	-
Stage 1	-	-	-	-	-	-	835	755	-	846	776	-
Stage 2	-	-	-	-	-	-	870	743	-	850	754	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.1			10.1			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1381	-	-	1484	-	-	704
HCM Lane V/C Ratio	0.007	0.019	-	-	0.001	-	-	0.168
HCM Control Delay (s)	10.1	7.7	0	-	7.4	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.6




Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	8	3	0	5	1	1	2	0	0	1	30
Future Vol, veh/h	43	8	3	0	5	1	1	2	0	0	1	30
Conflicting Peds, #/hr	1	0	4	4	0	1	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	53	10	4	0	6	1	1	2	0	0	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	18	0	0	151	130	17	128	132	11
Stage 1	-	-	-	-	-	-	122	122	-	8	8	-
Stage 2	-	-	-	-	-	-	29	8	-	120	124	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1606	-	-	1592	-	-	814	759	1059	843	757	1067
Stage 1	-	-	-	-	-	-	880	793	-	1011	887	-
Stage 2	-	-	-	-	-	-	985	887	-	882	791	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1586	-	-	759	730	1054	818	728	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	730	-	818	728	-
Stage 1	-	-	-	-	-	-	847	764	-	977	886	-
Stage 2	-	-	-	-	-	-	947	886	-	849	762	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.8			0			9.9			8.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	739	1604	-	-	1586	-	-	1047
HCM Lane V/C Ratio	0.005	0.033	-	-	-	-	-	0.037
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	46	5	8	44	11
Future Vol, veh/h	6	46	5	8	44	11
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	53	6	9	51	13
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.8	7.3	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	80%	0%	38%
Vol Thru, %	0%	12%	62%
Vol Right, %	20%	88%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	55	52	13
LT Vol	44	0	5
Through Vol	0	6	8
RT Vol	11	46	0
Lane Flow Rate	64	60	15
Geometry Grp	1	1	1
Degree of Util (X)	0.073	0.06	0.018
Departure Headway (Hd)	4.121	3.543	4.187
Convergence, Y/N	Yes	Yes	Yes
Cap	870	1007	853
Service Time	2.143	1.579	2.224
HCM Lane V/C Ratio	0.074	0.06	0.018
HCM Control Delay	7.5	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	188	213	39	36	9
Future Vol, veh/h	17	188	213	39	36	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	192	217	40	37	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	257	0	-	0	463 237
Stage 1	-	-	-	-	237 -
Stage 2	-	-	-	-	226 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1302	-	-	-	555 800
Stage 1	-	-	-	-	800 -
Stage 2	-	-	-	-	809 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1302	-	-	-	547 800
Mov Cap-2 Maneuver	-	-	-	-	547 -
Stage 1	-	-	-	-	788 -
Stage 2	-	-	-	-	809 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1302	-	-	-	584
HCM Lane V/C Ratio	0.013	-	-	-	0.079
HCM Control Delay (s)	7.8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	
Traffic Vol, veh/h	14	193	18	19	218	4	13	0	22	9	0	16
Future Vol, veh/h	14	193	18	19	218	4	13	0	22	9	0	16
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	205	19	20	232	4	14	0	23	10	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	224	0	0	528	523	215	532	530	236
Stage 1	-	-	-	-	-	-	245	245	-	276	276	-
Stage 2	-	-	-	-	-	-	283	278	-	256	254	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1323	-	-	1339	-	-	459	457	822	457	453	801
Stage 1	-	-	-	-	-	-	756	702	-	728	680	-
Stage 2	-	-	-	-	-	-	722	679	-	746	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	1339	-	-	440	444	822	434	440	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	440	444	-	434	440	-
Stage 1	-	-	-	-	-	-	748	694	-	719	668	-
Stage 2	-	-	-	-	-	-	696	667	-	717	687	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			10.9			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	822	1320	-	-	1339	-	-	613
HCM Lane V/C Ratio	0.031	0.028	0.011	-	-	0.015	-	-	0.043
HCM Control Delay (s)	13.4	9.5	7.8	-	-	7.7	-	-	11.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	110	114	121	471	423	125
Future Vol, veh/h	110	114	121	471	423	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	116	120	127	496	445	132

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1195	445	577	0	-	0
Stage 1	445	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	205	611	992	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	611	992	-	-	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	468	-	-
HCM Lane V/C Ratio	0.128	-	0.504	-	-
HCM Control Delay (s)	9.2	-	20.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.8	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔	↔	↑
Traffic Vol, veh/h	28	15	558	23	8	520
Future Vol, veh/h	28	15	558	23	8	520
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	29	16	581	24	8	542

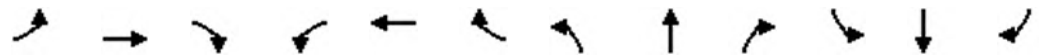
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1140	583	0	0	606
Stage 1	582	-	-	-	-
Stage 2	558	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	221	510	-	-	967
Stage 1	557	-	-	-	-
Stage 2	571	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	219	509	-	-	966
Mov Cap-2 Maneuver	356	-	-	-	-
Stage 1	556	-	-	-	-
Stage 2	566	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	966
HCM Lane V/C Ratio	-	-	0.113	0.009
HCM Control Delay (s)	-	-	15.2	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th Signalized Intersection Summary  
1: Main St & Madrona Ave/Fulton Ln

Existing Plus Project  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	89	39	40	12	54	74	39	590	18	94	517	84
Future Volume (veh/h)	89	39	40	12	54	74	39	590	18	94	517	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	100	44	45	13	61	83	44	663	20	106	581	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	84	66	73	127	155	336	845	25	339	734	119
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	712	470	369	63	709	865	758	1273	38	752	1106	179
Grp Volume(v), veh/h	189	0	0	157	0	0	44	0	683	106	0	675
Grp Sat Flow(s),veh/h/ln	1551	0	0	1637	0	0	758	0	1311	752	0	1285
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	2.7	0.0	23.0	7.2	0.0	23.4
Cycle Q Clear(g_c), s	6.6	0.0	0.0	5.4	0.0	0.0	26.1	0.0	23.0	30.2	0.0	23.4
Prop In Lane	0.53		0.24	0.08		0.53	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	365	0	0	355	0	0	336	0	870	339	0	853
V/C Ratio(X)	0.52	0.00	0.00	0.44	0.00	0.00	0.13	0.00	0.78	0.31	0.00	0.79
Avail Cap(c_a), veh/h	757	0	0	805	0	0	700	0	1502	701	0	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	23.4	0.0	0.0	16.7	0.0	7.4	18.0	0.0	7.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.2	0.0	2.3	0.7	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.1	0.0	0.0	0.5	0.0	5.1	1.2	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	0.0	24.1	0.0	0.0	17.0	0.0	9.7	18.8	0.0	9.9
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		189			157			727			781	
Approach Delay, s/veh		24.7			24.1			10.1			11.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.4		16.4		46.4		16.4				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		28.1		8.6		32.2		7.4				
Green Ext Time (p_c), s		9.7		0.9		9.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
2: Main St & Adams St

Existing Plus Project  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	55	89	33	30	64	37	50	555	46	45	480	46
Future Volume (veh/h)	55	89	33	30	64	37	50	555	46	45	480	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.93	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	60	97	36	33	70	40	54	603	50	49	522	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	137	185	59	105	188	91	143	645	53	136	631	60
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.54	0.54	0.08	0.53	0.53
Sat Flow, veh/h	373	941	301	233	958	463	1767	1200	99	1767	1183	113
Grp Volume(v), veh/h	193	0	0	143	0	0	54	0	653	49	0	572
Grp Sat Flow(s),veh/h/ln	1615	0	0	1654	0	0	1767	0	1299	1767	0	1297
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	2.2	0.0	34.9	2.0	0.0	27.5
Cycle Q Clear(g_c), s	7.7	0.0	0.0	5.4	0.0	0.0	2.2	0.0	34.9	2.0	0.0	27.5
Prop In Lane	0.31		0.19	0.23		0.28	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	381	0	0	385	0	0	143	0	698	136	0	691
V/C Ratio(X)	0.51	0.00	0.00	0.37	0.00	0.00	0.38	0.00	0.93	0.36	0.00	0.83
Avail Cap(c_a), veh/h	571	0	0	577	0	0	379	0	1044	379	0	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	26.3	0.0	0.0	32.5	0.0	16.1	32.7	0.0	14.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.6	0.0	8.8	0.6	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	2.2	0.0	0.0	0.9	0.0	10.8	0.9	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	0.0	26.5	0.0	0.0	33.1	0.0	24.9	33.3	0.0	16.6
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	B
Approach Vol, veh/h		193			143			707			621	
Approach Delay, s/veh		27.5			26.5			25.5			17.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.5			19.4	10.4	44.9		19.4				
Change Period (Y+Rc), s	* 4.7			* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	* 60			* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/4), s	29.5			7.4	4.0	36.9		9.7				
Green Ext Time (p_c), s	0.0	2.8		0.3	0.0	3.3		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	18	633	98	20	523
Future Vol, veh/h	36	18	633	98	20	523
Conflicting Peds, #/hr	0	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	19	659	102	21	545

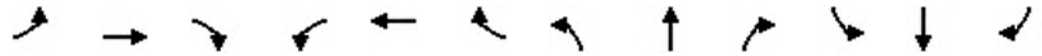
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1302	717	0	0	766
Stage 1	715	-	-	-	-
Stage 2	587	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	177	428	-	-	843
Stage 1	483	-	-	-	-
Stage 2	554	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	172	425	-	-	839
Mov Cap-2 Maneuver	310	-	-	-	-
Stage 1	481	-	-	-	-
Stage 2	540	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	839
HCM Lane V/C Ratio	-	-	0.165	0.025
HCM Control Delay (s)	-	-	17.6	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 6th Signalized Intersection Summary  
 4: Main St & Mitchell Dr/Pope Street

Existing Plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	168	188	33	122	77	609	55	76	480	4
Future Volume (veh/h)	0	0	168	188	33	122	77	609	55	76	480	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.85	1.00		0.91	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	181	202	35	131	83	655	59	82	516	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	121	184	242	42	229	110	687	23	110	707	5
Arrive On Green	0.00	0.00	0.06	0.16	0.16	0.16	0.06	0.54	0.54	0.06	0.54	0.54
Sat Flow, veh/h	0	1856	1331	1517	263	1437	1767	1188	107	1767	1306	10
Grp Volume(v), veh/h	0	0	181	237	0	131	83	0	714	82	0	520
Grp Sat Flow(s),veh/h/ln	0	1856	1331	1780	0	1437	1767	0	1295	1767	0	1316
Q Serve(g_s), s	0.0	0.0	9.0	17.9	0.0	11.7	6.4	0.0	75.0	6.3	0.0	41.4
Cycle Q Clear(g_c), s	0.0	0.0	9.0	17.9	0.0	11.7	6.4	0.0	75.0	6.3	0.0	41.4
Prop In Lane	0.00		1.00	0.85		1.00	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	0	121	184	283	0	229	110	0	709	110	0	713
V/C Ratio(X)	0.00	0.00	0.98	0.84	0.00	0.57	0.75	0.00	1.01	0.75	0.00	0.73
Avail Cap(c_a), veh/h	0	121	184	450	0	363	319	0	701	319	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	60.6	56.5	0.0	53.8	63.9	0.0	31.7	63.9	0.0	24.1
Incr Delay (d2), s/veh	0.0	0.0	60.4	7.6	0.0	2.2	3.9	0.0	35.5	3.7	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	253.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.5	8.7	0.0	4.4	3.0	0.0	80.1	3.0	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	121.0	64.0	0.0	56.1	67.7	0.0	321.0	67.6	0.0	27.4
LnGrp LOS	A	A	F	E	A	E	E	A	F	E	A	C
Approach Vol, veh/h		181			368			797			602	
Approach Delay, s/veh		121.0			61.2			294.6			32.9	
Approach LOS		F			E			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	82.7		29.8	12.3	82.7		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	8.4	43.4		19.9	8.3	77.0		11.0				
Green Ext Time (p_c), s	0.1	2.5		1.7	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	153.5
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	132	10	14	115	12
Future Vol, veh/h	13	132	10	14	115	12
Conflicting Peds, #/hr	0	2	2	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	159	12	17	139	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	177	0	140
Stage 1	-	-	-	-	98
Stage 2	-	-	-	-	42
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1393	-	851
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	978
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1390	-	841
Mov Cap-2 Maneuver	-	-	-	-	841
Stage 1	-	-	-	-	921
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1390	-
HCM Lane V/C Ratio	0.18	-	-	0.009	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	92	70	15	54	40	71	101	55	61	65	12
Future Vol, veh/h	18	92	70	15	54	40	71	101	55	61	65	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	107	81	17	63	47	83	117	64	71	76	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.4	10.9	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	10%	14%	44%
Vol Thru, %	44%	51%	50%	47%
Vol Right, %	24%	39%	37%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	180	109	138
LT Vol	71	18	15	61
Through Vol	101	92	54	65
RT Vol	55	70	40	12
Lane Flow Rate	264	209	127	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.367	0.294	0.183	0.234
Departure Headway (Hd)	5.009	5.056	5.192	5.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	714	692	684
Service Time	3.021	3.07	3.221	3.287
HCM Lane V/C Ratio	0.366	0.293	0.184	0.234
HCM Control Delay	10.9	10.2	9.4	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.7	1.2	0.7	0.9

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	55	13	3	38	183	5	3	10	132	4	10
Future Vol, veh/h	50	55	13	3	38	183	5	3	10	132	4	10
Conflicting Peds, #/hr	15	0	15	15	0	15	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	66	16	4	46	220	6	4	12	159	5	12

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	281	0	0	97	0	0	382	498	93	385	396	171
Stage 1	-	-	-	-	-	-	209	209	-	179	179	-
Stage 2	-	-	-	-	-	-	173	289	-	206	217	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1276	-	-	1490	-	-	574	472	961	572	540	870
Stage 1	-	-	-	-	-	-	791	727	-	820	749	-
Stage 2	-	-	-	-	-	-	827	671	-	794	721	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1258	-	-	1469	-	-	532	435	944	529	497	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	532	435	-	529	497	-
Stage 1	-	-	-	-	-	-	740	681	-	768	736	-
Stage 2	-	-	-	-	-	-	808	660	-	738	676	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	3.4		0.1		10.6		14.8	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	1258	-	-	1469	-	-	542
HCM Lane V/C Ratio	0.032	0.048	-	-	0.002	-	-	0.325
HCM Control Delay (s)	10.6	8	0	-	7.5	0	-	14.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.4

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	86	29	0	36	2	8	0	0	0	0	9
Future Vol, veh/h	37	86	29	0	36	2	8	0	0	0	0	9
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	113	38	0	47	3	11	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	154	0	0	289	288	137	286	306	55
Stage 1	-	-	-	-	-	-	233	233	-	54	54	-
Stage 2	-	-	-	-	-	-	56	55	-	232	252	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1544	-	-	1420	-	-	661	620	909	664	606	1009
Stage 1	-	-	-	-	-	-	768	710	-	956	848	-
Stage 2	-	-	-	-	-	-	954	847	-	769	697	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1537	-	-	1416	-	-	633	593	905	642	580	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	593	-	642	580	-
Stage 1	-	-	-	-	-	-	739	683	-	918	844	-
Stage 2	-	-	-	-	-	-	942	843	-	741	671	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			10.8			8.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	633	1537	-	-	1416	-	-	1003
HCM Lane V/C Ratio	0.017	0.032	-	-	-	-	-	0.012
HCM Control Delay (s)	10.8	7.4	0	-	0	-	-	8.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	12	65	11	21	0	81	7	8	0	22	12
Future Vol, veh/h	4	12	65	11	21	0	81	7	8	0	22	12
Peak Hour Factor	0.92	0.85	0.85	0.85	0.85	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	14	76	13	25	0	95	8	9	0	24	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	8.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	5%	34%	0%
Vol Thru, %	7%	15%	66%	65%
Vol Right, %	8%	80%	0%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	81	32	34
LT Vol	81	4	11	0
Through Vol	7	12	21	22
RT Vol	8	65	0	12
Lane Flow Rate	112	95	38	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.135	0.099	0.046	0.042
Departure Headway (Hd)	4.327	3.766	4.354	4.055
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	933	809	870
Service Time	2.389	1.863	2.454	2.141
HCM Lane V/C Ratio	0.136	0.102	0.047	0.043
HCM Control Delay	8.1	7.3	7.7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.1	0.1



Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	185	365	64	78	36
Future Vol, veh/h	13	185	365	64	78	36
Conflicting Peds, #/hr	4	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	208	410	72	88	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	486	0	-	0	688 451
Stage 1	-	-	-	-	450 -
Stage 2	-	-	-	-	238 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1072	-	-	-	411 606
Stage 1	-	-	-	-	640 -
Stage 2	-	-	-	-	799 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1068	-	-	-	401 603
Mov Cap-2 Maneuver	-	-	-	-	401 -
Stage 1	-	-	-	-	627 -
Stage 2	-	-	-	-	796 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1068	-	-	-	448
HCM Lane V/C Ratio	0.014	-	-	-	0.286
HCM Control Delay (s)	8.4	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	↔
Traffic Vol, veh/h	13	136	116	88	266	8	119	0	48	8	1	17
Future Vol, veh/h	13	136	116	88	266	8	119	0	48	8	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	155	132	100	302	9	135	0	55	9	1	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	287	0	0	768	762	221	786	824	307
Stage 1	-	-	-	-	-	-	251	251	-	507	507	-
Stage 2	-	-	-	-	-	-	517	511	-	279	317	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1244	-	-	1269	-	-	317	333	816	309	307	731
Stage 1	-	-	-	-	-	-	751	697	-	546	538	-
Stage 2	-	-	-	-	-	-	539	535	-	725	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1244	-	-	1269	-	-	287	303	816	269	279	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	303	-	269	279	-
Stage 1	-	-	-	-	-	-	742	689	-	539	495	-
Stage 2	-	-	-	-	-	-	482	493	-	668	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	22.9	13.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	816	1244	-	-	1269	-	-	460
HCM Lane V/C Ratio	0.471	0.067	0.012	-	-	0.079	-	-	0.064
HCM Control Delay (s)	28.2	9.7	7.9	-	-	8.1	-	-	13.4
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.4	0.2	0	-	-	0.3	-	-	0.2

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↙		↘	↑	↑	↘
Traffic Vol, veh/h	106	81	182	428	316	208
Future Vol, veh/h	106	81	182	428	316	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	110	84	190	446	329	217

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1155	329	546	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	217	710	1018	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	710	1018	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	2.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	460	-	-
HCM Lane V/C Ratio	0.186	-	0.423	-	-
HCM Control Delay (s)	9.3	-	18.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	2.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	26	4	494	40	4	498
Future Vol, veh/h	26	4	494	40	4	498
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	4	509	41	4	513

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1030	509	0	0	550
Stage 1	509	-	-	-	-
Stage 2	521	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	258	562	-	-	1015
Stage 1	602	-	-	-	-
Stage 2	594	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	257	562	-	-	1015
Mov Cap-2 Maneuver	390	-	-	-	-
Stage 1	602	-	-	-	-
Stage 2	592	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	1015
HCM Lane V/C Ratio	-	-	0.076	0.004
HCM Control Delay (s)	-	-	14.6	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary  
1: Main St & Madrona Ave/Fulton Ln

Existing Plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (veh/h)	109	31	19	10	38	154	21	639	16	64	585	53
Future Volume (veh/h)	109	31	19	10	38	154	21	639	16	64	585	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1329	1870	1329
Adj Flow Rate, veh/h	111	32	19	10	39	157	21	652	16	65	597	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	69	29	71	65	228	477	834	20	279	1092	99
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	817	373	158	33	352	1235	781	1291	32	546	1690	153
Grp Volume(v), veh/h	162	0	0	206	0	0	21	0	668	65	0	651
Grp Sat Flow(s),veh/h/ln	1348	0	0	1620	0	0	781	0	1323	546	0	1843
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0	21.1	5.6	0.0	11.3
Cycle Q Clear(g_c), s	6.4	0.0	0.0	6.9	0.0	0.0	12.2	0.0	21.1	26.7	0.0	11.3
Prop In Lane	0.69		0.12	0.05		0.76	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	477	0	855	279	0	1190
V/C Ratio(X)	0.46	0.00	0.00	0.57	0.00	0.00	0.04	0.00	0.78	0.23	0.00	0.55
Avail Cap(c_a), veh/h	762	0	0	863	0	0	935	0	1631	599	0	2271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	22.2	0.0	0.0	9.0	0.0	7.4	16.9	0.0	5.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.0	0.0	0.0	0.1	0.0	2.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.6	0.0	0.0	0.1	0.0	4.7	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	23.3	0.0	0.0	9.0	0.0	9.7	17.5	0.0	6.2
LnGrp LOS	C	A	A	C	A	A	A	A	A	B	A	A
Approach Vol, veh/h		162			206			689			716	
Approach Delay, s/veh		22.6			23.3			9.6			7.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.4		16.0		42.4		16.0				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		23.1		8.4		28.7		8.9				
Green Ext Time (p_c), s		9.1		0.8		9.0		1.0				

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: Main St & Adams St

Existing Plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	78	102	26	65	72	63	29	534	35	73	508	33
Future Volume (veh/h)	78	102	26	65	72	63	29	534	35	73	508	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.87	0.97		0.84	1.00		0.90	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	80	105	27	67	74	65	30	551	36	75	524	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	202	45	152	153	110	100	597	39	172	649	42
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.49	0.49	0.10	0.53	0.53
Sat Flow, veh/h	470	911	202	389	690	498	1781	1224	80	1781	1230	80
Grp Volume(v), veh/h	212	0	0	206	0	0	30	0	587	75	0	558
Grp Sat Flow(s),veh/h/ln	1583	0	0	1577	0	0	1781	0	1304	1781	0	1310
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	1.2	0.0	30.4	2.9	0.0	25.4
Cycle Q Clear(g_c), s	8.0	0.0	0.0	7.7	0.0	0.0	1.2	0.0	30.4	2.9	0.0	25.4
Prop In Lane	0.38		0.13	0.33		0.32	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	419	0	0	415	0	0	100	0	636	172	0	691
V/C Ratio(X)	0.51	0.00	0.00	0.50	0.00	0.00	0.30	0.00	0.92	0.44	0.00	0.81
Avail Cap(c_a), veh/h	580	0	0	573	0	0	393	0	1080	393	0	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	25.0	0.0	0.0	32.8	0.0	17.3	30.8	0.0	14.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.6	0.0	4.8	0.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	3.1	0.0	0.0	0.5	0.0	9.0	1.2	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	0.0	25.4	0.0	0.0	33.4	0.0	22.1	31.5	0.0	15.2
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	B
Approach Vol, veh/h		212			206			617			633	
Approach Delay, s/veh		25.4			25.4			22.7			17.1	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	42.9		20.7	11.7	40.0		20.7				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	16	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/3), s	13.2	27.4		9.7	4.9	32.4		10.0				
Green Ext Time (p_c), s	0.0	2.8		0.5	0.0	2.9		0.5				

### Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	23	575	77	27	572
Future Vol, veh/h	37	23	575	77	27	572
Conflicting Peds, #/hr	12	12	0	1	54	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	24	605	81	28	602

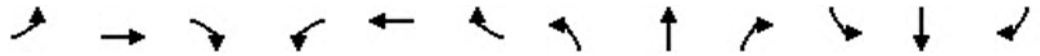
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1370	712	0	0	740
Stage 1	700	-	-	-	-
Stage 2	670	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	161	432	-	-	867
Stage 1	493	-	-	-	-
Stage 2	509	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	146	405	-	-	822
Mov Cap-2 Maneuver	284	-	-	-	-
Stage 1	468	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	822
HCM Lane V/C Ratio	-	-	0.197	0.035
HCM Control Delay (s)	-	-	18.9	9.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

HCM 6th Signalized Intersection Summary  
4: Main St & Mitchell Dr/Pope Street

Existing Plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	191	147	26	91	83	561	65	85	520	4
Future Volume (veh/h)	0	0	191	147	26	91	83	561	65	85	520	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	0	0	203	156	28	97	88	597	69	90	553	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	126	199	199	36	194	115	710	27	115	737	5
Arrive On Green	0.00	0.00	0.07	0.13	0.13	0.13	0.07	0.53	0.53	0.07	0.53	0.53
Sat Flow, veh/h	0	1870	1454	1521	273	1480	1781	1163	134	1781	1317	10
Grp Volume(v), veh/h	0	0	203	184	0	97	88	0	666	90	0	557
Grp Sat Flow(s),veh/h/ln	0	1870	1454	1794	0	1480	1781	0	1297	1781	0	1327
Q Serve(g_s), s	0.0	0.0	9.0	12.3	0.0	7.5	6.0	0.0	61.2	6.1	0.0	42.0
Cycle Q Clear(g_c), s	0.0	0.0	9.0	12.3	0.0	7.5	6.0	0.0	61.2	6.1	0.0	42.0
Prop In Lane	0.00		1.00	0.85		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	0	126	199	235	0	194	115	0	737	115	0	743
V/C Ratio(X)	0.00	0.00	1.02	0.78	0.00	0.50	0.76	0.00	0.90	0.78	0.00	0.75
Avail Cap(c_a), veh/h	0	136	215	507	0	418	359	0	785	359	0	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	58.4	56.4	0.0	54.2	61.7	0.0	29.5	61.7	0.0	22.4
Incr Delay (d2), s/veh	0.0	0.0	65.2	2.2	0.0	0.7	3.9	0.0	12.8	4.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.4	6.2	0.0	3.1	3.1	0.0	66.7	3.2	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	123.6	58.6	0.0	54.9	65.6	0.0	243.1	66.0	0.0	25.5
LnGrp LOS	A	A	F	E	A	D	E	A	F	E	A	C
Approach Vol, veh/h		203			281			754				647
Approach Delay, s/veh		123.6			57.3			222.4				31.1
Approach LOS		F			E			F				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	73.6		24.3	12.3	73.6		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	8.0	44.0		14.3	8.1	63.2		11.0				
Green Ext Time (p_c), s	0.1	2.7		0.9	0.1	2.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	121.5
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	100	5	13	195	6
Future Vol, veh/h	9	100	5	13	195	6
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	120	6	16	235	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	133	0	101
Stage 1	-	-	-	-	73
Stage 2	-	-	-	-	28
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1452	-	898
Stage 1	-	-	-	-	950
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1449	-	893
Mov Cap-2 Maneuver	-	-	-	-	893
Stage 1	-	-	-	-	948
Stage 2	-	-	-	-	991

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	895	-	-	1449	-
HCM Lane V/C Ratio	0.271	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	128	85	57	144	100	55	88	29	57	72	26
Future Vol, veh/h	15	128	85	57	144	100	55	88	29	57	72	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	135	89	60	152	105	58	93	31	60	76	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	12.4	10.9	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	7%	19%	37%
Vol Thru, %	51%	56%	48%	46%
Vol Right, %	17%	37%	33%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	228	301	155
LT Vol	55	15	57	57
Through Vol	88	128	144	72
RT Vol	29	85	100	26
Lane Flow Rate	181	240	317	163
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.347	0.452	0.258
Departure Headway (Hd)	5.646	5.201	5.134	5.69
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	689	700	630
Service Time	3.698	3.248	3.178	3.743
HCM Lane V/C Ratio	0.285	0.348	0.453	0.259
HCM Control Delay	10.9	11	12.4	10.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	1.6	2.4	1

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	78	3	2	35	135	3	10	6	185	6	16
Future Vol, veh/h	21	78	3	2	35	135	3	10	6	185	6	16
Conflicting Peds, #/hr	31	0	1	1	0	31	7	0	5	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	89	3	2	40	153	3	11	7	210	7	18

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	224	0	0	93	0	0	280	368	97	305	293	155
Stage 1	-	-	-	-	-	-	140	140	-	152	152	-
Stage 2	-	-	-	-	-	-	140	228	-	153	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1501	-	-	672	561	959	647	618	891
Stage 1	-	-	-	-	-	-	863	781	-	850	772	-
Stage 2	-	-	-	-	-	-	863	715	-	849	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1305	-	-	1500	-	-	636	532	954	600	586	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	532	-	600	586	-
Stage 1	-	-	-	-	-	-	846	765	-	809	747	-
Stage 2	-	-	-	-	-	-	830	692	-	811	764	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0.1		10.8		14.5	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	1305	-	-	1500	-	-	614
HCM Lane V/C Ratio	0.034	0.018	-	-	0.002	-	-	0.383
HCM Control Delay (s)	10.8	7.8	0	-	7.4	0	-	14.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.8

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	60	9	0	88	0	31	0	1	6	1	45
Future Vol, veh/h	69	60	9	0	88	0	31	0	1	6	1	45
Conflicting Peds, #/hr	4	0	8	8	0	4	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	74	11	0	109	0	38	0	1	7	1	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	93	0	0	400	371	94	369	376	117
Stage 1	-	-	-	-	-	-	258	258	-	113	113	-
Stage 2	-	-	-	-	-	-	142	113	-	256	263	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	-	1501	-	-	560	559	963	588	555	935
Stage 1	-	-	-	-	-	-	747	694	-	892	802	-
Stage 2	-	-	-	-	-	-	861	802	-	749	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1470	-	-	1490	-	-	495	519	950	554	515	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	519	-	554	515	-
Stage 1	-	-	-	-	-	-	696	646	-	834	799	-
Stage 2	-	-	-	-	-	-	805	799	-	698	643	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.8			0			12.8			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	503	1470	-	-	1490	-	-	849
HCM Lane V/C Ratio	0.079	0.058	-	-	-	-	-	0.076
HCM Control Delay (s)	12.8	7.6	0	-	0	-	-	9.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	15	75	6	12	0	63	25	7	0	14	8
Future Vol, veh/h	14	15	75	6	12	0	63	25	7	0	14	8
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles, %	3	2	2	2	2	3	2	3	2	3	3	3
Mvmt Flow	15	17	85	7	14	0	72	27	8	0	15	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	8	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	13%	33%	0%
Vol Thru, %	26%	14%	67%	64%
Vol Right, %	7%	72%	0%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	104	18	22
LT Vol	63	14	6	0
Through Vol	25	15	12	14
RT Vol	7	75	0	8
Lane Flow Rate	107	117	20	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.124	0.025	0.027
Departure Headway (Hd)	4.279	3.786	4.319	4.054
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	933	816	871
Service Time	2.337	1.866	2.412	2.136
HCM Lane V/C Ratio	0.129	0.125	0.025	0.028
HCM Control Delay	8	7.4	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.1	0.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	30	226	261	71	76	22
Future Vol, veh/h	30	226	261	71	76	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	246	284	77	83	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	361	0	-	0	635 323
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	312 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1198	-	-	-	443 718
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	742 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1198	-	-	-	429 718
Mov Cap-2 Maneuver	-	-	-	-	429 -
Stage 1	-	-	-	-	711 -
Stage 2	-	-	-	-	742 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1198	-	-	-	472
HCM Lane V/C Ratio	0.027	-	-	-	0.226
HCM Control Delay (s)	8.1	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	31	249	39	19	238	6	35	0	24	4	0	20
Future Vol, veh/h	31	249	39	19	238	6	35	0	24	4	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	257	40	20	245	6	36	0	25	4	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	297	0	0	640	632	277	642	649	248
Stage 1	-	-	-	-	-	-	341	341	-	288	288	-
Stage 2	-	-	-	-	-	-	299	291	-	354	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1314	-	-	1264	-	-	388	398	762	387	389	791
Stage 1	-	-	-	-	-	-	674	639	-	720	674	-
Stage 2	-	-	-	-	-	-	710	672	-	663	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1314	-	-	1264	-	-	366	382	762	363	373	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	382	-	363	373	-
Stage 1	-	-	-	-	-	-	658	624	-	703	663	-
Stage 2	-	-	-	-	-	-	681	661	-	626	611	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.6			13.5			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	762	1314	-	-	1264	-	-	661
HCM Lane V/C Ratio	0.099	0.032	0.024	-	-	0.015	-	-	0.037
HCM Control Delay (s)	15.9	9.9	7.8	-	-	7.9	-	-	10.7
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0.1	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	94	168	110	395	573	181
Future Vol, veh/h	94	168	110	395	573	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	183	120	429	623	197

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1292	623	820	0	-	0
Stage 1	623	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	486	809	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	486	809	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.6	2.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	809	-	428	-	-
HCM Lane V/C Ratio	0.148	-	0.665	-	-
HCM Control Delay (s)	10.2	-	28.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	4.7	-	-



Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔	↔	↑
Traffic Vol, veh/h	49	10	473	16	5	706
Future Vol, veh/h	49	10	473	16	5	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	11	509	17	5	759

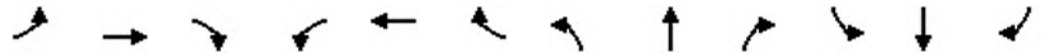
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1278	509	0	0	526
Stage 1	509	-	-	-	-
Stage 2	769	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	183	564	-	-	1041
Stage 1	604	-	-	-	-
Stage 2	457	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	182	564	-	-	1041
Mov Cap-2 Maneuver	317	-	-	-	-
Stage 1	604	-	-	-	-
Stage 2	455	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	1041
HCM Lane V/C Ratio	-	-	0.185	0.005
HCM Control Delay (s)	-	-	17.9	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

Existing Plus Project  
 Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	71	29	39	11	19	80	18	551	6	60	566	74
Future Volume (veh/h)	71	29	39	11	19	80	18	551	6	60	566	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	25	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	73	30	40	11	20	82	19	568	6	62	584	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	77	70	82	58	185	250	864	9	463	783	77
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	623	496	435	70	362	1142	768	1302	14	831	1141	148
Grp Volume(v), veh/h	143	0	0	113	0	0	19	0	574	62	0	660
Grp Sat Flow(s),veh/h/ln	1554	0	0	1574	0	0	768	0	1316	831	0	1290
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	1.0	0.0	14.2	2.6	0.0	19.2
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.0	0.0	0.0	20.2	0.0	14.2	16.8	0.0	19.2
Prop In Lane	0.51		0.28	0.10		0.73	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	345	0	0	325	0	0	250	0	873	463	0	860
V/C Ratio(X)	0.41	0.00	0.00	0.35	0.00	0.00	0.08	0.00	0.66	0.13	0.00	0.77
Avail Cap(c_a), veh/h	991	0	0	1012	0	0	986	0	1957	1141	0	1918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	23.8	0.0	0.0	24.2	0.0	5.7	10.9	0.0	8.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.2	0.0	1.2	0.2	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.2
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.5	0.0	0.0	0.2	0.0	3.1	0.5	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	0.0	24.2	0.0	0.0	24.4	0.0	6.9	11.1	0.0	36.5
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	D
Approach Vol, veh/h		143			113			593				722
Approach Delay, s/veh		24.7			24.2			7.5				34.3
Approach LOS		C			C			A				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.8		13.7		34.8		13.7				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		22.2		5.6		21.2		5.0				
Green Ext Time (p_c), s		7.3		0.7		8.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
2: Main St & Adams St

Existing Plus Project  
Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	37	56	28	43	37	50	27	488	25	47	549	20
Future Volume (veh/h)	37	56	28	43	37	50	27	488	25	47	549	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	20	0
Ped-Bike Adj(A_pbT)	0.76		0.67	0.75		0.68	1.00		0.91	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	38	58	29	44	38	52	28	503	26	48	566	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	181	78	135	108	118	91	631	33	127	678	17
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.46	0.46	0.08	0.49	0.49
Sat Flow, veh/h	312	737	317	315	444	481	1767	1235	64	1767	1258	47
Grp Volume(v), veh/h	125	0	0	134	0	0	28	0	529	48	0	587
Grp Sat Flow(s),veh/h/ln	1365	0	0	1240	0	0	1767	0	1299	1767	0	1305
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	1.2	0.0	27.8	1.9	0.0	31.8
Cycle Q Clear(g_c), s	4.7	0.0	0.0	5.7	0.0	0.0	1.2	0.0	27.8	1.9	0.0	31.8
Prop In Lane	0.30		0.23	0.33		0.39	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	393	0	0	361	0	0	91	0	663	127	0	695
V/C Ratio(X)	0.32	0.00	0.00	0.37	0.00	0.00	0.31	0.00	0.80	0.38	0.00	0.84
Avail Cap(c_a), veh/h	493	0	0	455	0	0	375	0	1033	375	0	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	26.9	0.0	0.0	38.9	0.0	16.9	37.7	0.0	18.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.7	0.0	1.1	0.7	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.4
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.3	0.0	0.0	0.6	0.0	8.0	1.0	0.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	0.0	27.1	0.0	0.0	39.7	0.0	18.0	38.4	0.0	60.0
LnGrp LOS	C	A	A	C	A	A	D	A	B	D	A	E
Approach Vol, veh/h		125			134			557			635	
Approach Delay, s/veh		26.7			27.1			19.1			58.3	
Approach LOS		C			C			B			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	41.3		25.4	10.4	39.6		25.4				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	16	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1), s	13.2	33.8		7.7	3.9	29.8		6.7				
Green Ext Time (p_c), s	0.0	2.9		0.4	0.0	2.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	29	511	72	23	597
Future Vol, veh/h	37	29	511	72	23	597
Conflicting Peds, #/hr	39	71	0	169	169	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	39	30	532	75	24	622

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1448	810	0	0	776
Stage 1	739	-	-	-	-
Stage 2	709	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	144	378	-	-	836
Stage 1	471	-	-	-	-
Stage 2	486	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	112	296	-	-	701
Mov Cap-2 Maneuver	243	-	-	-	-
Stage 1	395	-	-	-	-
Stage 2	452	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	264	701
HCM Lane V/C Ratio	-	-	0.26	0.034
HCM Control Delay (s)	-	-	23.4	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1	0.1

# HCM 6th Signalized Intersection Summary

## 4: Main St & Mitchell Dr/Pope Street

Existing Plus Project  
Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	153	135	38	71	57	511	62	63	564	6
Future Volume (veh/h)	0	0	153	135	38	71	57	511	62	63	564	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	25	0
Ped-Bike Adj(A_pbT)	1.00		0.48	1.00		0.73	1.00		0.91	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	156	138	39	72	58	521	63	64	576	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	123	139	222	63	177	104	674	24	107	708	4
Arrive On Green	0.00	0.00	0.08	0.18	0.18	0.18	0.06	0.48	0.48	0.07	0.48	0.48
Sat Flow, veh/h	0	1856	761	1392	394	1153	1767	1139	138	1767	1301	14
Grp Volume(v), veh/h	0	0	156	177	0	72	58	0	584	64	0	582
Grp Sat Flow(s),veh/h/ln	0	1856	761	1786	0	1153	1767	0	1277	1767	0	1315
Q Serve(g_s), s	0.0	0.0	9.0	10.7	0.0	6.5	3.8	0.0	52.0	4.2	0.0	48.8
Cycle Q Clear(g_c), s	0.0	0.0	9.0	10.7	0.0	6.5	3.8	0.0	52.0	4.2	0.0	48.8
Prop In Lane	0.00		1.00	0.78		1.00	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	0	123	139	285	0	177	104	0	711	107	0	696
V/C Ratio(X)	0.00	0.00	1.12	0.62	0.00	0.41	0.56	0.00	0.82	0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	141	160	528	0	341	373	0	808	373	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	62.0	53.4	0.0	51.4	62.3	0.0	31.4	62.3	0.0	30.6
Incr Delay (d2), s/veh	0.0	0.0	110.3	2.2	0.0	1.5	1.7	0.0	5.4	2.0	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	173.1	0.0	0.0	56.9
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.2	5.9	0.0	2.3	2.0	0.0	58.3	2.2	0.0	33.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	172.3	55.6	0.0	52.9	64.1	0.0	209.8	64.3	0.0	93.0
LnGrp LOS	A	A	F	E	A	D	E	A	F	E	A	F
Approach Vol, veh/h		156			249			642			646	
Approach Delay, s/veh		172.3			54.8			196.7			90.1	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	64.7		28.7	11.6	64.5		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	5.8	50.8		12.7	6.2	54.0		11.0				
Green Ext Time (p_c), s	0.1	2.8		1.4	0.1	2.8		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	132.9
HCM 6th LOS	F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	84	8	11	120	10
Future Vol, veh/h	10	84	8	11	120	10
Conflicting Peds, #/hr	0	2	2	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	91	9	12	130	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	104	0	95
Stage 1	-	-	-	-	59
Stage 2	-	-	-	-	36
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1481	-	902
Stage 1	-	-	-	-	961
Stage 2	-	-	-	-	984
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	889
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	972

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	896	-	-	1478	-
HCM Lane V/C Ratio	0.158	-	-	0.006	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	76	39	22	78	54	30	72	18	54	53	14
Future Vol, veh/h	8	76	39	22	78	54	30	72	18	54	53	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	85	44	25	88	61	34	81	20	61	60	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	7%	14%	45%
Vol Thru, %	60%	62%	51%	44%
Vol Right, %	15%	32%	35%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	123	154	121
LT Vol	30	8	22	54
Through Vol	72	76	78	53
RT Vol	18	39	54	14
Lane Flow Rate	135	138	173	136
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.178	0.221	0.184
Departure Headway (Hd)	4.805	4.64	4.594	4.862
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	770	779	734
Service Time	2.858	2.689	2.641	2.914
HCM Lane V/C Ratio	0.182	0.179	0.222	0.185
HCM Control Delay	8.9	8.7	9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.6	0.8	0.7

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	65	2	1	48	85	1	2	2	94	2	20
Future Vol, veh/h	26	65	2	1	48	85	1	2	2	94	2	20
Conflicting Peds, #/hr	27	0	18	18	0	27	4	0	7	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	27	67	2	1	49	88	1	2	2	97	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	87	0	0	252	306	93	253	263	125
Stage 1	-	-	-	-	-	-	140	140	-	122	122	-
Stage 2	-	-	-	-	-	-	112	166	-	131	141	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1408	-	-	1503	-	-	699	606	961	698	640	923
Stage 1	-	-	-	-	-	-	861	779	-	880	793	-
Stage 2	-	-	-	-	-	-	891	759	-	870	778	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	1477	-	-	656	568	938	662	600	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	568	-	662	600	-
Stage 1	-	-	-	-	-	-	829	750	-	840	772	-
Stage 2	-	-	-	-	-	-	863	739	-	843	749	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.1			10.2			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	697	1372	-	-	1477	-	-	692
HCM Lane V/C Ratio	0.007	0.02	-	-	0.001	-	-	0.173
HCM Control Delay (s)	10.2	7.7	0	-	7.4	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.6



Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	27	3	0	24	1	1	2	0	0	1	30
Future Vol, veh/h	43	27	3	0	24	1	1	2	0	0	1	30
Conflicting Peds, #/hr	1	0	4	4	0	1	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	53	33	4	0	30	1	1	2	0	0	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	41	0	0	198	177	40	175	179	35
Stage 1	-	-	-	-	-	-	145	145	-	32	32	-
Stage 2	-	-	-	-	-	-	53	32	-	143	147	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1574	-	-	1562	-	-	759	715	1028	785	713	1035
Stage 1	-	-	-	-	-	-	855	775	-	982	866	-
Stage 2	-	-	-	-	-	-	957	866	-	857	774	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1556	-	-	707	687	1023	761	685	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	687	-	761	685	-
Stage 1	-	-	-	-	-	-	823	746	-	948	865	-
Stage 2	-	-	-	-	-	-	919	865	-	824	745	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0			10.2			8.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	694	1573	-	-	1556	-	-	1014
HCM Lane V/C Ratio	0.005	0.034	-	-	-	-	-	0.038
HCM Control Delay (s)	10.2	7.4	0	-	0	-	-	8.7
HCM Lane LOS		B	A	A	-	A	-	A
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	6	46	5	8	0	44	13	11	0	13	8
Future Vol, veh/h	8	6	46	5	8	0	44	13	11	0	13	8
Peak Hour Factor	0.92	0.86	0.86	0.86	0.86	0.92	0.86	0.92	0.86	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	7	53	6	9	0	51	14	13	0	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	13%	38%	0%
Vol Thru, %	19%	10%	62%	62%
Vol Right, %	16%	77%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	60	13	21
LT Vol	44	8	5	0
Through Vol	13	6	8	13
RT Vol	11	46	0	8
Lane Flow Rate	78	69	15	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.071	0.018	0.025
Departure Headway (Hd)	4.145	3.702	4.255	3.926
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	959	835	906
Service Time	2.179	1.757	2.315	1.974
HCM Lane V/C Ratio	0.09	0.072	0.018	0.025
HCM Control Delay	7.6	7	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	22	188	213	47	44	14
Future Vol, veh/h	22	188	213	47	44	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	192	217	48	45	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	265	0	-	0	477 241
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	236 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1293	-	-	-	545 795
Stage 1	-	-	-	-	797 -
Stage 2	-	-	-	-	801 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1293	-	-	-	535 795
Mov Cap-2 Maneuver	-	-	-	-	535 -
Stage 1	-	-	-	-	782 -
Stage 2	-	-	-	-	801 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1293	-	-	-	581
HCM Lane V/C Ratio	0.017	-	-	-	0.102
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	14	201	18	19	226	4	13	0	22	9	0	16
Future Vol, veh/h	14	201	18	19	226	4	13	0	22	9	0	16
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	214	19	20	240	4	14	0	23	10	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	233	0	0	545	540	224	549	547	244
Stage 1	-	-	-	-	-	-	254	254	-	284	284	-
Stage 2	-	-	-	-	-	-	291	286	-	265	263	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1314	-	-	1329	-	-	448	447	813	445	443	792
Stage 1	-	-	-	-	-	-	748	695	-	721	675	-
Stage 2	-	-	-	-	-	-	715	673	-	738	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1311	-	-	1329	-	-	430	434	813	423	431	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	434	-	423	431	-
Stage 1	-	-	-	-	-	-	740	687	-	712	664	-
Stage 2	-	-	-	-	-	-	689	662	-	709	681	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			11.1			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	813	1311	-	-	1329	-	-	602
HCM Lane V/C Ratio	0.032	0.029	0.011	-	-	0.015	-	-	0.044
HCM Control Delay (s)	13.7	9.6	7.8	-	-	7.8	-	-	11.3
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	120	127	471	423	127
Future Vol, veh/h	112	120	127	471	423	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	118	126	134	496	445	134

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1209	445	579	0	-	0
Stage 1	445	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	201	611	990	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	611	990	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	990	-	465	-	-
HCM Lane V/C Ratio	0.135	-	0.525	-	-
HCM Control Delay (s)	9.2	-	21	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	3	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	28	15	560	23	8	522
Future Vol, veh/h	28	15	560	23	8	522
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	29	16	583	24	8	544

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1144	585	0	0	608
Stage 1	584	-	-	-	-
Stage 2	560	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	220	509	-	-	966
Stage 1	555	-	-	-	-
Stage 2	570	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	218	508	-	-	965
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	554	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	965
HCM Lane V/C Ratio	-	-	0.113	0.009
HCM Control Delay (s)	-	-	15.2	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

2040 GP Buildout  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Volume (veh/h)	100	50	50	20	60	80	40	610	20	120	610	110
Future Volume (veh/h)	100	50	50	20	60	80	40	610	20	120	610	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	112	56	56	22	67	90	45	685	22	135	685	124
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	83	68	68	143	168	189	878	28	322	750	136
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	618	417	345	116	719	845	669	1270	41	735	1086	197
Grp Volume(v), veh/h	224	0	0	179	0	0	45	0	707	135	0	809
Grp Sat Flow(s),veh/h/ln	1379	0	0	1680	0	0	669	0	1311	735	0	1282
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	5.4	0.0	32.4	13.5	0.0	47.3
Cycle Q Clear(g_c), s	14.0	0.0	0.0	8.6	0.0	0.0	52.7	0.0	32.4	45.8	0.0	47.3
Prop In Lane	0.50		0.25	0.12		0.50	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	334	0	0	378	0	0	189	0	906	322	0	886
V/C Ratio(X)	0.67	0.00	0.00	0.47	0.00	0.00	0.24	0.00	0.78	0.42	0.00	0.91
Avail Cap(c_a), veh/h	510	0	0	577	0	0	266	0	1055	407	0	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	32.2	0.0	0.0	33.6	0.0	9.3	24.7	0.0	11.6
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.7	0.0	0.0	0.9	0.0	3.7	1.2	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	3.5	0.0	0.0	0.9	0.0	8.6	2.3	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	0.0	32.9	0.0	0.0	34.5	0.0	13.0	25.9	0.0	23.1
LnGrp LOS	D	A	A	C	A	A	C	A	B	C	A	C
Approach Vol, veh/h		224			179			752				944
Approach Delay, s/veh		36.0			32.9			14.3				23.5
Approach LOS		D			C			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.5		22.9		66.5		22.9				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		54.7		16.0		49.3		10.6				
Green Ext Time (p_c), s		7.1		1.0		10.1		0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 2: Main St & Adams St

2040 GP Buildout  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	60	90	40	30	70	40	50	570	50	70	540	70
Future Volume (veh/h)	60	90	40	30	70	40	50	570	50	70	540	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.93	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	65	98	43	33	76	43	54	620	54	76	587	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	169	65	97	187	91	136	656	57	158	641	83
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.08	0.55	0.55	0.09	0.56	0.56
Sat Flow, veh/h	397	880	337	229	971	473	1767	1194	104	1767	1142	148
Grp Volume(v), veh/h	206	0	0	152	0	0	54	0	674	76	0	663
Grp Sat Flow(s),veh/h/ln	1614	0	0	1674	0	0	1767	0	1298	1767	0	1290
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	2.4	0.0	40.5	3.4	0.0	38.6
Cycle Q Clear(g_c), s	9.3	0.0	0.0	6.4	0.0	0.0	2.4	0.0	40.5	3.4	0.0	38.6
Prop In Lane	0.32		0.21	0.22		0.28	1.00		0.08	1.00		0.11
Lane Grp Cap(c), veh/h	367	0	0	374	0	0	136	0	713	158	0	724
V/C Ratio(X)	0.56	0.00	0.00	0.41	0.00	0.00	0.40	0.00	0.95	0.48	0.00	0.92
Avail Cap(c_a), veh/h	512	0	0	524	0	0	340	0	937	340	0	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	29.8	0.0	0.0	36.5	0.0	17.6	36.0	0.0	16.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.7	0.0	13.7	0.8	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	2.7	0.0	0.0	1.1	0.0	13.6	1.5	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	30.0	0.0	0.0	37.2	0.0	31.3	36.9	0.0	26.5
LnGrp LOS	C	A	A	C	A	A	D	A	C	D	A	C
Approach Vol, veh/h		206			152			728			739	
Approach Delay, s/veh		31.3			30.0			31.7			27.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	51.4		20.7	12.1	50.4		20.7				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	16	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/4), s	14.4	40.6		8.4	5.4	42.5		11.3				
Green Ext Time (p_c), s	0.0	3.2		0.3	0.0	3.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	20	650	110	20	590
Future Vol, veh/h	41	20	650	110	20	590
Conflicting Peds, #/hr	0	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	43	21	677	115	21	615





















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1397	742	0	0	797
Stage 1	740	-	-	-	-
Stage 2	657	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	155	414	-	-	821
Stage 1	470	-	-	-	-
Stage 2	514	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	150	411	-	-	817
Mov Cap-2 Maneuver	289	-	-	-	-
Stage 1	468	-	-	-	-
Stage 2	501	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	320	817
HCM Lane V/C Ratio	-	-	0.199	0.025
HCM Control Delay (s)	-	-	19	9.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

HCM 6th Signalized Intersection Summary  
 4: Main St & Mitchell Dr/Pope Street

2040 GP Buildout  
 Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	170	201	40	150	80	610	80	100	521	10
Future Volume (veh/h)	0	0	170	201	40	150	80	610	80	100	521	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.92	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	183	216	43	161	86	656	86	108	560	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	117	180	250	50	243	108	657	31	131	696	14
Arrive On Green	0.00	0.00	0.06	0.17	0.17	0.17	0.06	0.53	0.53	0.07	0.54	0.54
Sat Flow, veh/h	0	1856	1324	1486	296	1443	1767	1137	149	1767	1288	25
Grp Volume(v), veh/h	0	0	183	259	0	161	86	0	742	108	0	571
Grp Sat Flow(s),veh/h/ln	0	1856	1324	1781	0	1443	1767	0	1286	1767	0	1314
Q Serve(g_s), s	0.0	0.0	9.0	20.1	0.0	14.9	6.8	0.0	75.0	8.6	0.0	50.3
Cycle Q Clear(g_c), s	0.0	0.0	9.0	20.1	0.0	14.9	6.8	0.0	75.0	8.6	0.0	50.3
Prop In Lane	0.00		1.00	0.83		1.00	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	0	117	180	300	0	243	108	0	688	131	0	709
V/C Ratio(X)	0.00	0.00	1.02	0.86	0.00	0.66	0.80	0.00	1.08	0.83	0.00	0.81
Avail Cap(c_a), veh/h	0	117	180	438	0	355	310	0	678	310	0	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	62.7	57.6	0.0	55.4	65.9	0.0	33.7	65.0	0.0	26.6
Incr Delay (d2), s/veh	0.0	0.0	71.7	11.5	0.0	3.1	5.0	0.0	57.4	4.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	261.6	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.1	10.1	0.0	5.7	3.3	0.0	84.3	4.1	0.0	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	134.4	69.0	0.0	58.5	70.9	0.0	352.7	69.9	0.0	32.9
LnGrp LOS	A	A	F	E	A	E	E	A	F	E	A	C
Approach Vol, veh/h		183			420			828			679	
Approach Delay, s/veh		134.4			65.0			323.4			38.8	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	84.5		31.7	14.2	82.7		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	8.8	52.3		22.1	10.6	77.0		11.0				
Green Ext Time (p_c), s	0.1	2.7		1.8	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	164.0
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	150	10	20	120	20
Future Vol, veh/h	30	150	10	20	120	20
Conflicting Peds, #/hr	0	2	2	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	36	181	12	24	145	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	219	0	178
Stage 1	-	-	-	-	129
Stage 2	-	-	-	-	49
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1344	-	809
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	971
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1341	-	799
Mov Cap-2 Maneuver	-	-	-	-	799
Stage 1	-	-	-	-	892
Stage 2	-	-	-	-	961

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	814	-	-	1341	-
HCM Lane V/C Ratio	0.207	-	-	0.009	-
HCM Control Delay (s)	10.6	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	100	80	20	50	40	80	110	60	60	70	20
Future Vol, veh/h	30	100	80	20	50	40	80	110	60	60	70	20
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	35	116	93	23	58	47	93	128	70	70	81	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.1	9.7	11.8	10.4
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	14%	18%	40%
Vol Thru, %	44%	48%	45%	47%
Vol Right, %	24%	38%	36%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	210	110	150
LT Vol	80	30	20	60
Through Vol	110	100	50	70
RT Vol	60	80	40	20
Lane Flow Rate	291	244	128	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.416	0.353	0.192	0.262
Departure Headway (Hd)	5.157	5.205	5.416	5.408
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	698	691	661	663
Service Time	3.19	3.239	3.456	3.446
HCM Lane V/C Ratio	0.417	0.353	0.194	0.262
HCM Control Delay	11.8	11.1	9.7	10.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.1	1.6	0.7	1

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	60	20	10	41	190	10	10	10	140	10	10
Future Vol, veh/h	50	60	20	10	41	190	10	10	10	140	10	10
Conflicting Peds, #/hr	15	0	15	15	0	15	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	72	24	12	49	229	12	12	12	169	12	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	293	0	0	111	0	0	419	536	103	423	434	179
Stage 1	-	-	-	-	-	-	219	219	-	203	203	-
Stage 2	-	-	-	-	-	-	200	317	-	220	231	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1263	-	-	1473	-	-	543	450	949	539	514	861
Stage 1	-	-	-	-	-	-	781	720	-	797	732	-
Stage 2	-	-	-	-	-	-	800	652	-	780	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1245	-	-	1452	-	-	494	411	932	487	469	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	411	-	487	469	-
Stage 1	-	-	-	-	-	-	730	674	-	745	714	-
Stage 2	-	-	-	-	-	-	768	636	-	715	665	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.3			12.1			16.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	1245	-	-	1452	-	-	499
HCM Lane V/C Ratio	0.067	0.048	-	-	0.008	-	-	0.386
HCM Control Delay (s)	12.1	8	0	-	7.5	0	-	16.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.8

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	90	30	0	31	10	10	0	0	0	0	10
Future Vol, veh/h	40	90	30	0	31	10	10	0	0	0	0	10
Conflicting Peds, #/hr	5	0	3	3	0	5	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	53	118	39	0	41	13	13	0	0	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	160	0	0	302	306	143	299	319	54
Stage 1	-	-	-	-	-	-	247	247	-	53	53	-
Stage 2	-	-	-	-	-	-	55	59	-	246	266	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1538	-	-	1413	-	-	648	606	902	651	596	1010
Stage 1	-	-	-	-	-	-	755	700	-	957	849	-
Stage 2	-	-	-	-	-	-	955	844	-	756	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1409	-	-	619	578	898	628	569	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	578	-	628	569	-
Stage 1	-	-	-	-	-	-	724	671	-	916	845	-
Stage 2	-	-	-	-	-	-	942	840	-	726	659	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			10.9			8.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	1531	-	-	1409	-	-	1004
HCM Lane V/C Ratio	0.021	0.034	-	-	-	-	-	0.013
HCM Control Delay (s)	10.9	7.4	0	-	0	-	-	8.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	20	80	20	30	0	110	8	10	0	26	15
Future Vol, veh/h	5	20	80	20	30	0	110	8	10	0	26	15
Peak Hour Factor	0.92	0.85	0.85	0.85	0.85	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	24	94	24	35	0	129	9	12	0	28	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	8	8.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	86%	5%	40%	0%
Vol Thru, %	6%	19%	60%	63%
Vol Right, %	8%	76%	0%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	105	50	41
LT Vol	110	5	20	0
Through Vol	8	20	30	26
RT Vol	10	80	0	15
Lane Flow Rate	150	123	59	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.189	0.138	0.075	0.053
Departure Headway (Hd)	4.537	4.026	4.613	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	892	778	834
Service Time	2.537	2.04	2.63	2.318
HCM Lane V/C Ratio	0.188	0.138	0.076	0.054
HCM Control Delay	8.6	7.7	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.2	0.2

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	210	390	90	101	31
Future Vol, veh/h	10	210	390	90	101	31
Conflicting Peds, #/hr	4	0	0	4	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	236	438	101	113	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	543	0	-	0	751 494
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	258 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1021	-	-	-	377 573
Stage 1	-	-	-	-	612 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1017	-	-	-	369 570
Mov Cap-2 Maneuver	-	-	-	-	369 -
Stage 1	-	-	-	-	602 -
Stage 2	-	-	-	-	780 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1017	-	-	-	402
HCM Lane V/C Ratio	0.011	-	-	-	0.369
HCM Control Delay (s)	8.6	0	-	-	19.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.7



Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	↔
Traffic Vol, veh/h	20	181	120	90	320	10	120	0	50	10	10	20
Future Vol, veh/h	20	181	120	90	320	10	120	0	50	10	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	23	206	136	102	364	11	136	0	57	11	11	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	342	0	0	911	899	274	923	962	370
Stage 1	-	-	-	-	-	-	320	320	-	574	574	-
Stage 2	-	-	-	-	-	-	591	579	-	349	388	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1178	-	-	1211	-	-	254	278	762	249	255	673
Stage 1	-	-	-	-	-	-	690	651	-	502	502	-
Stage 2	-	-	-	-	-	-	492	499	-	665	607	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1178	-	-	1211	-	-	218	250	762	212	229	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	250	-	212	229	-
Stage 1	-	-	-	-	-	-	676	638	-	492	460	-
Stage 2	-	-	-	-	-	-	425	457	-	603	595	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.8			35.2			17.6		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	762	1178	-	-	1211	-	-	332
HCM Lane V/C Ratio	0.626	0.075	0.019	-	-	0.084	-	-	0.137
HCM Control Delay (s)	45.6	10.1	8.1	-	-	8.2	-	-	17.6
HCM Lane LOS	E	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.7	0.2	0.1	-	-	0.3	-	-	0.5

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	140	101	220	480	450	220
Future Vol, veh/h	140	101	220	480	450	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	146	105	229	500	469	229

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1427	469	698	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	148	592	894	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 110	592	894	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.1	3.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	894	-	318	-	-
HCM Lane V/C Ratio	0.256	-	0.789	-	-
HCM Control Delay (s)	10.4	-	48.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	1	-	6.4	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	30	10	580	40	10	640
Future Vol, veh/h	30	10	580	40	10	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	31	10	598	41	10	660

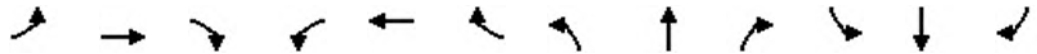
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1278	598	0	0	639
Stage 1	598	-	-	-	-
Stage 2	680	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	183	500	-	-	940
Stage 1	547	-	-	-	-
Stage 2	501	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	181	500	-	-	940
Mov Cap-2 Maneuver	319	-	-	-	-
Stage 1	547	-	-	-	-
Stage 2	495	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	940
HCM Lane V/C Ratio	-	-	0.117	0.011
HCM Control Delay (s)	-	-	16.6	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

2040 GP Buildout  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	120	50	20	20	50	180	30	650	20	80	600	60
Future Volume (veh/h)	120	50	20	20	50	180	30	650	20	80	600	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1329	1870	1329
Adj Flow Rate, veh/h	122	51	20	20	51	184	31	663	20	82	612	61
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	84	26	68	84	257	446	838	25	251	1093	109
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	652	397	121	70	401	1220	765	1283	39	539	1673	167
Grp Volume(v), veh/h	193	0	0	255	0	0	31	0	683	82	0	673
Grp Sat Flow(s),veh/h/ln	1170	0	0	1691	0	0	765	0	1322	539	0	1840
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	1.7	0.0	27.0	9.4	0.0	14.6
Cycle Q Clear(g_c), s	11.9	0.0	0.0	10.2	0.0	0.0	16.3	0.0	27.0	36.4	0.0	14.6
Prop In Lane	0.63		0.10	0.08		0.72	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	327	0	0	410	0	0	446	0	864	251	0	1202
V/C Ratio(X)	0.59	0.00	0.00	0.62	0.00	0.00	0.07	0.00	0.79	0.33	0.00	0.56
Avail Cap(c_a), veh/h	572	0	0	708	0	0	701	0	1305	431	0	1817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	26.8	0.0	0.0	11.3	0.0	9.1	22.1	0.0	6.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	0.0	0.1	0.0	2.6	1.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	4.1	0.0	0.0	0.3	0.0	6.8	1.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	28.0	0.0	0.0	11.4	0.0	11.7	23.2	0.0	7.5
LnGrp LOS	C	A	A	C	A	A	B	A	B	C	A	A
Approach Vol, veh/h		193			255			714				755
Approach Delay, s/veh		28.5			28.0			11.7				9.2
Approach LOS		C			C			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.3		20.6		52.3		20.6				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		29.0		13.9		38.4		12.2				
Green Ext Time (p_c), s		9.4		0.9		9.2		1.2				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: Main St & Adams St

2040 GP Buildout  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	80	100	30	70	80	70	40	550	40	80	520	40
Future Volume (veh/h)	80	100	30	70	80	70	40	550	40	80	520	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.87	0.97		0.84	1.00		0.90	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	82	103	31	72	82	72	41	567	41	82	536	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	185	48	146	147	108	121	609	44	171	643	49
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.07	0.50	0.50	0.10	0.53	0.53
Sat Flow, veh/h	456	840	217	384	669	492	1781	1214	88	1781	1214	93
Grp Volume(v), veh/h	216	0	0	226	0	0	41	0	608	82	0	577
Grp Sat Flow(s),veh/h/ln	1513	0	0	1545	0	0	1781	0	1302	1781	0	1307
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	1.7	0.0	33.8	3.4	0.0	28.8
Cycle Q Clear(g_c), s	9.7	0.0	0.0	9.8	0.0	0.0	1.7	0.0	33.8	3.4	0.0	28.8
Prop In Lane	0.38		0.14	0.32		0.32	1.00		0.07	1.00		0.07
Lane Grp Cap(c), veh/h	398	0	0	402	0	0	121	0	653	171	0	692
V/C Ratio(X)	0.54	0.00	0.00	0.56	0.00	0.00	0.34	0.00	0.93	0.48	0.00	0.83
Avail Cap(c_a), veh/h	527	0	0	530	0	0	368	0	1008	368	0	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	27.3	0.0	0.0	34.4	0.0	18.1	33.2	0.0	15.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.0	0.0	0.6	0.0	8.0	0.8	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	3.7	0.0	0.0	0.7	0.0	10.7	1.5	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	0.0	27.8	0.0	0.0	35.0	0.0	26.1	33.9	0.0	18.0
LnGrp LOS	C	A	A	C	A	A	D	A	C	C	A	B
Approach Vol, veh/h		216			226			649			659	
Approach Delay, s/veh		27.6			27.8			26.7			20.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.7			21.8	12.2	43.5		21.8				
Change Period (Y+Rc), s	* 4.7			* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	* 60			* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/3), s	30.8			11.8	5.4	35.8		11.7				
Green Ext Time (p_c), s	0.0	2.9		0.5	0.0	3.0		0.4				

### Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	60	30	600	81	30	590
Future Vol, veh/h	60	30	600	81	30	590
Conflicting Peds, #/hr	12	12	0	1	54	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	32	632	85	32	621

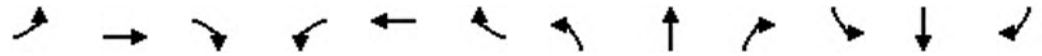
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1426	741	0	0	771
Stage 1	729	-	-	-	-
Stage 2	697	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	149	416	-	-	844
Stage 1	477	-	-	-	-
Stage 2	494	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	134	390	-	-	801
Mov Cap-2 Maneuver	271	-	-	-	-
Stage 1	453	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	801
HCM Lane V/C Ratio	-	-	0.314	0.039
HCM Control Delay (s)	-	-	22.3	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1

HCM 6th Signalized Intersection Summary  
 4: Main St & Mitchell Dr/Pope Street

2040 GP Buildout  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	210	161	30	120	100	561	71	110	531	10
Future Volume (veh/h)	0	0	210	161	30	120	100	561	71	110	531	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.94	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	0	0	223	171	32	128	106	597	76	117	565	11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	122	209	210	39	206	129	687	29	141	714	14
Arrive On Green	0.00	0.00	0.07	0.14	0.14	0.14	0.07	0.53	0.53	0.08	0.54	0.54
Sat Flow, veh/h	0	1870	1444	1512	283	1483	1781	1148	146	1781	1298	25
Grp Volume(v), veh/h	0	0	223	203	0	128	106	0	673	117	0	576
Grp Sat Flow(s),veh/h/ln	0	1870	1444	1795	0	1483	1781	0	1294	1781	0	1323
Q Serve(g_s), s	0.0	0.0	9.0	14.6	0.0	10.8	7.8	0.0	67.2	8.6	0.0	47.2
Cycle Q Clear(g_c), s	0.0	0.0	9.0	14.6	0.0	10.8	7.8	0.0	67.2	8.6	0.0	47.2
Prop In Lane	0.00		1.00	0.84		1.00	1.00		0.11	1.00		0.02
Lane Grp Cap(c), veh/h	0	122	209	249	0	206	129	0	716	141	0	728
V/C Ratio(X)	0.00	0.00	1.07	0.81	0.00	0.62	0.82	0.00	0.94	0.83	0.00	0.79
Avail Cap(c_a), veh/h	0	127	213	472	0	390	335	0	730	335	0	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	59.7	57.6	0.0	55.9	63.0	0.0	31.4	62.6	0.0	24.7
Incr Delay (d2), s/veh	0.0	0.0	80.8	2.5	0.0	1.1	4.8	0.0	19.5	4.7	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	224.3	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.1	7.1	0.0	4.3	3.9	0.0	71.7	4.3	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	140.5	60.1	0.0	57.1	67.8	0.0	275.3	67.2	0.0	29.8
LnGrp LOS	A	A	F	E	A	E	E	A	F	E	A	C
Approach Vol, veh/h		223			331			779			693	
Approach Delay, s/veh		140.5			58.9			247.0			36.1	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	79.6		26.4	14.3	78.7		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	9.8	49.2		16.6	10.6	69.2		11.0				
Green Ext Time (p_c), s	0.1	2.8		1.0	0.1	1.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	132.4
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	110	10	30	210	10
Future Vol, veh/h	30	110	10	30	210	10
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	133	12	36	253	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	171	0	165
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	60
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1406	-	826
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	963
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1403	-	817
Mov Cap-2 Maneuver	-	-	-	-	817
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	954

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	822	-	-	1403	-
HCM Lane V/C Ratio	0.322	-	-	0.009	-
HCM Control Delay (s)	11.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-



Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	130	90	60	150	100	60	90	30	60	80	30
Future Vol, veh/h	20	130	90	60	150	100	60	90	30	60	80	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	137	95	63	158	105	63	95	32	63	84	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	13.1	11.4	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	8%	19%	35%
Vol Thru, %	50%	54%	48%	47%
Vol Right, %	17%	38%	32%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	240	310	170
LT Vol	60	20	60	60
Through Vol	90	130	150	80
RT Vol	30	90	100	30
Lane Flow Rate	189	253	326	179
Geometry Grp	1	1	1	1
Degree of Util (X)	0.304	0.374	0.477	0.288
Departure Headway (Hd)	5.78	5.327	5.264	5.798
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	620	672	682	617
Service Time	3.842	3.383	3.317	3.862
HCM Lane V/C Ratio	0.305	0.376	0.478	0.29
HCM Control Delay	11.4	11.6	13.1	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	1.7	2.6	1.2

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	81	10	10	50	140	10	10	10	190	10	20
Future Vol, veh/h	30	81	10	10	50	140	10	10	10	190	10	20
Conflicting Peds, #/hr	31	0	1	1	0	31	7	0	5	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	92	11	11	57	159	11	11	11	216	11	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	104	0	0	350	436	104	372	362	175
Stage 1	-	-	-	-	-	-	167	167	-	190	190	-
Stage 2	-	-	-	-	-	-	183	269	-	182	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1488	-	-	605	514	951	585	565	868
Stage 1	-	-	-	-	-	-	835	760	-	812	743	-
Stage 2	-	-	-	-	-	-	819	687	-	820	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	1487	-	-	558	480	946	533	527	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	480	-	533	527	-
Stage 1	-	-	-	-	-	-	811	738	-	766	714	-
Stage 2	-	-	-	-	-	-	772	660	-	772	734	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.4			11.3			16.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1280	-	-	1487	-	-	551
HCM Lane V/C Ratio	0.056	0.027	-	-	0.008	-	-	0.454
HCM Control Delay (s)	11.3	7.9	0	-	7.4	0	-	16.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	2.3

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	51	10	0	90	0	40	0	10	10	10	50
Future Vol, veh/h	70	51	10	0	90	0	40	0	10	10	10	50
Conflicting Peds, #/hr	4	0	8	8	0	4	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	63	12	0	111	0	49	0	12	12	12	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	83	0	0	401	364	83	368	370	119
Stage 1	-	-	-	-	-	-	249	249	-	115	115	-
Stage 2	-	-	-	-	-	-	152	115	-	253	255	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1514	-	-	560	564	976	588	560	933
Stage 1	-	-	-	-	-	-	755	701	-	890	800	-
Stage 2	-	-	-	-	-	-	850	800	-	751	696	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1502	-	-	484	523	963	548	520	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	523	-	548	520	-
Stage 1	-	-	-	-	-	-	704	653	-	832	797	-
Stage 2	-	-	-	-	-	-	778	797	-	692	648	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.1			0			12.6			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1468	-	-	1502	-	-	765
HCM Lane V/C Ratio	0.115	0.059	-	-	-	-	-	0.113
HCM Control Delay (s)	12.6	7.6	0	-	0	-	-	10.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	20	100	10	20	0	90	29	10	0	17	10
Future Vol, veh/h	17	20	100	10	20	0	90	29	10	0	17	10
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles, %	3	2	2	2	2	3	2	3	2	3	3	3
Mvmt Flow	18	23	114	11	23	0	102	32	11	0	18	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	8.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	12%	33%	0%
Vol Thru, %	22%	15%	67%	63%
Vol Right, %	8%	73%	0%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	137	30	27
LT Vol	90	17	10	0
Through Vol	29	20	20	17
RT Vol	10	100	0	10
Lane Flow Rate	145	155	34	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.171	0.043	0.035
Departure Headway (Hd)	4.377	3.983	4.563	4.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	906	788	836
Service Time	2.475	1.986	2.57	2.306
HCM Lane V/C Ratio	0.18	0.171	0.043	0.035
HCM Control Delay	8.4	7.8	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.1	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	31	260	300	81	110	21
Future Vol, veh/h	31	260	300	81	110	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	283	326	88	120	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	414	0	-	0	721 370
Stage 1	-	-	-	-	370 -
Stage 2	-	-	-	-	351 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1145	-	-	-	394 676
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	713 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1145	-	-	-	380 676
Mov Cap-2 Maneuver	-	-	-	-	380 -
Stage 1	-	-	-	-	675 -
Stage 2	-	-	-	-	713 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1145	-	-	-	409
HCM Lane V/C Ratio	0.029	-	-	-	0.348
HCM Control Delay (s)	8.2	0	-	-	18.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	↔
Traffic Vol, veh/h	40	300	40	20	301	10	40	0	30	10	0	20
Future Vol, veh/h	40	300	40	20	301	10	40	0	30	10	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	309	41	21	310	10	41	0	31	10	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	350	0	0	780	774	330	784	789	315
Stage 1	-	-	-	-	-	-	412	412	-	357	357	-
Stage 2	-	-	-	-	-	-	368	362	-	427	432	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1240	-	-	1209	-	-	313	329	712	311	323	725
Stage 1	-	-	-	-	-	-	617	594	-	661	628	-
Stage 2	-	-	-	-	-	-	652	625	-	606	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1240	-	-	1209	-	-	293	313	712	286	307	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	313	-	286	307	-
Stage 1	-	-	-	-	-	-	597	574	-	639	617	-
Stage 2	-	-	-	-	-	-	622	614	-	561	563	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			15.4			13		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	712	1240	-	-	1209	-	-	480
HCM Lane V/C Ratio	0.141	0.043	0.033	-	-	0.017	-	-	0.064
HCM Control Delay (s)	19.3	10.3	8	-	-	8	-	-	13
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	0.1	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	20.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	200	131	530	620	230
Future Vol, veh/h	130	200	131	530	620	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	217	142	576	674	250

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1534	674	924	0	-	0
Stage 1	674	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 128	455	739	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 103	455	739	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108.8	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	739	-	332	-	-
HCM Lane V/C Ratio	0.193	-	1.08	-	-
HCM Control Delay (s)	11	-	108.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	13.4	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	50	10	640	20	10	800
Future Vol, veh/h	50	10	640	20	10	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	11	688	22	11	860

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1570	688	0	0	710
Stage 1	688	-	-	-	-
Stage 2	882	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	122	446	-	-	889
Stage 1	499	-	-	-	-
Stage 2	405	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	121	446	-	-	889
Mov Cap-2 Maneuver	257	-	-	-	-
Stage 1	499	-	-	-	-
Stage 2	400	-	-	-	-

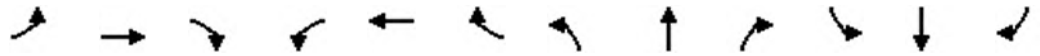
Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	889
HCM Lane V/C Ratio	-	-	0.233	0.012
HCM Control Delay (s)	-	-	21.9	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0



HCM 6th Signalized Intersection Summary  
 1: Main St & Madrona Ave/Fulton Ln

2040 GP Buildout  
 Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	80	30	40	20	20	81	20	570	10	61	590	80
Future Volume (veh/h)	80	30	40	20	20	81	20	570	10	61	590	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	25	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	82	31	41	21	21	84	21	588	10	63	608	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	201	69	65	94	60	168	231	877	15	453	799	80
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	693	461	419	146	381	1053	747	1292	22	813	1136	153
Grp Volume(v), veh/h	154	0	0	126	0	0	21	0	598	63	0	690
Grp Sat Flow(s),veh/h/ln	1573	0	0	1579	0	0	747	0	1314	813	0	1289
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	1.2	0.0	15.4	2.8	0.0	21.3
Cycle Q Clear(g_c), s	4.2	0.0	0.0	3.6	0.0	0.0	22.5	0.0	15.4	18.3	0.0	21.3
Prop In Lane	0.53		0.27	0.17		0.67	1.00		0.02	1.00		0.12
Lane Grp Cap(c), veh/h	335	0	0	322	0	0	231	0	892	453	0	879
V/C Ratio(X)	0.46	0.00	0.00	0.39	0.00	0.00	0.09	0.00	0.67	0.14	0.00	0.78
Avail Cap(c_a), veh/h	938	0	0	954	0	0	880	0	1847	1039	0	1812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	25.5	0.0	0.0	26.3	0.0	5.8	11.5	0.0	8.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	0.2	0.0	1.3	0.2	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.8	0.0	0.0	0.3	0.0	3.5	0.5	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	0.0	26.1	0.0	0.0	26.6	0.0	7.0	11.7	0.0	37.9
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	D
Approach Vol, veh/h		154			126			619			753	
Approach Delay, s/veh		26.7			26.1			7.7			35.7	
Approach LOS		C			C			A			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.4		13.8		37.4		13.8				
Change Period (Y+Rc), s		* 4.7		* 5.2		* 4.7		* 5.2				
Max Green Setting (Gmax), s		* 72		* 29		* 72		* 29				
Max Q Clear Time (g_c+I1), s		24.5		6.2		23.3		5.6				
Green Ext Time (p_c), s		7.8		0.8		9.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: Main St & Adams St

2040 GP Buildout  
Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Volume (veh/h)	40	60	30	50	40	51	30	520	30	51	580	20
Future Volume (veh/h)	40	60	30	50	40	51	30	520	30	51	580	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	20	0
Ped-Bike Adj(A_pbT)	0.75		0.65	0.74		0.66	1.00		0.91	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	41	62	31	52	41	53	31	536	31	53	598	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	127	171	74	138	101	105	96	652	38	130	705	16
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.49	0.49	0.08	0.51	0.51
Sat Flow, veh/h	317	735	316	354	437	451	1767	1226	71	1767	1261	44
Grp Volume(v), veh/h	134	0	0	146	0	0	31	0	567	53	0	619
Grp Sat Flow(s),veh/h/ln	1368	0	0	1242	0	0	1767	0	1297	1767	0	1306
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	1.3	0.0	31.9	2.3	0.0	35.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	6.7	0.0	0.0	1.3	0.0	31.9	2.3	0.0	35.5
Prop In Lane	0.31		0.23	0.36		0.36	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	371	0	0	344	0	0	96	0	689	130	0	721
V/C Ratio(X)	0.36	0.00	0.00	0.42	0.00	0.00	0.32	0.00	0.82	0.41	0.00	0.86
Avail Cap(c_a), veh/h	466	0	0	431	0	0	354	0	975	354	0	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	29.4	0.0	0.0	40.8	0.0	17.3	39.6	0.0	19.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.7	0.0	2.7	0.8	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.7	0.0	0.0	0.7	0.0	9.4	1.1	0.0	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	0.0	0.0	29.7	0.0	0.0	41.5	0.0	20.0	40.4	0.0	62.7
LnGrp LOS	C	A	A	C	A	A	D	A	B	D	A	E
Approach Vol, veh/h		134			146			598			672	
Approach Delay, s/veh		29.2			29.7			21.1			61.0	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	45.2		25.5	10.9	43.4		25.5				
Change Period (Y+Rc), s	4.7	* 4.7		* 4.7	* 4.7	* 4.7		* 4.7				
Max Green Setting (Gmax), s	16	* 60		* 24	* 16	* 60		* 24				
Max Q Clear Time (g_c+1/3), s	13.3	37.5		8.7	4.3	33.9		7.5				
Green Ext Time (p_c), s	0.0	3.0		0.4	0.0	2.8		0.3				

### Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	30	550	70	20	640
Future Vol, veh/h	40	30	550	70	20	640
Conflicting Peds, #/hr	39	71	0	169	169	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	31	573	73	21	667

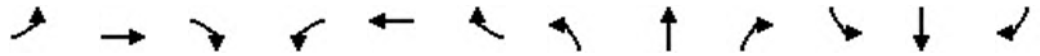
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1527	850	0	0	815
Stage 1	779	-	-	-	-
Stage 2	748	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	129	359	-	-	808
Stage 1	451	-	-	-	-
Stage 2	466	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	101	281	-	-	678
Mov Cap-2 Maneuver	230	-	-	-	-
Stage 1	378	-	-	-	-
Stage 2	435	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	678
HCM Lane V/C Ratio	-	-	0.293	0.031
HCM Control Delay (s)	-	-	25.3	10.5
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th Signalized Intersection Summary  
 4: Main St & Mitchell Dr/Pope Street

2040 GP Buildout  
 Timing Plan: Saturday Mid-Day



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	160	131	40	80	60	541	61	70	601	10
Future Volume (veh/h)	0	0	160	131	40	80	60	541	61	70	601	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	25	0
Ped-Bike Adj(A_pbT)	1.00		0.48	1.00		0.72	1.00		0.91	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1318	1318	1856	1318	1318
Adj Flow Rate, veh/h	0	0	163	134	41	82	61	552	62	71	613	10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	121	140	216	66	174	104	686	24	108	714	4
Arrive On Green	0.00	0.00	0.07	0.17	0.17	0.17	0.06	0.50	0.50	0.07	0.50	0.50
Sat Flow, veh/h	0	1856	752	1368	419	1139	1767	1151	129	1767	1292	21
Grp Volume(v), veh/h	0	0	163	175	0	82	61	0	614	71	0	623
Grp Sat Flow(s),veh/h/ln	0	1856	752	1787	0	1139	1767	0	1280	1767	0	1313
Q Serve(g_s), s	0.0	0.0	9.0	11.2	0.0	8.0	4.2	0.0	57.4	4.9	0.0	55.9
Cycle Q Clear(g_c), s	0.0	0.0	9.0	11.2	0.0	8.0	4.2	0.0	57.4	4.9	0.0	55.9
Prop In Lane	0.00		1.00	0.77		1.00	1.00		0.10	1.00		0.02
Lane Grp Cap(c), veh/h	0	121	140	282	0	174	104	0	710	108	0	718
V/C Ratio(X)	0.00	0.00	1.16	0.62	0.00	0.47	0.59	0.00	0.86	0.66	0.00	0.87
Avail Cap(c_a), veh/h	0	134	154	503	0	320	355	0	772	355	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	62.0	54.3	0.0	52.9	63.3	0.0	31.5	63.4	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.0	125.7	2.2	0.0	2.0	1.9	0.0	8.8	2.6	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	192.8	0.0	0.0	65.6
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.9	5.9	0.0	2.7	2.2	0.0	62.8	2.5	0.0	38.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	187.7	56.5	0.0	54.8	65.2	0.0	233.1	65.9	0.0	105.6
LnGrp LOS	A	A	F	E	A	D	E	A	F	E	A	F
Approach Vol, veh/h		163			257			675			694	
Approach Delay, s/veh		187.7			56.0			217.9			101.5	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	70.1		28.9	11.9	69.8		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	25.0	* 75		* 35	25.0	* 75		9.0				
Max Q Clear Time (g_c+I1), s	6.2	57.9		13.2	6.9	59.4		11.0				
Green Ext Time (p_c), s	0.1	2.8		1.4	0.1	2.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	146.8
HCM 6th LOS	F

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	91	20	30	121	20
Future Vol, veh/h	30	91	20	30	121	20
Conflicting Peds, #/hr	0	2	2	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	99	22	33	132	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	134	0	168
Stage 1	-	-	-	-	85
Stage 2	-	-	-	-	83
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1444	-	820
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	938
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1441	-	800
Mov Cap-2 Maneuver	-	-	-	-	800
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	917

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1441	-
HCM Lane V/C Ratio	0.187	-	-	0.015	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	71	40	20	71	51	30	70	20	51	60	20
Future Vol, veh/h	10	71	40	20	71	51	30	70	20	51	60	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	80	45	22	80	57	34	79	22	57	67	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.8	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	8%	14%	39%
Vol Thru, %	58%	59%	50%	46%
Vol Right, %	17%	33%	36%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	121	142	131
LT Vol	30	10	20	51
Through Vol	70	71	71	60
RT Vol	20	40	51	20
Lane Flow Rate	135	136	160	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.175	0.204	0.196
Departure Headway (Hd)	4.772	4.641	4.608	4.792
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	770	775	746
Service Time	2.822	2.689	2.654	2.841
HCM Lane V/C Ratio	0.18	0.177	0.206	0.197
HCM Control Delay	8.9	8.7	8.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.8	0.7

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	71	10	10	71	90	0	0	0	100	0	30
Future Vol, veh/h	40	71	10	10	71	90	0	0	0	100	0	30
Conflicting Peds, #/hr	27	0	18	18	0	27	4	0	7	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	41	73	10	10	73	93	0	0	0	103	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	101	0	0	338	391	103	334	350	152
Stage 1	-	-	-	-	-	-	178	178	-	167	167	-
Stage 2	-	-	-	-	-	-	160	213	-	167	183	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1374	-	-	1485	-	-	614	543	949	618	573	892
Stage 1	-	-	-	-	-	-	821	750	-	833	758	-
Stage 2	-	-	-	-	-	-	840	724	-	833	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	1460	-	-	562	499	927	580	527	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	499	-	580	527	-
Stage 1	-	-	-	-	-	-	781	714	-	786	732	-
Stage 2	-	-	-	-	-	-	800	699	-	801	710	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.4			0			12.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1339	-	-	1460	-	-	628
HCM Lane V/C Ratio	-	0.031	-	-	0.007	-	-	0.213
HCM Control Delay (s)		0	7.8	0	-	7.5	0	12.3
HCM Lane LOS		A	A	A	-	A	A	B
HCM 95th %tile Q(veh)		-	0.1	-	-	0	-	0.8

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	12	0	0	12	0	0	0	0	0	0	30
Future Vol, veh/h	40	12	0	0	12	0	0	0	0	0	0	30
Conflicting Peds, #/hr	1	0	4	4	0	1	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	15	0	0	15	0	0	0	0	0	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	19	0	0	154	133	20	130	133	19
Stage 1	-	-	-	-	-	-	117	117	-	16	16	-
Stage 2	-	-	-	-	-	-	37	16	-	114	117	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1595	-	-	1591	-	-	811	756	1055	840	756	1056
Stage 1	-	-	-	-	-	-	885	797	-	1001	880	-
Stage 2	-	-	-	-	-	-	976	880	-	888	797	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1585	-	-	759	729	1050	818	729	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	729	-	818	729	-
Stage 1	-	-	-	-	-	-	854	769	-	969	879	-
Stage 2	-	-	-	-	-	-	939	879	-	860	769	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.6	0	0	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1593	-	-	1585	-	-	1052
HCM Lane V/C Ratio	-	0.031	-	-	-	-	-	0.035
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	60	10	10	0	60	16	20	0	16	10
Future Vol, veh/h	10	10	60	10	10	0	60	16	20	0	16	10
Peak Hour Factor	0.92	0.86	0.86	0.86	0.86	0.92	0.86	0.92	0.86	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	12	70	12	12	0	70	17	23	0	17	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.8	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	12%	50%	0%
Vol Thru, %	17%	12%	50%	62%
Vol Right, %	21%	75%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	80	20	26
LT Vol	60	10	10	0
Through Vol	16	10	10	16
RT Vol	20	60	0	10
Lane Flow Rate	110	92	23	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.097	0.028	0.031
Departure Headway (Hd)	4.174	3.783	4.364	4.007
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	935	810	883
Service Time	2.222	1.859	2.448	2.077
HCM Lane V/C Ratio	0.129	0.098	0.028	0.032
HCM Control Delay	7.8	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.1	0.1

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	31	220	240	51	61	11
Future Vol, veh/h	31	220	240	51	61	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	224	245	52	62	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	297	0	-	0	559 271
Stage 1	-	-	-	-	271 -
Stage 2	-	-	-	-	288 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1259	-	-	-	488 765
Stage 1	-	-	-	-	772 -
Stage 2	-	-	-	-	759 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1259	-	-	-	474 765
Mov Cap-2 Maneuver	-	-	-	-	474 -
Stage 1	-	-	-	-	750 -
Stage 2	-	-	-	-	759 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1259	-	-	-	503
HCM Lane V/C Ratio	0.025	-	-	-	0.146
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔			↔	↔
Traffic Vol, veh/h	20	241	20	20	291	10	20	0	30	20	0	20
Future Vol, veh/h	20	241	20	20	291	10	20	0	30	20	0	20
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	90	-	-	110	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	256	21	21	310	11	21	0	32	21	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	277	0	0	677	674	267	685	679	318
Stage 1	-	-	-	-	-	-	309	309	-	360	360	-
Stage 2	-	-	-	-	-	-	368	365	-	325	319	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1231	-	-	1280	-	-	365	375	769	361	372	720
Stage 1	-	-	-	-	-	-	699	658	-	656	625	-
Stage 2	-	-	-	-	-	-	650	622	-	685	651	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1229	-	-	1280	-	-	345	362	769	336	359	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	362	-	336	359	-
Stage 1	-	-	-	-	-	-	687	647	-	644	614	-
Stage 2	-	-	-	-	-	-	620	611	-	645	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.5			12.4			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	769	1229	-	-	1280	-	-	458
HCM Lane V/C Ratio	0.062	0.042	0.017	-	-	0.017	-	-	0.093
HCM Control Delay (s)	16.1	9.9	8	-	-	7.9	-	-	13.7
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0.1	-	-	0.3

Intersection						
Int Delay, s/veh	14.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	140	151	161	620	560	160
Future Vol, veh/h	140	151	161	620	560	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	147	159	169	653	589	168

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1580	589	757	0	-	0
Stage 1	589	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	~ 119	506	849	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 95	506	849	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.1	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	314	-	-
HCM Lane V/C Ratio	0.2	-	0.976	-	-
HCM Control Delay (s)	10.3	-	82.1	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	10.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	40	20	730	30	10	680
Future Vol, veh/h	40	20	730	30	10	680
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	21	760	31	10	708

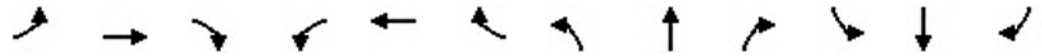
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1489	762	0	0	792
Stage 1	761	-	-	-	-
Stage 2	728	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	136	403	-	-	824
Stage 1	459	-	-	-	-
Stage 2	476	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	134	402	-	-	823
Mov Cap-2 Maneuver	273	-	-	-	-
Stage 1	459	-	-	-	-
Stage 2	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	306	823
HCM Lane V/C Ratio	-	-	0.204	0.013
HCM Control Delay (s)	-	-	19.8	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0

HCM 6th Signalized Intersection Summary  
4: Main St & Mitchell Dr/Pope Street

Existing Plus Project - MITIGATION  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	191	147	26	91	83	561	65	85	520	4
Future Volume (veh/h)	0	0	191	147	26	91	83	561	65	85	520	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	50	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1329	1329	1870	1329	1329
Adj Flow Rate, veh/h	0	0	203	156	28	97	88	597	69	90	553	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	103	173	185	33	276	107	784	30	109	815	6
Arrive On Green	0.00	0.00	0.07	0.13	0.13	0.13	0.07	0.54	0.54	0.07	0.54	0.54
Sat Flow, veh/h	0	1870	1453	1521	273	1479	1781	1163	134	1781	1317	10
Grp Volume(v), veh/h	0	0	203	184	0	97	88	0	666	90	0	557
Grp Sat Flow(s),veh/h/ln	0	1870	1453	1794	0	1479	1781	0	1297	1781	0	1327
Q Serve(g_s), s	0.0	0.0	9.0	12.4	0.0	7.0	6.0	0.0	61.1	6.2	0.0	41.9
Cycle Q Clear(g_c), s	0.0	0.0	9.0	12.4	0.0	7.0	6.0	0.0	61.1	6.2	0.0	41.9
Prop In Lane	0.00		1.00	0.85		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	0	103	173	218	0	276	107	0	814	109	0	821
V/C Ratio(X)	0.00	0.00	1.17	0.84	0.00	0.35	0.82	0.00	0.82	0.83	0.00	0.68
Avail Cap(c_a), veh/h	0	135	214	350	0	398	261	0	1055	176	0	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	72.9	70.6	0.0	58.7	76.3	0.0	31.4	76.2	0.0	20.6
Incr Delay (d2), s/veh	0.0	0.0	120.0	5.4	0.0	0.3	5.7	0.0	3.1	7.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	139.5	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	13.1	8.0	0.0	3.6	3.9	0.0	63.7	4.0	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	192.9	76.0	0.0	59.0	82.0	0.0	174.0	83.5	0.0	21.5
LnGrp LOS	A	A	F	E	A	E	F	A	F	F	A	C
Approach Vol, veh/h		203			281			754			647	
Approach Delay, s/veh		192.9			70.1			163.2			30.1	
Approach LOS		F			E			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	74.5		24.2	12.3	74.5		13.7				
Change Period (Y+Rc), s	3.7	* 7.7		* 7.7	3.7	* 7.7		4.7				
Max Green Setting (Gmax), s	18.3	* 92		* 24	12.3	* 1E2		9.0				
Max Q Clear Time (g_c+I1), s	8.0	43.9		14.4	8.2	63.1		11.0				
Green Ext Time (p_c), s	0.1	2.8		0.7	0.0	3.6		0.0				

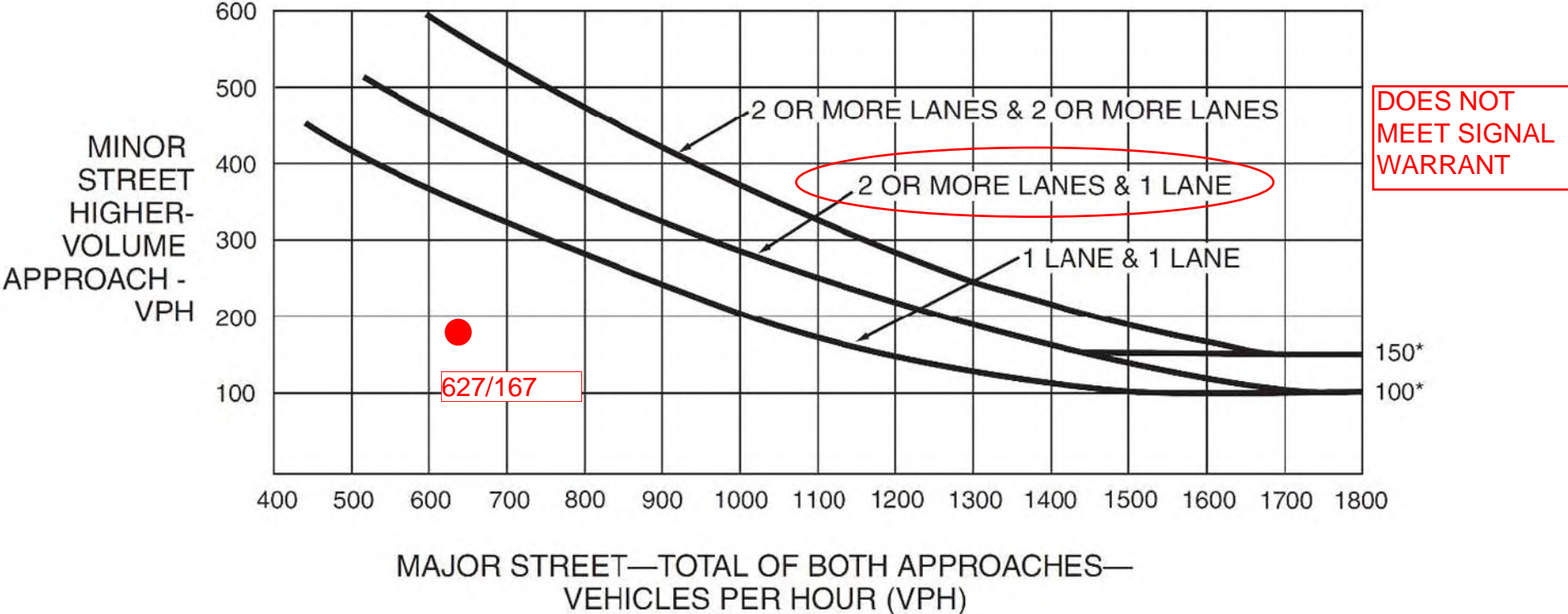
Intersection Summary

HCM 6th Ctrl Delay	106.9
HCM 6th LOS	F

Notes

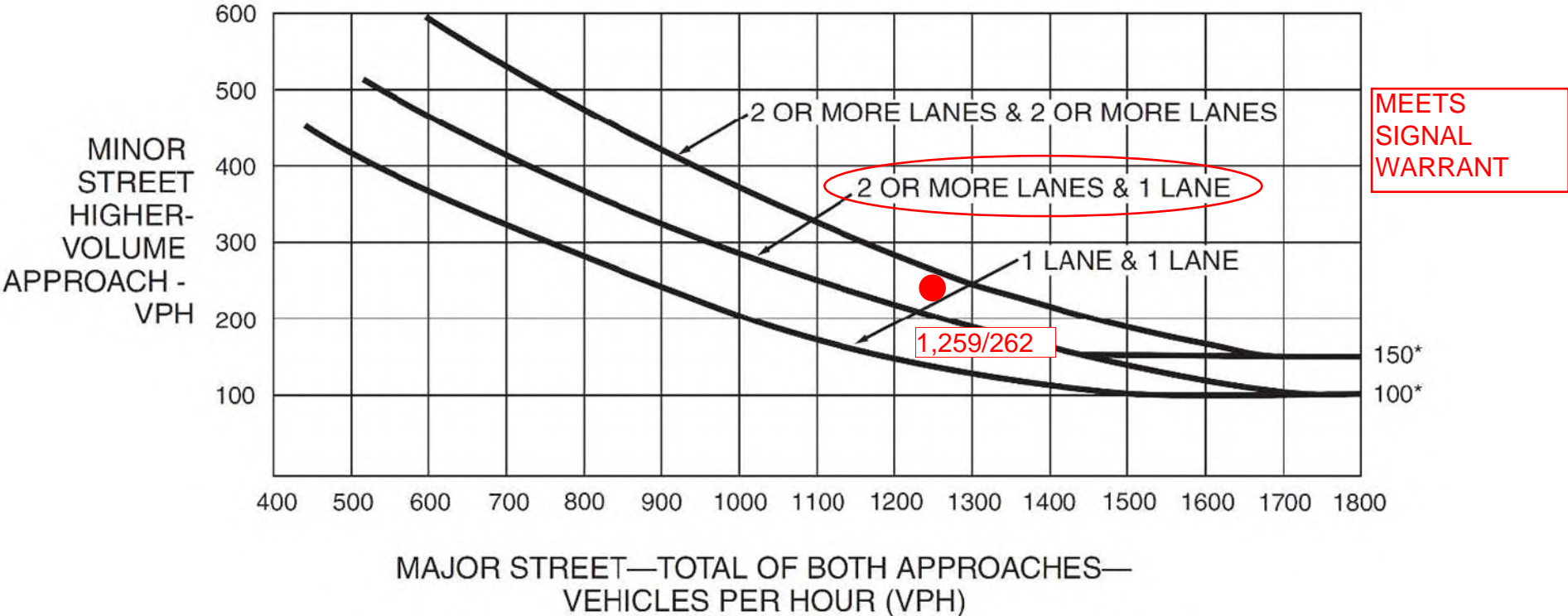
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

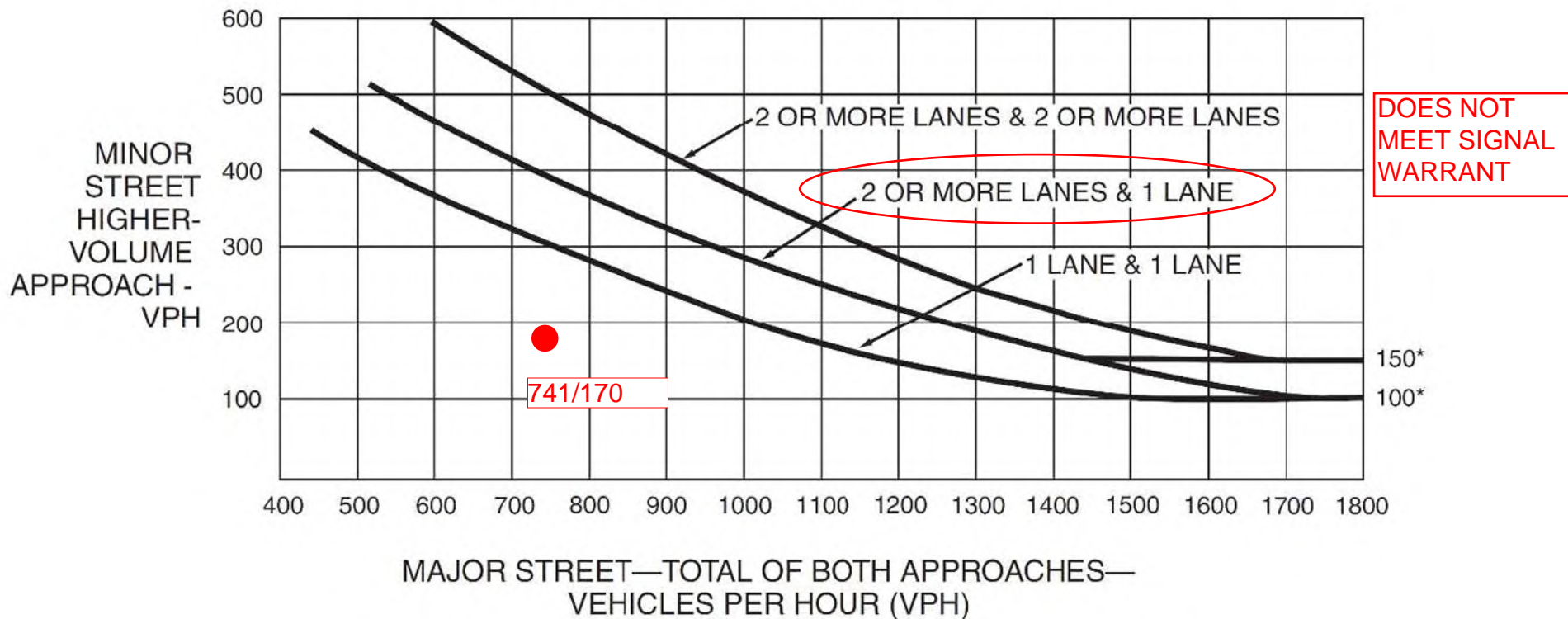
Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

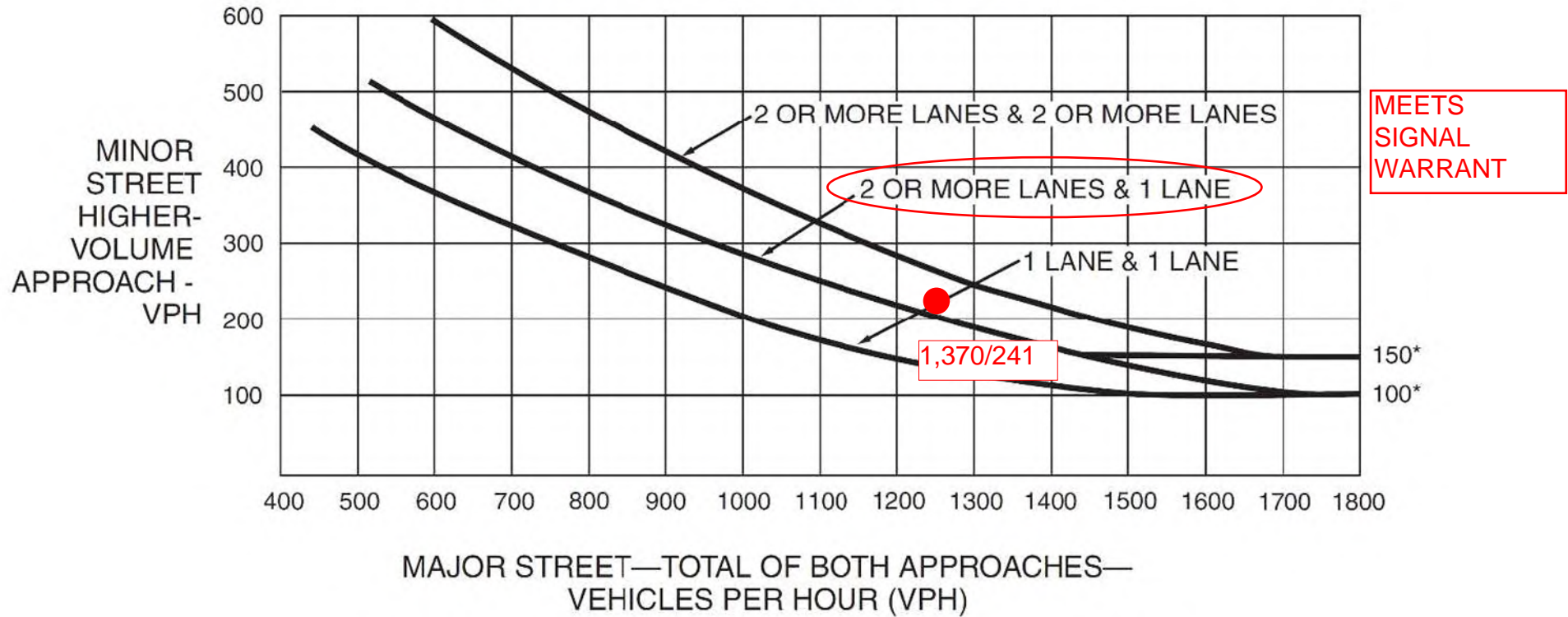


Figure 4C-3. Warrant 3, Peak Hour



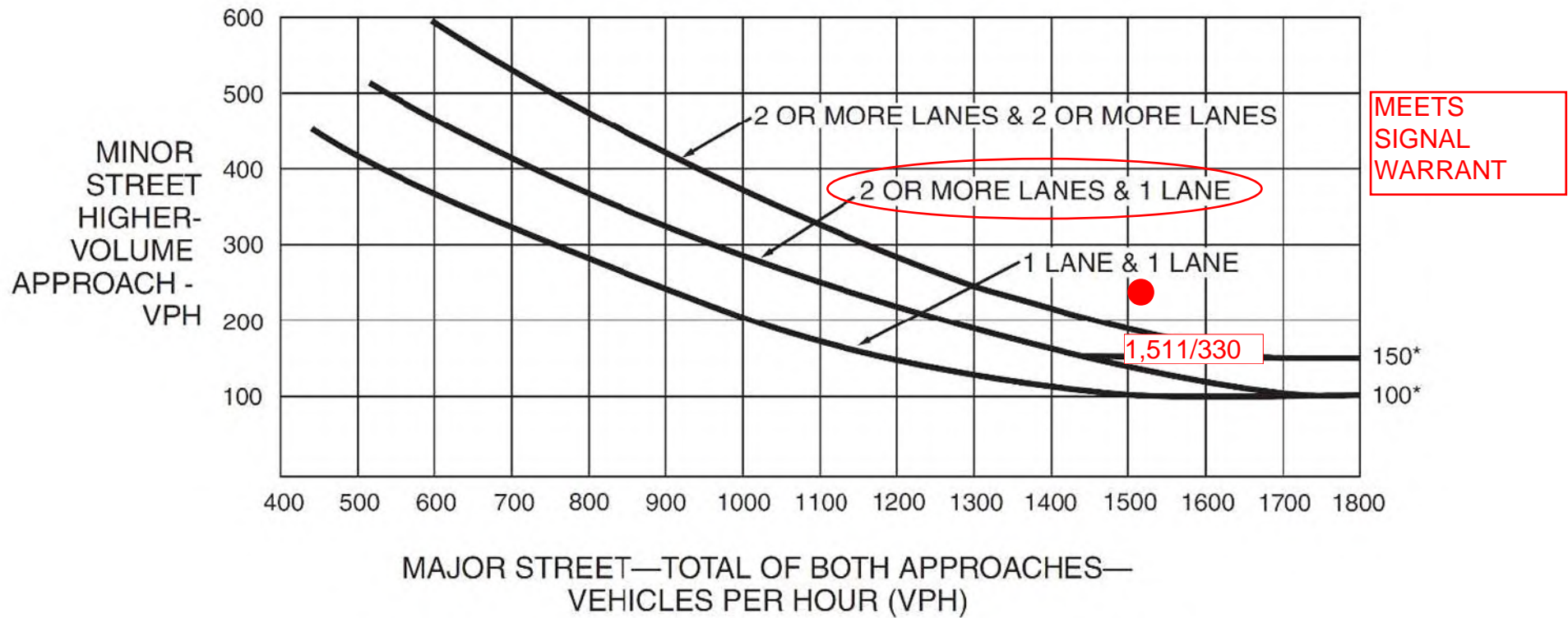
\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



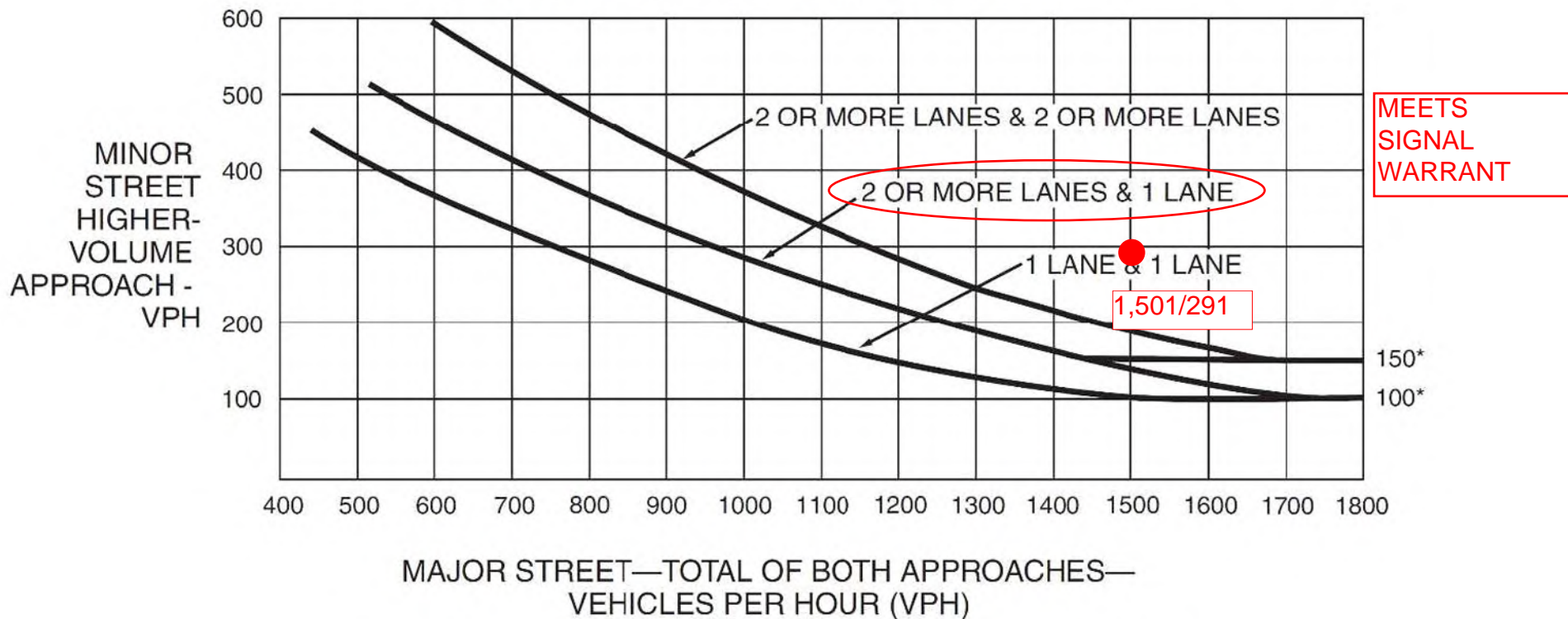
\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	188	152	111	436	119	345
Average Queue (ft)	99	65	29	168	53	132
95th Queue (ft)	167	121	86	354	106	273
Link Distance (ft)	432	351		998		789
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)			1	12	2	9
Queuing Penalty (veh)			8	4	12	9

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	168	150	174	421	149	412
Average Queue (ft)	87	65	57	217	46	184
95th Queue (ft)	150	122	145	386	125	341
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	3					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	15	0	14
Queuing Penalty (veh)			0	7	0	6

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	91	86	47	41
Average Queue (ft)	33	4	12	2
95th Queue (ft)	72	30	39	17
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	250	350	145	165	745	150	478
Average Queue (ft)	123	162	96	91	359	58	187
95th Queue (ft)	211	307	173	181	663	150	393
Link Distance (ft)	428	910			2047		581
Upstream Blk Time (%)							0
Queuing Penalty (veh)							1
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		14	3	1	29	0	17
Queuing Penalty (veh)		18	6	8	23	1	13

Intersection: 5: Railroad Ave & Fulton Ln

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	24	64
Average Queue (ft)	2	33
95th Queue (ft)	13	55
Link Distance (ft)	172	1044
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	87	79	84	76
Average Queue (ft)	49	36	45	40
95th Queue (ft)	77	59	71	66
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	36	27	71
Average Queue (ft)	13	2	14	31
95th Queue (ft)	41	14	35	55
Link Distance (ft)	192	2129	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	24	35	31
Average Queue (ft)	1	9	9
95th Queue (ft)	12	33	31
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave & Hunt Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	70	65	68
Average Queue (ft)	34	22	35
95th Queue (ft)	59	51	57
Link Distance (ft)	2129	367	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pope Street & Starr Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	59	10	96
Average Queue (ft)	5	0	40
95th Queue (ft)	28	5	71
Link Distance (ft)	1374	1095	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	26	16	65	96	74	48
Average Queue (ft)	4	1	17	37	20	16
95th Queue (ft)	20	9	47	69	47	40
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			0	0		

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	259	103	91	10	39
Average Queue (ft)	90	46	3	0	7
95th Queue (ft)	191	84	48	5	26
Link Distance (ft)	872		420	161	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		225	
Storage Blk Time (%)		1			
Queuing Penalty (veh)		2			



Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	52	38	17
Average Queue (ft)	20	1	1
95th Queue (ft)	47	17	7
Link Distance (ft)	355		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Zone Summary

Zone wide Queuing Penalty: 118

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	249	221	126	374	119	293
Average Queue (ft)	98	88	22	159	40	123
95th Queue (ft)	184	161	81	314	88	227
Link Distance (ft)	432	350		998		1089
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)			0	11	0	9
Queuing Penalty (veh)			0	2	3	6

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	172	243	174	422	149	410
Average Queue (ft)	115	108	44	226	70	179
95th Queue (ft)	181	194	136	386	150	335
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	7	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)				18	0	14
Queuing Penalty (veh)				5	0	9

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	85	110	55	142
Average Queue (ft)	34	19	15	19
95th Queue (ft)	69	70	44	78
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)				1
Queuing Penalty (veh)				0

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	291	245	143	164	558	150	470
Average Queue (ft)	142	110	62	81	277	64	229
95th Queue (ft)	244	197	137	167	482	162	409
Link Distance (ft)	428	909			988		581
Upstream Blk Time (%)							0
Queuing Penalty (veh)							1
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		9	0	1	23	0	23
Queuing Penalty (veh)		9	1	7	19	0	19

Intersection: 5: Railroad Ave & Fulton Ln

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	18	68
Average Queue (ft)	1	39
95th Queue (ft)	11	60
Link Distance (ft)	172	1044
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	109	112	91	86
Average Queue (ft)	60	61	41	44
95th Queue (ft)	95	95	74	72
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	54	27	89
Average Queue (ft)	6	3	11	38
95th Queue (ft)	27	28	33	68
Link Distance (ft)	192	2129	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	10	58	56
Average Queue (ft)	6	1	21	27
95th Queue (ft)	26	10	48	51
Link Distance (ft)	334	195	120	488
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Starr Ave & Hunt Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	62	35	66
Average Queue (ft)	36	12	32
95th Queue (ft)	57	37	54
Link Distance (ft)	2129	367	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pope Street & Starr Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	54	83
Average Queue (ft)	7	37
95th Queue (ft)	33	63
Link Distance (ft)	1374	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	WB	NB	NB	SB
Directions Served	L	L	L	TR	LTR
Maximum Queue (ft)	30	28	50	35	36
Average Queue (ft)	9	3	17	11	15
95th Queue (ft)	29	17	41	29	37
Link Distance (ft)				510	612
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	85	90	110		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	287	81	10	35
Average Queue (ft)	137	36	0	4
95th Queue (ft)	255	66	7	19
Link Distance (ft)	872		161	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		225
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	78	30
Average Queue (ft)	32	2
95th Queue (ft)	61	13
Link Distance (ft)	355	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 81

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	187	111	78	310	119	261
Average Queue (ft)	73	49	16	112	34	111
95th Queue (ft)	134	92	59	247	84	208
Link Distance (ft)	432	351		998		1089
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)				6	0	7
Queuing Penalty (veh)				1	2	4

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	148	171	174	414	149	418
Average Queue (ft)	68	69	41	192	46	202
95th Queue (ft)	126	140	126	337	113	364
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)				13	0	16
Queuing Penalty (veh)				3	0	7

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	125	233	97	236
Average Queue (ft)	50	63	19	58
95th Queue (ft)	98	157	56	157
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	3
Queuing Penalty (veh)			0	1

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	199	250	145	165	518	150	464
Average Queue (ft)	112	118	55	45	228	49	241
95th Queue (ft)	188	216	124	133	442	145	428
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	1						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		9	0	0	18	0	22
Queuing Penalty (veh)		7	0	0	10	1	14

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	24	65
Average Queue (ft)	0	2	35
95th Queue (ft)	6	13	55
Link Distance (ft)	351	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	80	95	69	69
Average Queue (ft)	41	41	32	36
95th Queue (ft)	65	70	56	60
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	39	11	27	64
Average Queue (ft)	5	1	3	27
95th Queue (ft)	24	8	18	50
Link Distance (ft)	192	2129	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	11	30	49
Average Queue (ft)	1	3	20
95th Queue (ft)	7	18	46
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave & Hunt Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	53	32	60
Average Queue (ft)	27	12	28
95th Queue (ft)	52	37	50
Link Distance (ft)	2129	367	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pope Street & Starr Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	62	66
Average Queue (ft)	6	28
95th Queue (ft)	35	59
Link Distance (ft)	1374	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	26	26	28	31	39	53
Average Queue (ft)	4	1	4	9	10	14
95th Queue (ft)	20	14	20	29	27	39
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	300	84	26	13	25
Average Queue (ft)	124	36	1	0	3
95th Queue (ft)	262	66	19	6	16
Link Distance (ft)	872		420	161	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			225
Storage Blk Time (%)		0			
Queuing Penalty (veh)		1			

Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	82	18	24	29	6
Average Queue (ft)	28	1	1	3	0
95th Queue (ft)	59	10	15	18	0
Link Distance (ft)	355	161			2786
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50	100	
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Zone Summary

Zone wide Queuing Penalty: 52

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	210	168	129	390	119	382
Average Queue (ft)	94	71	33	147	56	132
95th Queue (ft)	171	138	99	309	110	271
Link Distance (ft)	432	350		998		529
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)			0	10	4	9
Queuing Penalty (veh)			0	4	26	9

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	168	152	174	444	149	382
Average Queue (ft)	97	66	63	226	53	181
95th Queue (ft)	161	125	154	382	130	334
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	3			0		
Queuing Penalty (veh)	0			0		
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	17	0	14
Queuing Penalty (veh)			0	8	0	6

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	128	82	63	31
Average Queue (ft)	42	6	13	1
95th Queue (ft)	86	44	44	19
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			1	

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	211	395	145	165	876	149	399
Average Queue (ft)	122	169	99	74	393	54	197
95th Queue (ft)	199	311	177	176	775	148	368
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	2						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		18	2	0	29	0	18
Queuing Penalty (veh)		22	5	2	22	1	14

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	11	23	66
Average Queue (ft)	0	1	33
95th Queue (ft)	8	12	54
Link Distance (ft)	350	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	107	84	80	80
Average Queue (ft)	54	38	44	40
95th Queue (ft)	86	66	69	65
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	57	31	89
Average Queue (ft)	14	4	12	34
95th Queue (ft)	42	24	34	67
Link Distance (ft)	192	2127	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	24	30	35
Average Queue (ft)	1	7	8
95th Queue (ft)	12	28	31
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave/Project Access & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	59	63	60
Average Queue (ft)	29	24	34	21
95th Queue (ft)	51	53	52	50
Link Distance (ft)	2127	358	1269	206
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pope Street & Starr Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	57	17	100
Average Queue (ft)	6	1	45
95th Queue (ft)	33	9	79
Link Distance (ft)	1374	1095	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	26	16	65	97	46	43
Average Queue (ft)	3	1	21	37	18	19
95th Queue (ft)	17	7	50	69	35	41
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			0	0		

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	211	91	9	48
Average Queue (ft)	87	43	0	7
95th Queue (ft)	177	75	4	28
Link Distance (ft)	872		161	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		225
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	70	12	23
Average Queue (ft)	22	0	1
95th Queue (ft)	52	9	11
Link Distance (ft)	355		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Zone Summary

Zone wide Queuing Penalty: 122



Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	212	193	127	392	120	325
Average Queue (ft)	100	84	24	179	37	137
95th Queue (ft)	189	153	85	348	85	251
Link Distance (ft)	432	350		998		529
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)				13	1	11
Queuing Penalty (veh)				3	4	7

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	178	234	174	472	149	442
Average Queue (ft)	120	113	38	228	63	188
95th Queue (ft)	186	196	115	395	132	358
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	11			0		
Queuing Penalty (veh)	0			0		
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	17	0	14
Queuing Penalty (veh)			0	5	0	10

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	105	117	52	56
Average Queue (ft)	39	17	15	8
95th Queue (ft)	77	71	43	36
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	212	272	144	165	466	150	418
Average Queue (ft)	124	111	64	66	214	61	182
95th Queue (ft)	208	205	141	162	412	155	353
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	4						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		9	0	0	16	0	16
Queuing Penalty (veh)		8	1	3	14	0	14

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	12	78
Average Queue (ft)	0	0	42
95th Queue (ft)	3	6	66
Link Distance (ft)	350	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	135	125	78	92
Average Queue (ft)	64	64	40	43
95th Queue (ft)	108	105	66	72
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	21	32	69
Average Queue (ft)	5	1	14	35
95th Queue (ft)	24	10	36	60
Link Distance (ft)	192	2126	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	57	58
Average Queue (ft)	7	24	28
95th Queue (ft)	28	52	50
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave/Project Access & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	40	66	34
Average Queue (ft)	32	16	32	14
95th Queue (ft)	50	42	53	37
Link Distance (ft)	2126	358	1269	229
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pope Street & Starr Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	72	9	88
Average Queue (ft)	12	0	41
95th Queue (ft)	46	5	68
Link Distance (ft)	1374	1095	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	35	4	28	59	38	31
Average Queue (ft)	6	0	5	18	11	15
95th Queue (ft)	26	3	22	43	29	37
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	520	80	32
Average Queue (ft)	176	36	4
95th Queue (ft)	405	68	21
Link Distance (ft)	872		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	225
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	SB
Directions Served	LR	T	L
Maximum Queue (ft)	94	4	29
Average Queue (ft)	32	0	1
95th Queue (ft)	66	3	12
Link Distance (ft)	355	161	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 69

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	143	114	113	306	113	275
Average Queue (ft)	66	47	18	104	31	109
95th Queue (ft)	122	89	66	224	74	212
Link Distance (ft)	432	351		998		530
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)			0	6	0	7
Queuing Penalty (veh)			0	1	0	4

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	143	170	174	351	149	419
Average Queue (ft)	66	74	39	195	59	205
95th Queue (ft)	118	139	123	326	140	348
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)				14	0	17
Queuing Penalty (veh)				4	0	8

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	106	186	81	252
Average Queue (ft)	49	58	18	64
95th Queue (ft)	93	143	53	162
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	2
Queuing Penalty (veh)			0	1

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	207	244	145	165	418	150	475
Average Queue (ft)	112	102	56	46	196	52	227
95th Queue (ft)	193	193	128	135	368	148	417
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	2						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		6	0	0	16	0	22
Queuing Penalty (veh)		5	1	1	9	0	14

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	11	17	63
Average Queue (ft)	0	0	34
95th Queue (ft)	8	6	54
Link Distance (ft)	351	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	76	65	79
Average Queue (ft)	44	41	34	37
95th Queue (ft)	69	66	57	61
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	55	21	27	63
Average Queue (ft)	6	1	4	28
95th Queue (ft)	29	9	19	50
Link Distance (ft)	192	2129	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	24	30	64
Average Queue (ft)	1	3	24
95th Queue (ft)	9	19	50
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave/Project Access & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	30	68	35
Average Queue (ft)	24	10	30	14
95th Queue (ft)	47	33	54	38
Link Distance (ft)	2129	356	1269	198
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 10: Pope Street & Starr Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	61	68
Average Queue (ft)	8	29
95th Queue (ft)	36	55
Link Distance (ft)	1374	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	26	11	39	28	40	40
Average Queue (ft)	3	0	4	7	12	17
95th Queue (ft)	15	8	24	25	32	39
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	269	89	4	27
Average Queue (ft)	123	35	0	3
95th Queue (ft)	227	68	3	15
Link Distance (ft)	872		161	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		225
Storage Blk Time (%)		0		
Queuing Penalty (veh)		1		

Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	SB	SB
Directions Served	LR	R	L	T
Maximum Queue (ft)	66	10	35	15
Average Queue (ft)	25	0	4	1
95th Queue (ft)	56	7	22	11
Link Distance (ft)	355			2786
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50	100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 48

Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	216	168	129	359	120	562
Average Queue (ft)	123	83	38	178	78	303
95th Queue (ft)	204	147	102	334	138	590
Link Distance (ft)	432	350		998		529
Upstream Blk Time (%)						12
Queuing Penalty (veh)						0
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)			1	14	6	21
Queuing Penalty (veh)			4	6	47	25

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	175	185	175	445	149	438
Average Queue (ft)	106	84	58	237	68	230
95th Queue (ft)	168	150	154	387	146	400
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	4					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	18	0	20
Queuing Penalty (veh)			0	9	2	14

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	104	33	54	42
Average Queue (ft)	40	2	13	1
95th Queue (ft)	84	14	42	11
Link Distance (ft)	192	581		515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	221	426	145	165	1092	150	545
Average Queue (ft)	147	230	104	86	694	86	261
95th Queue (ft)	234	385	184	191	1585	183	474
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	7				2		0
Queuing Penalty (veh)	0				0		0
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		31	3	1	36	3	24
Queuing Penalty (veh)		46	8	9	29	13	24

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	10	29	69
Average Queue (ft)	1	2	36
95th Queue (ft)	8	15	58
Link Distance (ft)	350	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	124	77	101	88
Average Queue (ft)	61	38	49	45
95th Queue (ft)	106	61	80	73
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	35	45	84
Average Queue (ft)	16	3	17	33
95th Queue (ft)	47	15	41	60
Link Distance (ft)	192	2128	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	27	30	31
Average Queue (ft)	1	9	8
95th Queue (ft)	10	31	29
Link Distance (ft)	334	120	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Starr Ave/Project Access & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	61	81	58
Average Queue (ft)	35	27	39	23
95th Queue (ft)	59	54	64	49
Link Distance (ft)	2128	357	1269	268
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pope Street & Starr Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	69	112
Average Queue (ft)	6	49
95th Queue (ft)	36	86
Link Distance (ft)	1374	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	58	160	68	106	103	67
Average Queue (ft)	6	20	23	45	24	25
95th Queue (ft)	36	139	53	86	76	54
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)		5	0	0	2	
Queuing Penalty (veh)		1	0	0	2	

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	841	109	15	34
Average Queue (ft)	546	56	1	7
95th Queue (ft)	926	95	9	26
Link Distance (ft)	872		161	
Upstream Blk Time (%)	7			
Queuing Penalty (veh)	15			
Storage Bay Dist (ft)		100		225
Storage Blk Time (%)		1		
Queuing Penalty (veh)		4		

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Intersection: 13: Silverado Trail & Howell Mountain Rd

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Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	67	10	30
Average Queue (ft)	26	0	4
95th Queue (ft)	56	7	20
Link Distance (ft)	355		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Zone Summary

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Zone wide Queuing Penalty: 258

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Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	223	233	129	440	119	387
Average Queue (ft)	120	115	28	193	53	161
95th Queue (ft)	200	197	83	369	107	294
Link Distance (ft)	432	350		998		529
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)				16	3	14
Queuing Penalty (veh)				5	18	12

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	175	243	174	461	150	437
Average Queue (ft)	121	116	50	237	84	207
95th Queue (ft)	189	217	138	408	166	376
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	15	0		0		
Queuing Penalty (veh)	0	1		0		
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	18	1	18
Queuing Penalty (veh)			0	7	7	14

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	144	161	56	97
Average Queue (ft)	64	31	15	17
95th Queue (ft)	125	107	45	64
Link Distance (ft)	192	581		515
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0



Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	210	264	145	165	534	150	478
Average Queue (ft)	153	123	78	84	257	79	222
95th Queue (ft)	233	225	153	189	466	174	422
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	7						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		11	1	1	21	1	20
Queuing Penalty (veh)		14	2	4	21	8	23

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	24	85
Average Queue (ft)	0	2	43
95th Queue (ft)	3	13	71
Link Distance (ft)	350	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	146	130	95	93
Average Queue (ft)	69	61	41	48
95th Queue (ft)	115	106	73	79
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Railroad Ave & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	40	45	73
Average Queue (ft)	7	4	18	37
95th Queue (ft)	29	24	42	64
Link Distance (ft)	192	2129	404	517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Library Ln & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	4	52	57
Average Queue (ft)	5	0	28	29
95th Queue (ft)	23	3	49	50
Link Distance (ft)	334	195	120	488
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Starr Ave/Project Access & Hunt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	35	67	56
Average Queue (ft)	40	20	39	17
95th Queue (ft)	63	44	62	45
Link Distance (ft)	2129	356	1269	257
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pope Street & Starr Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	384	13	310
Average Queue (ft)	93	1	100
95th Queue (ft)	418	8	314
Link Distance (ft)	1374	1095	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	104	711	31	86	310	101
Average Queue (ft)	25	382	6	22	96	33
95th Queue (ft)	94	1139	24	68	348	105
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)		11			4	
Queuing Penalty (veh)		41			0	
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)	0	45		0	21	
Queuing Penalty (veh)	0	18		0	8	

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	816	93	35
Average Queue (ft)	712	41	6
95th Queue (ft)	1104	72	24
Link Distance (ft)	872		
Upstream Blk Time (%)	35		
Queuing Penalty (veh)	118		
Storage Bay Dist (ft)		100	225
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

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Intersection: 13: Silverado Trail & Howell Mountain Rd

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Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	84	31
Average Queue (ft)	38	4
95th Queue (ft)	72	20
Link Distance (ft)	355	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Zone Summary

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Zone wide Queuing Penalty: 321

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Intersection: 1: Main St & Madrona Ave/Fulton Ln

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	194	120	114	368	114	365
Average Queue (ft)	82	57	19	124	37	129
95th Queue (ft)	154	106	68	277	87	257
Link Distance (ft)	432	351		998		530
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			105		95	
Storage Blk Time (%)				8	0	9
Queuing Penalty (veh)				2	3	5

Intersection: 2: Main St & Adams St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	158	169	174	392	150	412
Average Queue (ft)	76	80	41	202	56	210
95th Queue (ft)	139	145	127	340	129	375
Link Distance (ft)	147	318		515		998
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			150		125	
Storage Blk Time (%)			0	15	0	19
Queuing Penalty (veh)			0	4	0	10

Intersection: 3: Main St & Hunt Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	186	294	85	200
Average Queue (ft)	70	89	16	70
95th Queue (ft)	154	207	56	165
Link Distance (ft)	192	581		515
Upstream Blk Time (%)	4			
Queuing Penalty (veh)	4			
Storage Bay Dist (ft)			85	
Storage Blk Time (%)			0	4
Queuing Penalty (veh)			0	1

Intersection: 4: Main St & Mitchell Dr/Pope Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	205	293	145	165	526	150	491
Average Queue (ft)	117	127	64	54	259	54	269
95th Queue (ft)	188	228	144	156	468	152	446
Link Distance (ft)	195	910			2038		581
Upstream Blk Time (%)	1						0
Queuing Penalty (veh)	0						0
Storage Bay Dist (ft)			120	140		125	
Storage Blk Time (%)		12	0		22	0	27
Queuing Penalty (veh)		10	0		13	1	19

Intersection: 5: Railroad Ave & Fulton Ln

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	56	71
Average Queue (ft)	0	6	37
95th Queue (ft)	3	30	60
Link Distance (ft)	351	172	1044
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Railroad Ave & Adams St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	74	64	74
Average Queue (ft)	41	42	33	39
95th Queue (ft)	66	67	56	62
Link Distance (ft)	318	334	517	1044
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 7: Railroad Ave & Hunt Ave**

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	59	85	80
Average Queue (ft)	10	8	32
95th Queue (ft)	39	60	66
Link Distance (ft)	192	2128	517
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 8: Library Ln & Adams St**

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	5	44
Average Queue (ft)	0	20
95th Queue (ft)	4	46
Link Distance (ft)	334	488
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 9: Starr Ave/Project Access & Hunt Ave**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	40	65	52
Average Queue (ft)	32	14	35	18
95th Queue (ft)	58	39	56	45
Link Distance (ft)	2128	357	1269	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pope Street & Starr Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	120	102
Average Queue (ft)	16	36
95th Queue (ft)	73	81
Link Distance (ft)	1374	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: College Ave/Paseo Grand Dr & Pope Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	L	L	TR	LTR
Maximum Queue (ft)	93	787	31	98	302	158
Average Queue (ft)	21	267	4	13	92	50
95th Queue (ft)	90	821	20	59	310	151
Link Distance (ft)		1095			510	612
Upstream Blk Time (%)		1			1	
Queuing Penalty (veh)		4			0	
Storage Bay Dist (ft)	85		90	110		
Storage Blk Time (%)		44		0	22	
Queuing Penalty (veh)		9		0	4	

Intersection: 12: Silverado Trail & Pope Street

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	823	105	16	46
Average Queue (ft)	667	48	1	6
95th Queue (ft)	1165	87	9	25
Link Distance (ft)	872		161	
Upstream Blk Time (%)	39			
Queuing Penalty (veh)	112			
Storage Bay Dist (ft)		100		225
Storage Blk Time (%)		0		
Queuing Penalty (veh)		3		



Intersection: 13: Silverado Trail & Howell Mountain Rd

Movement	WB	NB	SB	SB
Directions Served	LR	T	L	T
Maximum Queue (ft)	86	4	34	11
Average Queue (ft)	38	0	6	0
95th Queue (ft)	73	3	26	8
Link Distance (ft)	355	161		2786
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 203

APPENDIX D  
*SWITRS Data*



**REPORT 8 - TOTAL COLLISIONS**

01/01/2014 thru 12/31/2014

Total Count: 70

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>100TH AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SULPHUR</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20141015</b>	Time <b>0800</b> Day <b>WED</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150623</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>20</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>FORD</b>	<b>2006</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>PASS</b>		<b>19</b>	<b>F</b>	<b>4</b>	<b>0</b>	<b>G</b>	<b>-</b>
<b>2</b>	<b>DRVR</b>	<b>32</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>STOPPED</b>	<b>N</b>	<b>D</b>	<b>7200</b>	<b>NISSA</b>	<b>2013</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>	<b>PASS</b>		<b>18</b>	<b>M</b>	<b>3</b>	<b>0</b>	<b>G</b>	<b>-</b>
Victim Info																									
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>206</b>	Direction <b>W</b>	Secondary Rd <b>KEARNEY ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>19</b>	Collision Date <b>20141110</b>	Time <b>1245</b> Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150629</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>26</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>W</b>	<b>D</b>	<b>2200</b>	<b>GMC</b>	<b>2012</b>	<b>- 3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M</b>	<b>G</b>							
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>	<b>-</b>	<b>A</b>	<b>0100</b>	<b>BMW</b>	<b>2005</b>	<b>- -</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Victim Info																									
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>94</b>	Direction <b>E</b>	Secondary Rd <b>OAK AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20141124</b>	Time <b>0945</b> Day <b>MON</b>															
Primary Collision Factor <b>STRNG[BCKNG</b>		Violation <b>22106</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150720</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>OTHR</b>	<b>998</b>				<b>null</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0000</b>	<b>-</b>	<b>-</b>	<b>- -</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								
<b>2</b>	<b>PRKD</b>	<b>998</b>		<b>HBD-NUI</b>			<b>PARKED</b>	<b>W</b>	<b>A</b>	<b>0700</b>	<b>INFIN</b>	<b>2013</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Victim Info																									
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>90</b>	Direction <b>E</b>	Secondary Rd <b>OAK ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.75</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>19</b>	Collision Date <b>20140530</b>	Time <b>1050</b> Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160412</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>I</b>	Ramp/Int <b>6</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>20</b>	<b>F</b>	<b>H</b>	<b>HNBD</b>		<b>UNS TURN</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>TOYOT</b>	<b>2007</b>	<b>- 3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M</b>	<b>G</b>							
<b>2</b>	<b>OTHR</b>	<b>998</b>					<b>PARKED</b>	<b>-</b>	<b>-</b>	<b>0000</b>	<b>-</b>	<b>-</b>	<b>- -</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Victim Info																									

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>ALLISON AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>BROWN ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>19</b>	Collision Date <b>20141114</b>	Time <b>1930</b> Day <b>FRI</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150708</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HBD-UI		PROC	ST	N	A	0100	VOLKS	1999	-	3	N	-	M	G							
2	PRKD	998	-				PARKED	N	A	0700	LEXUS	2006	-	3	N	-	-	-	-							
3	PRKD	998	-				PARKED	N	A	0700	FORD	1998	-	3	N	-	-	-	-							
Primary Rd <b>CHARTER OAK AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20141226</b>	Time <b>1405</b> Day <b>FRI</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150728</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	61	F	W	HBD-UI		PROC	ST	W	A	0100	LEXUS	1999	-	3	A	22350	-	M	B						
2	PRKD	998	-				PARKED	E	A	0100	PORSC	1997	-	-	-	-	-	-	-							
Primary Rd <b>EDWARDS ST</b>		Distance (ft) <b>135</b>	Direction <b>N</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20140621</b>	Time <b>1935</b> Day <b>SAT</b>																
Primary Collision Factor <b>STRNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150411</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	H	IMP UNK	IMP UNK	BACKING	E	D	2200	FORD	2000	-	3	N	-	M	B								
2	PRKD	998	-				PARKED	N	A	0100	LAND	2009	-	-	N	-	-	-	-							
Primary Rd <b>HOWELL MOUNTAIN</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>PADDLE MARKER</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>6</b>	Collision Date <b>20141010</b>	Time <b>1652</b> Day <b>FRI</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150609</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	17	F	H	HNBD		PROC	ST	N	A	0100	MAZDA	2006	-	3	A	-	M	G	PASS	17	M	2	0	-	B
																				PASS	18	F	3	0	-	B
																				PASS	17	F	4	0	-	B
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>152</b>	Direction <b>N</b>	Secondary Rd <b>BRITTON WY</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.88</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20140531</b>	Time <b>0130</b> Day <b>SAT</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160414</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	F		HBD-UNK		PROC	ST	N	A	0100	HONDA	-	3	-	-	B	-	-							
2	PRKD	998	-				PARKED	N	D	2200	DODGE	1955	-	-	N	-	-	-	-							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>83</b> Direction <b>N</b> Secondary Rd <b>CHAIX LN</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>14</b> Collision Date <b>20141023</b> Time <b>1220</b> Day <b>THU</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150605</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	F	W	HNBD		PROC ST	N	A	0100	JEEP	2002	- 3	G	-	M	G								
2	DRVR	22	M		HNBD		STOPPED	N	A	0100	FORD	2006	- 3	N	-	M	H								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>208</b> Direction <b>N</b> Secondary Rd <b>CHARTER OAK</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.36</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>21</b> Collision Date <b>20140908</b> Time <b>1125</b> Day <b>MON</b> Primary Collision Factor <b>TOO CLOSE</b> Violation <b>21703</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20160509</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HBD-NUI		PROC ST	N	C	0300	HONDA	2011	- 3	N	-	P	W								
2	DRVR	18	M	H	HBD-NUI		RGT TURN	N	A	0100	CHEVR	2007	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>20</b> Direction <b>N</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.36</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20140721</b> Time <b>1050</b> Day <b>MON</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20160509</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	W	HNBD		PROC ST	N	-	0000	FORD	2001	- 3	G	-	M	G								
2	DRVR	65	M	W	HNBD		STOPPED	N	A	0100	LEXUS	2015	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>94</b> Direction <b>S</b> Secondary Rd <b>CIA DRWY</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>40</b> Collision Date <b>20141107</b> Time <b>0653</b> Day <b>FRI</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150713</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DUSK/DAWN</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M	W	HNBD		PROC ST	S	F	2600	FORD	2000	- 3	N	-	M	G								
2	DRVR	25	M	H	HNBD		PROC ST	S	I	1100	FREIG	2008	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>200</b> Direction <b>N</b> Secondary Rd <b>CITY LIMIT</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>27.52</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>25</b> Collision Date <b>20140815</b> Time <b>1224</b> Day <b>FRI</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20160513</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	W	HNBD		PROC ST	N	A	0100	HONDA	1997	- 3	A	22350	G	M	G							
2	DRVR	54	M	W	HNBD		SLOWING	N	A	0100	TOYOT	2011	- 3	G	-	M	G								
3	DRVR	16	F	W	HNBD		STOPPED	N	A	0100	BMW	2011	- 3	G	-	M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	MAIN ST	Distance (ft)	58	Direction	N	Secondary Rd	CRINELLA DR	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	Type	0	CalTrans	Badge	40	Collision Date	20140411	Time	1900	Day	FRI						
Primary Collision Factor	IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE		Severity	PDO		#Killed	0	#Injured	0	Tow Away?	N	Process Date	20150313							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run	MSDMNR			Motor Vehicle Involved With	PKD MV		Lighting	DUSK/DAWN		Ped Action		Cntri Dev	NT PRS/FCTR		Loc Type	Ramp/Int									
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	9900	-	-	3	N	-	B	-								
2	PRKD	998	-				PARKED	N	A	0700	FORD	2010	-	3	N	-	-								
Primary Rd	MAIN ST	Distance (ft)	137	Direction	S	Secondary Rd	CRINELLA DR	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	29.01	Side of Hwy	N						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	Type	0	CalTrans	4	Badge	14	Collision Date	20140509	Time	1300	Day	FRI					
Primary Collision Factor	UNSAFE SPEED		Violation	22350	Collision Type	REAR END		Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	N	Process Date	20160412							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntri Dev	NT PRS/FCTR		Loc Type	H Ramp/Int									
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	F	H	HNBD		PROC ST	N	A	0100	CHEVR	2008	-	3	N	-	L G								
2	DRVR	52	F	H	HNBD		STOPPED	N	A	0100	NISSA	2012	-	3	N	-	M G	DRVR	COMP PN	52	F	1	0	G	-
Primary Rd	MAIN ST	Distance (ft)	305	Direction	N	Secondary Rd	CRINELLA DR	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	29.1	Side of Hwy	N						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	Type	0	CalTrans	4	Badge	14	Collision Date	20140622	Time	1215	Day	SUN					
Primary Collision Factor	UNSAFE SPEED		Violation	22350	Collision Type	REAR END		Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	N	Process Date	20160414							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntri Dev	NT PRS/FCTR		Loc Type	H Ramp/Int									
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M		HNBD		PROC ST	N	D	2200	TOYOT	2002	-	3	N	-	M C	PASS		22	F	3	0	G	-
2	DRVR	44	F		HNBD		STOPPED	N	A	0100	TOYOT	2005	-	3	N	-	M G	DRVR	COMP PN	44	F	1	0	G	-
3	DRVR	38	M		HNBD		STOPPED	N	A	0100	ACURA	2013	-	3	N	-	M G	PASS		56	F	3	0	G	-
3	DRVR	38	M		HNBD		STOPPED	N	A	0100	ACURA	2013	-	3	N	-	M G	PASS		38	F	3	0	G	-
Primary Rd	MAIN ST	Distance (ft)	0	Direction		Secondary Rd	EL BONITA AV	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	Type	0	CalTrans		Badge	14	Collision Date	20140608	Time	1730	Day	SUN					
Primary Collision Factor	R-O-W AUTO		Violation	21802A	Collision Type	BROADSIDE		Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20140809							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntri Dev	NT PRS/FCTR		Loc Type	Ramp/Int									
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	H	HNBD		LFT TURN	E	A	0100	HONDA	2006	-	3	N	-	L G	DRVR	OTH VIS	18	M	1	0	G	-
2	DRVR	53	M	W	HNBD		PROC ST	S	D	2200	GMC	2008	-	3	N	-	M G								
Primary Rd	MAIN ST	Distance (ft)	222	Direction	S	Secondary Rd	ELMHURST AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	29.11	Side of Hwy	N						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	Type	0	CalTrans	4	Badge	14	Collision Date	20140607	Time	1405	Day	SAT					
Primary Collision Factor	UNSAFE SPEED		Violation	22350	Collision Type	REAR END		Severity	INJURY		#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20160413							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run				Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntri Dev	NT PRS/FCTR		Loc Type	H Ramp/Int									
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M		HNBD		PROC ST	N	A	0100	TOYOT	2013	-	3	N	-	L G	PASS	COMP PN	23	F	3	0	G	-
2	DRVR	28	M		HNBD		STOPPED	N	A	0100	BMW	2007	-	3	N	-	M G	PASS	COMP PN	24	F	3	0	G	-
3	DRVR	28	F		HNBD		STOPPED	N	A	0100	VOLVO	2006	-	3	N	-	M G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	MAIN ST	Distance (ft)	30	Direction	S	Secondary Rd	ELMHURST AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	29.14	Side of Hwy	N						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	0	CalTrans	4	Badge	21	Collision Date	20140706	Time	1510	Day	SUN						
Primary Collision Factor	OTHER HAZ			Violation	22109		Collision Type	REAR END		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	N					
Weather1	CLEAR		Weather2	Rdwy Surface DRY			Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run	Motor Vehicle Involved With OTHER MV				Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	H		Ramp/Int	-							
Party Info										Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	F		HNBD		STOPPED	N	A	0100	NISSA	2000	-	3	F		M G	PASS		55	M	3	0	G	-
2	DRVR	43	-		HNBD		PROC ST	N	J	4800	FORD	2010	-	3	N		M G	PASS		19	F	4	0	G	-
Primary Rd	MAIN ST	Distance (ft)	16	Direction	S	Secondary Rd	ELMHURST AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	20141010	Time	0628	Day	FRI				
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	002	Type	0	CalTrans	4	Badge	21	Collision Date	20141010	Time	0628	Day	FRI				
Primary Collision Factor	R-O-W AUTO			Violation	21802A		Collision Type	BROADSIDE		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	N					
Weather1	CLEAR		Weather2	Rdwy Surface DRY			Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run	Motor Vehicle Involved With OTHER MV				Lighting	DARK - ST		Ped Action			Cntrl Dev	FNCTNG		Loc Type	-		Ramp/Int								
Party Info										Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	F	W	HNBD		LFT TURN	N	A	0700	BMW	2013	-	3	N		L G								
2	DRVR	29	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2008	-	3	N		L G								
Primary Rd	MAIN ST	Distance (ft)	210	Direction	N	Secondary Rd	GRAYSON AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.13	Side of Hwy	S						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	006	Type	0	CalTrans	4	Badge	21	Collision Date	20140902	Time	0000	Day	TUE				
Primary Collision Factor	TOO CLOSE			Violation	21703		Collision Type	REAR END		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	N					
Weather1	CLEAR		Weather2	Rdwy Surface DRY			Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run	Motor Vehicle Involved With OTHER MV				Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	H		Ramp/Int	-							
Party Info										Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	M	W	HBD-NUI		PROC ST	S	A	0100	CHEVR	2003	-	3	N		P G								G
2	DRVR	39	M	H	HBD-NUI		PROC ST	S	A	0100	HONDA	1994	-	3	N		M G	PASS		36	M	3	0	-	G
																		PASS		998	M	4	0	-	H
Primary Rd	MAIN ST	Distance (ft)	25	Direction	S	Secondary Rd	HUNT AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.62	Side of Hwy	S						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	23	Collision Date	20140116	Time	1945	Day	THU				
Primary Collision Factor	HAZ PARKING			Violation	22515A		Collision Type	BROADSIDE		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	Y					
Weather1	CLEAR		Weather2	Rdwy Surface DRY			Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run	Motor Vehicle Involved With OTHER MV				Lighting	DARK - ST		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	H		Ramp/Int	-							
Party Info										Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	OTHR	998	-				OTHER	-	D	2200	NISSA	2006	-	-	-	-	-								
2	PRKD	998	-				PARKED	-	A	0700	NISSA	2005	-	-	-	-	-								
Primary Rd	MAIN ST	Distance (ft)	70	Direction	S	Secondary Rd	HUNT AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.62	Side of Hwy	N						
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	14	Collision Date	20140719	Time	2500	Day	SAT				
Primary Collision Factor	IMPROP TURN			Violation	22107		Collision Type	SIDESWIPE		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	N					
Weather1	CLEAR		Weather2	Rdwy Surface DRY			Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run	MSDMNR				Motor Vehicle Involved With	PKD MV		Lighting	DARK - ST		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	H		Ramp/Int	-				
Party Info										Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	0000	-	-	-	3	-	-	B								
2	PRKD	998	-				PARKED	N	D	2200	FORD	2012	-	3	N		-								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	MAIN ST	Distance (ft)	0	Direction		Secondary Rd	HUNT AV	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.61	Side of Hwy	N							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	0	CalTrans	4	Badge	14	Collision Date	20140816	Time	1510	Day	SAT							
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160513											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	PKD MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type	H	Ramp/Int												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M				PROC ST	N	A	0100	MINI	2012	- 3	F		M	G									
2	PRKD	998	-				PARKED	N	A	0100	NISSA	2012	- 3	N		-	-	DRVR	OTH VIS	48	M	1	0	G	-	
3	PRKD	998	-				PARKED	N	D	2200	FORD	2012	- 3	-		-	-	DRVR	COMP PN	29	M	1	0	G	-	
Primary Rd	MAIN ST	Distance (ft)	0	Direction		Secondary Rd	MAIN ST 1342	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	001	Type	0	CalTrans		Badge	21	Collision Date	20140306	Time	1310	Day	THU					
Primary Collision Factor	TOO CLOSE	Violation	21703	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	N	Process Date	20151117											
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	48	M	W			PROC ST	N	A	0100	FORD	1994	- 3	N		L	G	DRVR	OTH VIS	48	M	1	0	G	-	
2	DRVR	29	M	W			STOPPED	N	A	0800	FORD	2012	- 3	N		M	G	DRVR	COMP PN	29	M	1	0	G	-	
Primary Rd	MAIN ST	Distance (ft)	270	Direction	N	Secondary Rd	MILLS LN	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.14	Side of Hwy	N							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	0	CalTrans	4	Badge	14	Collision Date	20140910	Time	0930	Day	WED							
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20160514											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type	H	Ramp/Int												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	34	M	W			PROC ST	N	A	0100	TOYOT	1997	- 3	F		M	G									
2	DRVR	48	F	W			STOPPED	N	A	0100	NISSA	2013	- 3	-		M	G	DRVR	COMP PN	48	F	1	0	G	-	
3	DRVR	32	F				STOPPED	N	A	0100	CHEVR	2000	- 3	-		M	G									
Primary Rd	MAIN ST	Distance (ft)	138	Direction	S	Secondary Rd	POPE ST	NCIC	2803	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	0	CalTrans		Badge	21	Collision Date	20141026	Time	1250	Day	SUN							
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20150605											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	F	W			PROC ST	N	A	0800	PLYMO	1997	- 3	N		M	G									
2	DRVR	53	M	W			STOPPED	N	A	0100	FERRA	2014	- 3	N		M	G									
Primary Rd	MAIN ST	Distance (ft)	0	Direction		Secondary Rd	POPE ST	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat	0	CalTrans		Badge	42	Collision Date	20141222	Time	1809	Day	MON							
Primary Collision Factor	OTHER IMPROP DRV	Violation		Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20150728											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W			PROC ST	S	D	2200	CHEVR	1997	- 3	F		M	G									
2	DRVR	32	F	W			STOPPED	S	A	0100	VOLVO	2008	- 3	N		M	G	DRVR	COMP PN	32	F	1	0	G	-	



Include State Highways cases

Report Run On: 03/27/2019

<b>Primary Rd</b> MAIN ST		Distance (ft) 14		Direction S		Secondary Rd RT 29		NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.76	Side of Hwy N													
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat	Type 0	CalTrans 4	Badge 8	Collision Date 20140321	Time 1400	Day FRI												
<b>Primary Collision Factor</b> IMPROP TURN		Violation 22107		Collision Type SIDESWIPE		Severity PDO		#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160308															
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2	Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type H	Ramp/Int -														
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	65	M	W	HNBD		U-TURN	N	A	0100	CADIL	2013	- 3	-	-	M	G									
2	DRVR	43	M	W	HNBD		PROC ST	N	A	0700	FORD	2012	- 3	A	21460	-	M	G								
<b>Primary Rd</b> MAIN ST		Distance (ft) 0		Direction		Secondary Rd SPRING ST		NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.54	Side of Hwy N													
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat	Type 0	CalTrans 4	Badge 42	Collision Date 20140504	Time 1746	Day SUN												
<b>Primary Collision Factor</b> IMPROP TURN		Violation 22107		Collision Type BROADSIDE		Severity PDO		#Killed 0	#Injured 0	Tow Away? N	Process Date 20160412															
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2	Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type H	Ramp/Int -														
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	F	W	HNBD		LFT TURN	N	A	0100	TOYOT	2007	- 3	A	22107	G	M	B								
2	DRVR	76	M	W	HNBD		LFT TURN	N	A	0100	TOYOT	2012	- 3	N	-	-	M	B								
<b>Primary Rd</b> MAIN ST		Distance (ft) 0		Direction		Secondary Rd SPRING ST		NCIC 2803	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy													
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat	Type 0	CalTrans	Badge 25	Collision Date 20140619	Time 0823	Day THU												
<b>Primary Collision Factor</b> R-O-W AUTO		Violation 21804		Collision Type SIDESWIPE		Severity PDO		#Killed 0	#Injured 0	Tow Away? N	Process Date 20150409															
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2	Spec Cond 0																	
Hit and Run		MSDMNR		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Ramp/Int													
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	M				LFT TURN	-	A	0100	VOLKS	-	3	N	-	-	B									
2	DRVR	61	M	H	HNBD		LFT TURN	N	A	0100	NISSA	2006	- 3	N	-	-	M	G								
<b>Primary Rd</b> MAIN ST		Distance (ft) 131		Direction N		Secondary Rd SPRING ST		NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.59	Side of Hwy S													
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20140912	Time 2341	Day FRI												
<b>Primary Collision Factor</b> STRTNG BCKNG		Violation 22106		Collision Type REAR END		Severity PDO		#Killed 0	#Injured 0	Tow Away? N	Process Date 20160513															
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2	Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With PKD MV		Lighting DARK - ST		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type H	Ramp/Int -														
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	M	H	HBD-UNK		BACKING	S	D	2200	DODGE	2006	- 3	N	-	-	M	G								
2	PRKD	998	-				PARKED	S	D	2200	TOYOT	2001	- 3	N	-	-	-									
<b>Primary Rd</b> MAIN ST		Distance (ft) 280		Direction S		Secondary Rd SULPHUR		NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix	Postmile	Side of Hwy													
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat 006	Type 0	CalTrans	Badge 21	Collision Date 20141124	Time 1540	Day MON												
<b>Primary Collision Factor</b> UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity PDO		#Killed 0	#Injured 0	Tow Away? Y	Process Date 20150703															
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2	Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - NO		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int														
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	52	M	H	HNBD		PROC ST	N	D	2200	FORD	1991	- 3	N	-	-	M	G	PASS		58	M	3	0	G	-
2	DRVR	25	M		HNBD		STOPPED	N	A	0100	SUBAR	2013	- 3	N	-	-	M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy														
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day														
Primary Collision Factor		Violation		Collision Type		Severity	PDO	#Killed	#Injured	Tow Away?	Process Date														
Weather1	Weather2		Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M				PROC ST	S	A	0100	TOYOT	2008	- 3	N	-	M	G								
2	DRVR	56	M	W			STOPPED	S	D	2200	TOYOT	2004	- 3	N	-	M	G								
3	DRVR	39	F	W			STOPPED	S	A	0100	TOYOT	2009	- 3	N	-	M	G								
Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy														
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day														
Primary Collision Factor		Violation		Collision Type		Severity	PDO	#Killed	#Injured	Tow Away?	Process Date														
Weather1	Weather2		Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	75	F	W			CHANG LN	N	A	0100	TOYOT	2011	- 3	N	-	M	G	PASS		79	M	3	0	G	-
2	DRVR	31	F	W			LFT TURN	W	A	0100	TOYOT	2010	- 3	N	-	M	G	PASS		58	M	6	0	G	-
																		PASS		6	F	6	0	Q	-
Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy														
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day														
Primary Collision Factor		Violation		Collision Type		Severity	PDO	#Killed	#Injured	Tow Away?	Process Date														
Weather1	Weather2		Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	M	W			BACKING	N	A	0700	CHEVR	2013	- 3	N	-	M	G	PASS		70	F	3	0	G	-
2	DRVR	29	F	W				E	A	0700	MAZDA	2011	- 3	N	-	M	G								
Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy														
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day														
Primary Collision Factor		Violation		Collision Type		Severity	PDO	#Killed	#Injured	Tow Away?	Process Date														
Weather1	Weather2		Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-				IMP UNK			9900	-	-	- 3	O	-	B	-								
2	PRKD	998	-				PARKED		A	0100	CHEVR	2013	-	-	-	-	-								
Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy														
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day														
Primary Collision Factor		Violation		Collision Type		Severity	PDO	#Killed	#Injured	Tow Away?	Process Date														
Weather1	Weather2		Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	W			BACKING	S	A	0700	MERCE	2009	- 3	N	-	M	G								
2	DRVR	46	M	H			STOPPED	N	A	0100	DODGE	1998	- 3	N	-	M	G								

Include State Highways cases

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Primary Rd <b>OAK AV</b>		Distance (ft) <b>50</b>	Direction <b>N</b>	Secondary Rd <b>TANTER ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>NAPA</b>	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>6</b>	Collision Date <b>20140214</b>	Time <b>1100</b> Day <b>FRI</b>															
Primary Collision Factor <b>UNKNOWN</b>		Violation	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150204</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-			null					0000	-	-	-	-	-	-								
2	PRKD	998	-				PARKED	N	A	0100	SUBAR	2011	-	3	N	-	-								
Primary Rd <b>POPE ST</b>											Distance (ft) <b>5</b>	Direction <b>E</b>	Secondary Rd <b>RT 29</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.485</b>	Side of Hwy <b>S</b>						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>20</b>	Collision Date <b>20140307</b>	Time <b>0933</b> Day <b>FRI</b>															
Primary Collision Factor <b>STRNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160308</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT FNCT</b>	Loc Type <b>I</b>	Ramp/Int <b>6</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	W	HNBD		BACKING	W	A	0700	NISSA	1996	-	3	N	-	M G								
2	DRVR	31	M	W	HNBD		STOPPED	W	A	0100	CHEVR	1995	-	3	N	-	M G								
Primary Rd <b>PRATT AV</b>											Distance (ft) <b>22</b>	Direction <b>E</b>	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.25</b>	Side of Hwy <b>N</b>						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>42</b>	Collision Date <b>20140220</b>	Time <b>0904</b> Day <b>THU</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160308</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>6</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	57	F	W	HNBD		STOPPED	W	A	0100	BMW	2008	-	3	N	-	M B								
2F	DRVR	998	M	H	IMP UNK	IMP UNK	RGT TURN	-	A	0100	HONDA	-	-	3	N	-	- B								
Primary Rd <b>RT 29</b>											Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.76</b>	Side of Hwy <b>S</b>						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>19</b>	Collision Date <b>20140818</b>	Time <b>0520</b> Day <b>MON</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160513</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-			HNBD	PROC ST	S	C	0200	YAMAHA	2003	-	3	A	22350	N P A								
2	DRVR	51	F	W	HNBD		STOPPED	S	A	0100	GMC	2005	-	3	N	-	M G								
Primary Rd <b>RT 29</b>											Distance (ft) <b>134</b>	Direction <b>N</b>	Secondary Rd <b>CRINELLA DR</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.07</b>	Side of Hwy <b>N</b>						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>40</b>	Collision Date <b>20141212</b>	Time <b>1009</b> Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20160613</b>																	
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	F	H	HNBD	FATG	UNS TURN	N	A	0100	TOYOT	2006	-	3	N	-	L G	<b>DRVR</b>	<b>COMP PN 27</b>	<b>F</b>	<b>1</b>	<b>0</b>	<b>G</b>	<b>-</b>	
2	PRKD	998	-				PARKED	N	A	0100	CHRY	2000	-	3	N	-	-								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 273	Direction S	Secondary Rd ELMHURST AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.1	Side of Hwy S													
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat 002	Type 0	CalTrans 4	Badge 21	Collision Date 20140926	Time 1010	Day FRI													
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160513															
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F DRVR	41	F	W			PROC ST	S	A	0800	CHEVR 2006	- -	-	-	-	M G								
2 PRKD	998	-			null		S	A	0100	TOYOT 1994	- -	-	-	-	-								
3 PRKD	998	-			null		S	D	2200	FORD 1995	- -	-	-	-	-								
Victim Info																							
Primary Rd RT 29		Distance (ft) 208	Direction S	Secondary Rd MADRONA AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.9	Side of Hwy S													
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 11	Collision Date 20140108	Time 1215	Day WED													
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160308															
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With PKD MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F DRVR	76	M			FATG	PROC ST	S	A	0800	TOYOT 2006	- 3	N	-	-	M G								
2 PRKD	998	-				PARKED	S	A	0100	MERCE 2006	- 3	N	-	-	-								
Victim Info																							
Primary Rd RT 29		Distance (ft) 0	Direction S	Secondary Rd MADRONA AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.92	Side of Hwy S													
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20140418	Time 1521	Day FRI													
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20160128															
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F DRVR	20	M	W		HNBD	PROC ST	S	A	0700	FORD 2001	- 3	F	-	-	M G								
2 DRVR	51	M	W		HNBD	PROC ST	S	A	0100	HONDA 2000	- 3	N	-	-	M G	OTHR	COMP PN 50	50	F	3	0	G	-
3 DRVR	50	M	W		HNBD	STOPPED	S	A	0100	BMW 2007	- 3	N	-	-	M G	PASS		40	F	3	0	G	-
Victim Info																							
Primary Rd RT 29		Distance (ft) 87	Direction S	Secondary Rd MADRONA AV	NCIC 2803	State Hwy? Y	Route	Postmile Prefix -	Postmile	Side of Hwy													
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 11	Collision Date 20140820	Time 1044	Day WED													
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20140916															
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int														
Party Info																							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1 DRVR	24	F	H		HNBD	STOPPED	S	A	0100	NISSA 2006	- 3	N	-	-	M G	DRVR	COMP PN 24	24	F	1	0	G	-
2F DRVR	23	M	W		HNBD	PROC ST	S	A	0100	TOYOT 1998	- 3	F	-	-	M G	PASS		6	F	3	0	G	-
Victim Info																							
Primary Rd RT 29		Distance (ft) 105	Direction N	Secondary Rd MILE MARKER 29-	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.63	Side of Hwy S													
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 25	Collision Date 20140820	Time 1631	Day WED													
Primary Collision Factor DRVR ALC(DRG)		Violation 23152A	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20160513															
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																							
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F DRVR	32	F	W		HBD-UI	PROC ST	S	A	0100	SUBAR 2001	- 3	E	-	-	M G	DRVR	OTH VIS 32	32	F	1	0	G	-
2 DRVR	58	F	W		HNBD	PROC ST	S	A	0100	TOYOT 2000	- 3	N	-	-	M G								
Victim Info																							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29 Distance (ft) 294 Direction N Secondary Rd MILLS LN NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.15 Side of Hwy N City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20140610 Time 1533 Day TUE Primary Collision Factor NOT STATED Violation Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20140610 Time 1533 Day TUE Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1 DRVR 27 M H HNBD SLOWING N A 0100 CHEVR 2012 - 3 N - M G 2F DRVR 31 F HNBD SLOWING N A 0700 MAZDA 2015 - 3 N - M G														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected - - - - - - - - - - - - - - - -														
Primary Rd RT 29 Distance (ft) 236 Direction S Secondary Rd POPE ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.45 Side of Hwy N City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20140729 Time 1355 Day TUE Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160513 Weather1 CLEAR Weather2 Rdwy Surface Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 21 F W HNBD PROC ST N A 0100 CADIL 1997 - 3 N - M B 2 DRVR 45 M A HNBD STOPPED N A 0800 MAZDA 2013 - 3 N - M G														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected PASS 18 M 3 0 B - PASS 4 M 4 0 Q -														
Primary Rd RT 29 Distance (ft) 65 Direction N Secondary Rd POPE ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.5 Side of Hwy S City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20140821 Time 1615 Day THU Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160513 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1 DRVR 67 M W HNBD PROC ST S A 0100 DODGE 2014 - 3 N - M G 2 DRVR 43 F A HNBD STOPPED S A 0100 MAZDA 2013 - 3 N - M G 3 DRVR 68 F W HNBD STOPPED S A 0100 TOYOT 2011 - 3 N - M G														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected - - - - - - - - - - - - - - - -														
Primary Rd RT 29 Distance (ft) 0 Direction Secondary Rd PRATT AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 29.25 Side of Hwy N City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20140807 Time 0758 Day THU Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160513 Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 70 M HNBD RGT TURN W A 0100 CHRYS 2004 - 3 N - M G 2 DRVR 17 M H HNBD PROC ST N A 0100 HONDA 1988 - 3 N - P G														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected - - - - - - - - - - - - - - - -														
Primary Rd RT 29 Distance (ft) 166 Direction S Secondary Rd SPRING ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.54 Side of Hwy S City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20140218 Time 1308 Day TUE Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160308 Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1 DRVR 21 F A HNBD PROC ST S A 0100 NISSA 2009 - 3 N - M G 2F DRVR 63 M W HNBD ENT TRAF E A 0100 LINCO 2013 - 3 N - M G														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected PASS 998 M 6 0 G -														

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	RT 29	Distance (ft)	71	Direction	S	Secondary Rd	SPRING ST	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.55	Side of Hwy	N							
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	8	Collision Date	20140412	Time	1512	Day	SAT							
Primary Collision Factor	DRVR ALC DRG	Violation	23152A	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160413											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	PKD MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type	H	Ramp/Int	-												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	W	HBD-UI		UNS TURN	N	A	0100	CHRY	2013	- 3	A	-	M	G									
2	PRKD	998	-				PARKED	N	A	0700	FORD	2003	- 3	N	-	-	-	PASS		45	F	3	0	G	-	
3	PRKD	998	-				PARKED	N	A	0700	HUMM	2008	- 3	N	-	-	-									
Primary Rd	RT 29	Distance (ft)	36	Direction	N	Secondary Rd	SPRING ST	NCIC	2803	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans		Badge	6	Collision Date	20141207	Time	0048	Day	SUN							
Primary Collision Factor	DRVR ALC DRG	Violation	23152A	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20150723											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int													
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	61	M	H	HBD-UI		BACKING	N	D	2200	DODGE	1987	- 3	N	-	P	G									
Primary Rd	RT 29	Distance (ft)	0	Direction		Secondary Rd	VINTAGE AV	NCIC	2803	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans		Badge	21	Collision Date	20140912	Time	1510	Day	FRI							
Primary Collision Factor	R-O-W AUTO	Violation	21804B	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20150519											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int													
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	46	F	H	HNBD		PROC ST	N	A	0100	NISSA	2010	- 3	G	-	M	G	DRVR	COMP PN	46	F	1	0	G	-	
2	DRVR	56	M	W	HNBD		LFT TURN	W	F	2700	INTER	1990	- 3	N	-	M	G									
Primary Rd	S CRANE AV	Distance (ft)	0	Direction		Secondary Rd	SULPHUR	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans		Badge	14	Collision Date	20140815	Time	1202	Day	FRI							
Primary Collision Factor	STOP SGN SIG	Violation	22450A	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20150506											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int													
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	79	F	W	HNBD		PROC ST	S	A	0100	HONDA	2003	- 3	N	-	M	G									
Primary Rd	SILVERADO TRL	Distance (ft)	50	Direction	N	Secondary Rd	POPE ST	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans		Badge	23	Collision Date	20140129	Time	0030	Day	WED							
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20150112											
Weather1	SNOWING	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int													
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	60	M	A	HNBD		RAN OFF RD	N	A	0100	BMW	1998	- 3	N	-	M	G	DRVR	COMP PN	60	M	1	0	G	-	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>SILVERADO TRL</b> Distance (ft) <b>44</b> Direction <b>S</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>11</b> Collision Date <b>20140530</b> Time <b>1522</b> Day <b>FRI</b>																										
Primary Collision Factor <b>TOO CLOSE</b> Violation <b>21703</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20140801</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	34	F	B	HNBD		SLOWING	S	A	0100	NISSA	2010	- 3	N	-	M	G	DRVR	COMP PN 34	34	F	1	0	G	-	
2F	DRVR	62	M	W	HNBD		SLOWING	S	F	2700	PETER	2015	- 3	N	-	M	G									
Primary Rd <b>SILVERADO TRL</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>14</b> Collision Date <b>20140609</b> Time <b>1725</b> Day <b>MON</b>																										
Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21802A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150410</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	88	M	H	HNBD		LFT TURN	E	A	0100	TOYOT	2013	- 3	N	-	M	G									
2	DRVR	25	M	W	HNBD		PROC ST	N	A	0100	HONDA	1999	- 3	N	-	L	G									
Primary Rd <b>SILVERADO TRL</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>40</b> Collision Date <b>20140918</b> Time <b>1310</b> Day <b>THU</b>																										
Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21802A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150610</b>																										
Weather1 <b>CLEAR</b> Weather2 <b>CLOUDY</b> Rdwy Surface <b>WET</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	59	M	W	HNBD		LFT TURN	E	D	2200	GMC	1994	- 3	N	-	M	G									
2	DRVR	60	F	O	HNBD		PROC ST	S	A	0100	NISSA	1999	- 3	N	-	M	G	PASS		32	M	3	0	G	-	
Primary Rd <b>SILVERADO TRL</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>42</b> Collision Date <b>20141122</b> Time <b>1249</b> Day <b>SAT</b>																										
Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21802A</b> Collision Type <b>BROADSIDE</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>2</b> Tow Away? <b>Y</b> Process Date <b>20150116</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	64	F	HNBD			PROC ST	S	A	0100	FORD	2009	- 3	N	-	L	-	DRVR	COMP PN 64	64	F	1	0	L	-	
2F	DRVR	41	F	H	HNBD		LFT TURN	N	A	0100	NISSA	1994	- 3	A	21802	-	L	-	DRVR	COMP PN 41	41	F	1	0	L	-
Primary Rd <b>SPRING MOUNTAIN</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>HILLVIEW PL</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>14</b> Collision Date <b>20140815</b> Time <b>0749</b> Day <b>FRI</b>																										
Primary Collision Factor <b>STOP SGN/SIG</b> Violation <b>22450A</b> Collision Type <b>BROADSIDE</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20150511</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	F	HNBD			LFT TURN	E	A	0100	MAZDA	2012	- 3	A	21801	-	L	G								
2	DRVR	75	F	HNBD			PROC ST	-	A	0100	LEXUS	2014	- 3	N	-	L	G	DRVR	COMP PN 75	75	F	1	0	G	-	

Include State Highways cases

Report Run On: 03/27/2019

<b>Primary Rd</b> SPRING ST		Distance (ft)	20	<b>Direction</b> W	<b>Secondary Rd</b> MAIN ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	40	Collision Date	20140315	Time	2004	Day	SAT							
<b>Primary Collision Factor</b>		IMPROP TURN		<b>Violation</b>	22107	<b>Collision Type</b>	SIDESWIPE	<b>Severity</b>	PDO	<b>#Killed</b>	0	<b>#Injured</b>	0	<b>Tow Away?</b>	N	<b>Process Date</b> 20150302									
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		Motor Vehicle Involved With			PKD MV			<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b>		<b>NT PRS/FCTR</b>		<b>Loc Type</b>		<b>Ramp/Int</b>							
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	W	HNBD		UNS TURN	W	A	0700	MERCE	2012	- 3	N	-	N	B								
2	PRKD	998	-				PARKED	-	A	0100	MERCE	2013	- 3	N	-	-	-								
<b>Primary Rd</b> SPRING ST		Distance (ft)	159	<b>Direction</b> S	<b>Secondary Rd</b> STOCKTON ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	21	Collision Date	20141113	Time	0000	Day	THU							
<b>Primary Collision Factor</b>		IMPROP TURN		<b>Violation</b>	22107	<b>Collision Type</b>	SIDESWIPE	<b>Severity</b>	PDO	<b>#Killed</b>	0	<b>#Injured</b>	0	<b>Tow Away?</b>	Y	<b>Process Date</b> 20150624									
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		Motor Vehicle Involved With			PKD MV			<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b>		<b>NT PRS/FCTR</b>		<b>Loc Type</b>		<b>Ramp/Int</b>							
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	OTHR	998	-		HBD-UNK		E	-	-	0000	-	-	- 3	N	-	-	-								
2	PRKD	998	-				PARKED	E	A	0100	NISSA	2011	- 3	N	-	-	-								
<b>Primary Rd</b> TAINTER		Distance (ft)	139	<b>Direction</b> W	<b>Secondary Rd</b> OAK AV	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	21	Collision Date	20140224	Time	1500	Day	MON							
<b>Primary Collision Factor</b>		IMPROP TURN		<b>Violation</b>	22107	<b>Collision Type</b>	SIDESWIPE	<b>Severity</b>	PDO	<b>#Killed</b>	0	<b>#Injured</b>	0	<b>Tow Away?</b>	N	<b>Process Date</b> 20150211									
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		Motor Vehicle Involved With			PKD MV			<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b>		<b>NT PRS/FCTR</b>		<b>Loc Type</b>		<b>Ramp/Int</b>							
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	H	HNBD		RGT TURN	W	A	0700	NISSA	2008	- 3	-	-	-	M G								
2	PRKD	998	-				PARKED	-	A	0100	HONDA	1996	- 3	-	-	-	-								
<b>Primary Rd</b> TAINTER ST		Distance (ft)	117	<b>Direction</b> W	<b>Secondary Rd</b> KEARNEY ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	11	Collision Date	20140708	Time	1205	Day	TUE							
<b>Primary Collision Factor</b>		UNKNOWN		<b>Violation</b>		<b>Collision Type</b>	SIDESWIPE	<b>Severity</b>	PDO	<b>#Killed</b>	0	<b>#Injured</b>	0	<b>Tow Away?</b>	N	<b>Process Date</b> 20150416									
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		Motor Vehicle Involved With			PKD MV			<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b>		<b>NT PRS/FCTR</b>		<b>Loc Type</b>		<b>Ramp/Int</b>							
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	PRKD	998	-				PARKED	W	A	0100	DODGE	2013	- 3	N	-	-	-								
2	DRVR	998	-		IMP UNK	IMP UNK	OTHER	N	-	9900	-	-	- 3	N	-	-	M B								
<b>Primary Rd</b> VINTAGE AV		Distance (ft)	209	<b>Direction</b> W	<b>Secondary Rd</b> LA FATA ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	11	Collision Date	20140116	Time	1356	Day	THU							
<b>Primary Collision Factor</b>		R-O-W AUTO		<b>Violation</b>	21804A	<b>Collision Type</b>	BROADSIDE	<b>Severity</b>	PDO	<b>#Killed</b>	0	<b>#Injured</b>	0	<b>Tow Away?</b>	N	<b>Process Date</b> 20150106									
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		Motor Vehicle Involved With			OTHER MV			<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b>		<b>NT PRS/FCTR</b>		<b>Loc Type</b>		<b>Ramp/Int</b>							
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	41	M	W	HNBD		PROC ST	W	D	7200	TOYOT	1994	- 3	N	-	-	M G								
2F	DRVR	28	M	H	HNBD		ENT TRAF	W	A	7100	NISSA	2009	- 3	N	-	-	M G								



01/01/2014 thru 12/31/2014

Total Count: 70

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>VINTAGE AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>LAFATA</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>25</b>	Collision Date <b>20140717</b>	Time <b>0800</b>	Day <b>THU</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150417</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>OBSTR ON RD</b>	Rdwy Cond2 <b>CONS ZONE</b>	Spec Cond <b>0</b>																				
Hit and Run	Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>OBSCR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	33	M	H	IMP UNK	IMP UNK	RGT TURN	S	F	2500	STRIC	1995	- 3	A	22107	N	M	G								
2	PRKD	998	-				PARKED	-	A	0100	CHEVR	1999	- 3	N		-	-	-								



**REPORT 8 - TOTAL COLLISIONS**

01/01/2015 thru 12/31/2015

Total Count: 90

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>84</b>	Direction <b>E</b>	Secondary Rd <b>RAILROAD AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20151008</b>	Time <b>1541</b>	Day <b>THU</b>															
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160126</b>																	
Weather1 <b>CLEAR</b>	Weather2 <b>CLOUDY</b>	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	F	W	HBD-UI		ENT TRAF	S	A	0100	JEEP	1994	- 3	N	-	P	B								
2	DRVR	46	M	W	HNBD		PROC ST	W	A	0800	CHRY	2012	- 3	N	-	M	G								
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>53</b>	Direction <b>W</b>	Secondary Rd <b>RAILROAD AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20151229</b>	Time <b>0800</b>	Day <b>TUE</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160812</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>CONS ZONE</b>	Rdwy Cond2	<b>NO UNUSL CND</b>	Spec Cond <b>0</b>																		
Hit and Run		<b>MSDMNR</b>	Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F	W	IMP UNK	IMP UNK	PROC ST	W	A	0700	CHEVR	2015	- 3	N	-	M	G								
2	PRKD	998	-	-			PARKED	W	D	2200	CHEVR	2007	- 3	N	-	-	-								
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>86</b>	Direction <b>E</b>	Secondary Rd <b>RT 29</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.75</b>	Side of Hwy <b>S</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20151105</b>	Time <b>1155</b>	Day <b>THU</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170125</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>1</b>	Ramp/Int <b>6</b>																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	H	HNBD		ENT TRAF	S	A	0800	PLYMO	1998	- 3	N	-	M	G								
2	DRVR	64	M	W	HNBD		PROC ST	W	A	0100	HONDA	2007	- 3	N	-	M	G								
Primary Rd <b>CHARTER OAK AV</b>		Distance (ft) <b>329</b>	Direction <b>E</b>	Secondary Rd <b>ALLISON ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20150923</b>	Time <b>1600</b>	Day <b>WED</b>															
Primary Collision Factor <b>NOT STATED</b>		Violation	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160808</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	48	M	A	HNBD		PROC ST	E	E	2231	INTER	2015	- 3	J	N	M	G								
2F	OTHR	998	-	-			PROC ST	S	-	0000	-	-	-	M	-	-	-								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>CHARTER OAK AV</b> Distance (ft) <b>195</b> Direction <b>E</b> Secondary Rd <b>MAIN ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>40</b> Collision Date <b>20151106</b> Time <b>1250</b> Day <b>FRI</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20160204</b>																									
Weather1 <b>CLEAR</b> Weather2 Rddy Surface <b>DRY</b> Rddy Cond1 <b>NO UNUSL CND</b> Rddy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	F	W	IMP UNK	IMP UNK	PARKING	N	A	0100	BMW	2013	-	3	N	-	M B	DRVR	COMP	PN 24	M	1	0	G	-
2	PRKD	998	-	-	-	-	PARKED	-	A	0100	MAZDA	2013	-	-	N	-	-								
Primary Rd <b>CHILES AV</b> Distance (ft) <b>19</b> Direction <b>N</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>11</b> Collision Date <b>20150704</b> Time <b>2102</b> Day <b>SAT</b>																									
Primary Collision Factor <b>UNKNOWN</b> Violation <b>23103</b> Collision Type <b>HIT OBJECT</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20150728</b>																									
Weather1 <b>CLEAR</b> Weather2 Rddy Surface <b>DRY</b> Rddy Cond1 <b>NO UNUSL CND</b> Rddy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	W	IMP UNK	IMP UNK	RAN OFF RD	E	A	0100	ACURA	1999	-	3	N	-	L G	DRVR	COMP	PN 24	M	1	0	G	-
Primary Rd <b>CHURCH ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>42</b> Collision Date <b>20150115</b> Time <b>1055</b> Day <b>THU</b>																									
Primary Collision Factor <b>UNKNOWN</b> Violation Collision Type <b>SIDESWIPE</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20150219</b>																									
Weather1 <b>CLEAR</b> Weather2 Rddy Surface <b>DRY</b> Rddy Cond1 <b>NO UNUSL CND</b> Rddy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>BICYCLE</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	BICY	46	M	W	HNBD	HNBD	PROC ST	N	L	0400	-	-	-	3	N	-	-	BICY	OTH VIS	46	M	9	3	A	-
2	DRVR	53	M	W	HNBD	HNBD	PROC ST	N	A	0100	FORD	2005	-	3	N	-	M B	PASS		45	F	3	0	B	-
																		PASS		28	M	4	0	B	-
																		PASS		28	M	6	0	B	-
Primary Rd <b>DOWDELL LN</b> Distance (ft) <b>95</b> Direction <b>E</b> Secondary Rd <b>RT 29</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix Postmile Side of Hwy																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>20</b> Collision Date <b>20150922</b> Time <b>1500</b> Day <b>TUE</b>																									
Primary Collision Factor <b>STRNG BCKNG</b> Violation <b>22106</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170114</b>																									
Weather1 <b>CLEAR</b> Weather2 Rddy Surface <b>DRY</b> Rddy Cond1 <b>NO UNUSL CND</b> Rddy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>I</b> Ramp/Int <b>6</b>																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	W	HNBD	HNBD	BACKING	W	G	7531	FREIG	2012	-	3	N	-	M G								
2	DRVR	59	M	W	HNBD	HNBD	STOPPED	W	C	0200	HONDA	2004	-	3	N	-	P W								
Primary Rd <b>EDWARDS ST</b> Distance (ft) <b>128</b> Direction <b>N</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>26</b> Collision Date <b>20150326</b> Time <b>1135</b> Day <b>THU</b>																									
Primary Collision Factor <b>NOT STATED</b> Violation Collision Type <b>OTHER</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150902</b>																									
Weather1 <b>CLEAR</b> Weather2 Rddy Surface <b>DRY</b> Rddy Cond1 <b>NO UNUSL CND</b> Rddy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	PRKD	998	-	-	-	-	PARKED	N	A	0100	VOLKS	2005	-	3	N	-	-								
2	DRVR	998	-	-	IMP UNK	IMP UNK	OTHER	-	-	0000	-	-	-	3	N	-	B								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>EL BONITA AV</b>		Distance (ft) <b>88</b>	Direction <b>W</b>	Secondary Rd <b>EL BONITA CT</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20151126</b>	Time <b>1015</b>	Day <b>THU</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160210</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run	<b>MSDMNR</b>	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
<b>1F</b>	<b>DRVR</b>	<b>998</b>	<b>-</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>-</b>	<b>W</b>	<b>-</b>	<b>9900</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>N</b>	<b>B</b>										
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>			<b>PARKED</b>	<b>-</b>	<b>A</b>	<b>0100</b>	<b>TOYOT</b>	<b>2007</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>										
Primary Rd <b>ELMHURST AV</b>		Distance (ft) <b>34</b>	Direction <b>W</b>	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20150206</b>	Time <b>2031</b>	Day <b>FRI</b>																
Primary Collision Factor <b>DRVR ALC/DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150818</b>																		
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
<b>1F</b>	<b>DRVR</b>	<b>27</b>	<b>M</b>	<b>W</b>	<b>HBD-UI</b>	<b>LFT TURN</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>TOYOT</b>	<b>2014</b>	<b>-</b>	<b>3</b>	<b>A</b>	<b>N</b>	<b>M</b>	<b>G</b>									
Primary Rd <b>FULTON LN</b>		Distance (ft) <b>44</b>	Direction <b>E</b>	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>42</b>	Collision Date <b>20150218</b>	Time <b>0725</b>	Day <b>WED</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350A</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20150818</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int																		
Party Info																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
<b>1</b>	<b>DRVR</b>	<b>21</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>TOYOT</b>	<b>1992</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>B</b>									
<b>2F</b>	<b>DRVR</b>	<b>26</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>	<b>STOPPED</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>LINCO</b>	<b>2005</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>B</b>									
Primary Rd <b>FULTON LN</b>		Distance (ft) <b>105</b>	Direction <b>W</b>	Secondary Rd <b>RAILROAD AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20151002</b>	Time <b>1735</b>	Day <b>FRI</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160123</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
<b>1F</b>	<b>DRVR</b>	<b>998</b>	<b>-</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>B</b>	<b>-</b>										
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>			<b>PARKED</b>	<b>W</b>	<b>A</b>	<b>0700</b>	<b>HONDA</b>	<b>2013</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>-</b>										
Primary Rd <b>HILLVIEW PL</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SPRING</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>42</b>	Collision Date <b>20150407</b>	Time <b>1643</b>	Day <b>TUE</b>																
Primary Collision Factor <b>STOP SGN/SIG</b>		Violation <b>22450A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20150429</b>																		
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>BICYCLE</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int																		
Party Info																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
<b>1F</b>	<b>BICY</b>	<b>11</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>	<b>-</b>	<b>E</b>	<b>L</b>	<b>0400</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>F</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>BICY</b>	<b>OTH VIS</b>	<b>11</b>	<b>M</b>	<b>1</b>	<b>1</b>	<b>W</b>	<b>-</b>	<b>-</b>	
<b>2</b>	<b>DRVR</b>	<b>64</b>	<b>F</b>	<b>W</b>	<b>HNBD</b>	<b>PROC ST</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>LEXUS</b>	<b>2007</b>	<b>-</b>	<b>3</b>	<b>E</b>	<b>-</b>	<b>M</b>	<b>B</b>									

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		HOWELL MOUNTAIN		Distance (ft)	509	Direction	E	Secondary Rd		OAKWOOD	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	42	Collision Date	20150604	Time	2318	Day	THU							
Primary Collision Factor		STRNG BCKNG		Violation	22106	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20151029										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F		DRVR	29	M		IMP UNK	IMP UNK		W	-	0000	FORD	1995	-	3	N	-	M	B								
Primary Rd		HUNT AV		Distance (ft)	0	Direction		Secondary Rd		CHURCH ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	6	Collision Date	20150130	Time	0819	Day	FRI							
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type	HEAD-ON	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20150729										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F		DRVR	41	F	H	HNBD		LFT TURN	N	A	0100	HONDA	2010	-	3	N	-	M	G								
2		DRVR	55	M		HNBD		PROC ST	E	D	2200	TOYOT	2001	-	3	N	-	M	G								
Primary Rd		HUNT AV		Distance (ft)	127	Direction	E	Secondary Rd		CHURCH ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	29	Collision Date	20151224	Time	1200	Day	THU							
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160225										
Weather1		RAINING		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F		DRVR	48	F	W	IMP UNK	IMP UNK	PARKING	E	D	2200	DODGE	1999	-	3	A	22107	-	M	G							
2		PRKD	98	-				PARKED	-	A	0100	HONDA	2012	-	-	-	-	-	-	-							
Primary Rd		KEARNEY ST		Distance (ft)	94	Direction	S	Secondary Rd		TAINTER ST	NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	28	Collision Date	20151110	Time	0930	Day	TUE							
Primary Collision Factor		STRNG BCKNG		Violation	22106	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160206										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F		DRVR	998	-		HNBD		BACKING	S	A	0100	-	-	-	3	M	-	M	G								
2		PRKD	998	-				null	-	A	0700	DODGE	2015	-	-	-	-	-	-	-							
Primary Rd		MADRONA AV		Distance (ft)	43	Direction	W	Secondary Rd		MAIN ST	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix	Postmile	28.94	Side of Hwy	S						
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	14	Collision Date	20150716	Time	1014	Day	THU							
Primary Collision Factor		NOT DRIVER		Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20170112										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	1	Ramp/Int 6											
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1		DRVR	30	M		PHYS		PROC ST	E	A	0100	VOLVO	2003	-	3	A	22107	M	M	H							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	MADRONA AV	Distance (ft)	0	Direction		Secondary Rd	RT 29	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix		Postmile	28.94	Side of Hwy	S							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	20	Collision Date	20150908	Time	1518	Day	TUE					
Primary Collision Factor	IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20170114									
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND			Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With				FIXED OBJ		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	I		Ramp/Int	6						
Party Type		Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	44	M	W	HNBD		RGT TURN	E	-		0031	WABA	2004	-	3	N	-	M	G							
Primary Rd	MAIN ST	Distance (ft)	0	Direction		Secondary Rd	100 MAIN ST	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix		Postmile	27.68	Side of Hwy	S							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	6	Collision Date	20150404	Time	2500	Day	SAT					
Primary Collision Factor	IMPROP PASS		Violation	21755A	Collision Type	SIDESWIPE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20161130									
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND			Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With				OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT FNCT	Loc Type	H		Ramp/Int	-						
Party Type		Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	33	M	W			PASSING	S	A		0100	HONDA	2008	-	3	N	-	B	-							
2	DRVR	41	M	H	HNBD		PROC ST	S	A		0100	NISSA	1990	-	3	N	-	G	-							
Primary Rd	MAIN ST	Distance (ft)	107	Direction	S	Secondary Rd	ADAMS ST	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix		Postmile	28.73	Side of Hwy	S							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	42	Collision Date	20150217	Time	1129	Day	TUE					
Primary Collision Factor	STRNG BCKNG		Violation	22106	Collision Type	REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20161025									
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND			Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With				OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	H		Ramp/Int	-						
Party Type		Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	68	F	W	IMP UNK	IMP UNK	BACKING	N	A		0100	TOYOT	2007	-	3	F	-	M	B							
2	PRKD	60	M	W			PARKED	-	A		0100	MERCE	2006	-	3	N	-	M	B							
Primary Rd	MAIN ST	Distance (ft)	262	Direction	N	Secondary Rd	ADAMS ST	NCIC	2803	State Hwy?	Y	Route	29	Postmile Prefix		Postmile	28.8	Side of Hwy	S							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	4	Badge	21	Collision Date	20150728	Time	1818	Day	TUE					
Primary Collision Factor	TOO CLOSE		Violation	21703	Collision Type	REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20170119									
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND			Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With				OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	H		Ramp/Int	-						
Party Type		Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	30	F	W	HNBD		SLOWING	S	A		0100	HYUND	2015	-	3	N	-	L	G							
2	DRVR	19	M	W	HNBD		SLOWING	S	A		0800	HONDA	1997	-	3	N	-	M	G	PASS	19	M	3	0	G	-
3	DRVR	47	M	W	HNBD		STOPPED	S	A		0700	JEEP	2014	-	3	N	-	M	G	PASS	18	M	6	0	G	-
Primary Rd	MAIN ST	Distance (ft)	55	Direction	E	Secondary Rd	ADAMS ST	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	14	Badge		Collision Date	20150906	Time	1405	Day	SUN					
Primary Collision Factor	STRNG BCKNG		Violation	22106	Collision Type	HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160122									
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND			Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With				FIXED OBJ		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type			Ramp/Int							
Party Type		Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	56	M	W	HNBD		BACKING	W	-		0035	CHEVR	2006	-	3	-	-	M	G							
2	OTHR	998	-	-			null	-	-		0000	-	-	-	-	-	-	-	-							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>210</b>	Direction <b>N</b>	Secondary Rd <b>BRITTON WY</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>6</b>	Collision Date <b>20151220</b>	Time <b>2045</b>	Day <b>SUN</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160202</b>																	
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	M	H	HNBD		PROC ST	N	J	4300	OTHER	2001	-	3	M	-	P G								
2	PRKD	998	-	-			PARKED	N	A	0100	NISSA	2008	-	-	-	-	-	PASS		19	M	9	0	-	B
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHARTER OAK</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.33</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20151106</b>	Time <b>1025</b>	Day <b>FRI</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170201</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	F	W	HNBD		PROC ST	N	A	0100	NISSA	2011	-	3	G	-	M G								
2	DRVR	29	F	W	HNBD		SLOWING	N	A	0100	HONDA	2009	-	3	N	-	M G	DRVR	COMP PN	29	F	1	0	G	-
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction <b>N</b>	Secondary Rd <b>CHARTER OAK</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.37</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>40</b>	Collision Date <b>20151106</b>	Time <b>1744</b>	Day <b>FRI</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21604</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170204</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	58	F	A	HNBD		ENT TRAF	S	A	0700	CHEVR	2004	-	3	N	-	M G								
2	DRVR	38	F	W	HNBD		ENT TRAF	N	A	0100	HONDA	2011	-	3	N	-	M G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>48</b>	Direction <b>N</b>	Secondary Rd <b>CHARTER OAK AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.33</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>002</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20150223</b>	Time <b>1540</b>	Day <b>MON</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20161017</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	F	W	HBD-NUI		PROC ST	S	A	0100	TOYOT	2006	-	3	G	-	M G								
2	DRVR	45	M	W	HBD-NUI		STOPPED	S	A	0700	FORD	2013	-	3	N	-	M G	DRVR	COMP PN	5	M	1	0	G	-
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>50</b>	Direction <b>N</b>	Secondary Rd <b>CRINELLA DR</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.04</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20150325</b>	Time <b>1945</b>	Day <b>WED</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161027</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK		N	A	0100	-	-	-	3	-	-	-	B							
2	PRKD	998	-	-			PARKED	N	A	0100	MITSU	2000	-	-	N	-	-								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CRINELLA DR</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>29.04</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>0</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20150921</b>	Time <b>1635</b> Day <b>MON</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170112</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type <b>1</b>	Ramp/Int <b>5</b>																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		LFT TURN	W	A	0100	FORD	2011	- 3	N			M G	PASS		23	F	4	0	G	-
2	DRVR	49	M		HNBD		PROC ST	N	A	0100	FORD	2015	- 3	N			M G	PASS		49	F	3	0	G	-
																		PASS		22	M	6	0	G	-

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>900</b>	Direction <b>S</b>	Secondary Rd <b>DEER PARK RD</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix - Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>0</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20150614</b>	Time <b>1120</b> Day <b>SUN</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20150630</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	91	F	W	HNBD		PROC ST	S	A	0100	MAZDA	2002	- 3	N			L G	DRVR	COMP PN	91	F	1	0	G	-
2	DRVR	65	F	W	HNBD		SLOWING	S	-	0000	SUBAR	2014	- 3	N			M G	PASS		65	F	3	0	G	-
																		PASS	COMP PN	63	F	4	0	G	-

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>EL BONITA AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>27.74</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>0</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>42</b>	Collision Date <b>20150120</b>	Time <b>1656</b> Day <b>TUE</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350A</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20161017</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	M	W			PROC ST	N	A	0100	CHEVR	1998	- 3	-			M G	PASS		9	F	4	0	G	-
																		PASS		11	M	6	0	G	-
2	DRVR	34	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2008	- 3	N			L G	DRVR	OTH VIS	34	M	1	0	G	-
3	DRVR	21	M	H	HNBD		PROC ST	N	A	0100	VOLKS	2011	- 3	G			M G	PASS		1	M	6	0	Q	-
																		PASS		19	F	3	0	G	-
4	DRVR	69	F	W			PROC ST	N	A	0100	HONDA	2013	- 3	G			M G	DRVR	COMP PN	69	F	1	0	G	-

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ELMHURST AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix - Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>0</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>42</b>	Collision Date <b>20150107</b>	Time <b>0815</b> Day <b>WED</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350A</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150801</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		PROC ST	N	A	0100	MAZDA	2008	- 3	N			L G								
2	DRVR	50	F	H	HNBD		STOPPED	N	A	0100	HONDA	2008	- 3	N			M G								



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>528</b>	Direction <b>N</b>	Secondary Rd <b>ELMHURST AV</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>29.27</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20151221</b>	Time <b>2305</b> Day <b>MON</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>		Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170114</b>																	
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>		Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																	
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action		Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type <b>H</b>	Ramp/Int <b>-</b>																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>22</b>	<b>M</b>	<b>H</b>	<b>HBD-UI</b>		<b>PROC ST</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>SUBAR</b>	<b>1999</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L G</b>	<b>DRVR</b>	<b>COMP PN</b>	<b>22</b>	<b>M</b>	<b>1</b>	<b>0</b>	<b>G</b>	<b>-</b>	
Victim Info																										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>9</b>	Direction <b>N</b>	Secondary Rd <b>FULTON LN</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.95</b>	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>40</b>	Collision Date <b>20150226</b>	Time <b>2219</b> Day <b>THU</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20161026</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																	
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action		Cntrl Dev	<b>FNCTNG</b>		Loc Type <b>H</b>	Ramp/Int <b>-</b>																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>30</b>	<b>F</b>	<b>H</b>	<b>HBD-UNK</b>		<b>LFT TURN</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>DODGE</b>	<b>2012</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L B</b>									
Victim Info																										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>359</b>	Direction <b>N</b>	Secondary Rd <b>GRAYSON</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.16</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20151231</b>	Time <b>1447</b> Day <b>THU</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170204</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																	
Motor Vehicle Involved With <b>MV ON OTHER RD</b>		Lighting <b>DAYLIGHT</b>	Ped Action		Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type <b>H</b>	Ramp/Int <b>-</b>																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>29</b>	<b>M</b>	<b>A</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>MERCE</b>	<b>2010</b>	<b>-</b>	<b>3</b>	<b>E</b>	<b>-</b>	<b>N G</b>									
<b>2</b>	<b>DRVR</b>	<b>47</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>STOPPED</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>MAZDA</b>	<b>2014</b>	<b>-</b>	<b>3</b>	<b>G</b>	<b>-</b>	<b>M G</b>									
<b>3</b>	<b>DRVR</b>	<b>68</b>	<b>F</b>	<b>W</b>	<b>HNBD</b>		<b>STOPPED</b>	<b>N</b>	<b>D</b>	<b>2200</b>	<b>TOYOT</b>	<b>2013</b>	<b>-</b>	<b>3</b>	<b>G</b>	<b>-</b>	<b>M G</b>	<b>PASS</b>		<b>58</b>	<b>M</b>	<b>3</b>	<b>0</b>	<b>G</b>	<b>-</b>	
Victim Info																										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>46</b>	Direction <b>N</b>	Secondary Rd <b>GRAYSON AV</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.09</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>29</b>	Collision Date <b>20151228</b>	Time <b>1245</b> Day <b>MON</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170114</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																	
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action		Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type <b>I</b>	Ramp/Int <b>5</b>																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>26</b>	<b>F</b>	<b>HNBD</b>			<b>MERGING</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>HYUND</b>	<b>2015</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M G</b>	<b>PASS</b>		<b>24</b>	<b>F</b>	<b>3</b>	<b>0</b>	<b>G</b>	<b>-</b>	
<b>2</b>	<b>DRVR</b>	<b>37</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>MERGING</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>SUBAR</b>	<b>2015</b>	<b>-</b>	<b>3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M G</b>	<b>PASS</b>		<b>38</b>	<b>M</b>	<b>3</b>	<b>0</b>	<b>G</b>	<b>-</b>
Victim Info																										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>230</b>	Direction <b>N</b>	Secondary Rd <b>HUNT AV</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.67</b>	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20150916</b>	Time <b>1657</b> Day <b>WED</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>REAR END</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170123</b>																	
Weather1 <b>CLOUDY</b>		Weather2 <b>RAINING</b>	Rdwy Surface <b>DRY</b>		Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																	
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action		Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type <b>H</b>	Ramp/Int <b>-</b>																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>47</b>	<b>F</b>	<b>W</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>ENT TRAF</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>BUICK</b>	<b>2012</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M G</b>									
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>CHEVR</b>	<b>2015</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>									
Victim Info																										

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>95</b> Direction Secondary Rd <b>LEWELLING LN</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>27.5</b> Side of Hwy <b>N</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20151128</b> Time <b>1535</b> Day <b>SAT</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>4</b> Tow Away? <b>N</b> Process Date <b>20170130</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>CONS ZONE</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	W	HNBD		PROC ST	N	D	2200	FORD	2002	- 1	-	-	M	G	DRVR	COMP PN 21	F	1	0	G	-	
2	DRVR	21	F	H	HNBD		STOPPED	N	A	0100	NISSA	2005	- 3	-	-	M	G	DRVR	COMP PN 36	F	1	0	G	-	
3	DRVR	36	F		HNBD		STOPPED	N	A	0100	MERCE	2004	- 3	-	-	M	G	PASS	COMP PN 998	F	3	0	G	-	
																		PASS	COMP PN 998	F	6	0	G	-	
Primary Rd <b>MAIN ST</b> Distance (ft) <b>239</b> Direction <b>N</b> Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.99</b> Side of Hwy <b>S</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>26</b> Collision Date <b>20150311</b> Time <b>1245</b> Day <b>WED</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20161025</b>																									
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	W	HNBD		PROC ST	S	A	0100	VOLKS	2006	- 3	F	-	L	G	PASS		61	F	3	0	G	-
2	DRVR	59	M	W	HNBD		STOPPED	S	A	0100	TOYOT	2010	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>172</b> Direction Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.91</b> Side of Hwy <b>S</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>40</b> Collision Date <b>20151128</b> Time <b>1037</b> Day <b>SAT</b>																									
Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170204</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	64	M	H	HNBD		PARKING	S	D	2300	CHEVR	1998	- 3	N	-	M	G								
2	PRKD	998	-		HNBD		PARKED	-	A	0100	HONDA	2012	- 3	N	-	-	-								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>40</b> Direction <b>N</b> Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.95</b> Side of Hwy <b>S</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20151206</b> Time <b>1913</b> Day <b>SUN</b>																									
Primary Collision Factor <b>UNKNOWN</b> Violation Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170204</b>																									
Weather1 <b>RAINING</b> Weather2 Rdwy Surface <b>WET</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	53	F	W			STOPPED	S	A	0700	LEXUS	2015	- -	-	-	M	G								
2	DRVR	998	-		HNBD		PROC ST	S	A	0100	-	-	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>381</b> Direction <b>N</b> Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.01</b> Side of Hwy <b>S</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>40</b> Collision Date <b>20151230</b> Time <b>1536</b> Day <b>WED</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170201</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2015	- 3	N	-	L	G	DRVR	OTH VIS	25	F	1	0	G	-
2	DRVR	69	F	W	HNBD		SLOWING	S	D	2200	NISSA	2013	- 3	N	-	L	G								

Include State Highways cases

Collision Summary																	
Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy	City	County	Population	Rpt Dist	Beat	Type		
MAIN ST	0		MAIN ST 1040	2803	Y	29		28.43	N	Saint Helena	Napa	2			0		
Primary Collision Factor: IMPROP TURN Violation: 22107 Collision Type: HIT OBJECT Severity: PDO #Killed: 0 #Injured: 0 Tow Away? N Process Date: 20161130 Weather: CLEAR Rdwy Surface: DRY Rdwy Cond: NO UNUSL CND Hit and Run: MSDMNR																	
Party Info																	
1F	DRVR	998	-														
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
MAIN ST	0		MAIN ST 900	2803	Y	29		28.34	N	Saint Helena	Napa	2			0		
Primary Collision Factor: IMPROP TURN Violation: 22107 Collision Type: HIT OBJECT Severity: INJURY #Killed: 0 #Injured: 2 Tow Away? Y Process Date: 20161105 Weather: CLEAR Rdwy Surface: DRY Rdwy Cond: CONS ZONE Hit and Run: Motor Vehicle Involved With PKD MV																	
Party Info																	
1F	DRVR	72	F	W													
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
										DRVR	COMP PN	72	F	1	0	G	-
										PASS	OTH VIS	10	M	3	0	G	-
2	PRKD	998	-														
3	PRKD	998	-														
MAIN ST	205	N	PRATT AV	2803	Y	29		29.29	N	Saint Helena	Napa	2			0		
Primary Collision Factor: UNSAFE SPEED Violation: 22350 Collision Type: REAR END Severity: PDO #Killed: 0 #Injured: 0 Tow Away? Y Process Date: 20161206 Weather: CLEAR Rdwy Surface: DRY Rdwy Cond: NO UNUSL CND Hit and Run: Motor Vehicle Involved With OTHER MV																	
Party Info																	
1F	DRVR	63	F	W													
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2	DRVR	56	M	W													
Party Info																	
1F	DRVR	47	M	W	HNBD												
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2	DRVR	72	F	W	HNBD												
MAIN ST	6	S	SPRING ST	2803	Y	29		28.56	S	Saint Helena	Napa	2			0		
Primary Collision Factor: IMPROP TURN Violation: 22107 Collision Type: SIDESWIPE Severity: PDO #Killed: 0 #Injured: 0 Tow Away? N Process Date: 20170204 Weather: CLOUDY Rdwy Surface: DRY Rdwy Cond: NO UNUSL CND Hit and Run: Motor Vehicle Involved With OTHER MV																	
Party Info																	
1F	DRVR	47	M	W	HNBD												
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2	DRVR	72	F	W	HNBD												
MAIN ST	644		SULPHUR	2803	Y	29		27.54	S	Saint Helena	Napa	2			0		
Primary Collision Factor: R-O-W AUTO Violation: 21804A Collision Type: BROADSIDE Severity: PDO #Killed: 0 #Injured: 0 Tow Away? N Process Date: 20161130 Weather: CLEAR Rdwy Surface: DRY Rdwy Cond: NO UNUSL CND Hit and Run: Motor Vehicle Involved With OTHER MV																	
Party Info																	
1F	DRVR	64	F	W	HNBD												
										Victim Info							
										ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
										PASS		37	F	4	0	G	-
										PASS		62	F	6	0	G	-
										PASS		34	F	3	0	G	-
2	DRVR	35	F	H													



Include State Highways cases

Case 1: 20150205																														
Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy	Party Info			Victim Info																
City	County	Population	Rpt Dist	Beat	Type	CafTrans	Badge	Collision Date	Time	Day	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
MAIN ST		0		VINTAGE AV	2803		N																							
Saint Helena	Napa	2			0		42	20150205	1348	THU																				
Primary Collision Factor		UNSAFE SPEED		Violation	22350A	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date														
Weather1		CLOUDY		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond														
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1F	DRVR	37	M	H	HNBD		PROC ST	S	A	0700	FORD	1991	-	3	F	N	M G													
2	DRVR	34	M	W	HNBD		STOPPED	S	D	2200	TOYOT	2002	-	3	N	-	M G													
Case 2: 20150919																														
Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy	Party Info			Victim Info																
MCCORKLE AV		165	W	ALLISON ST	2803		N																							
Saint Helena	Napa	2			0		14	20150919	2500	SAT																				
Primary Collision Factor		UNKNOWN		Violation	22106	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date														
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond														
Hit and Run		Motor Vehicle Involved With		PKD MV		Lighting		DARK - ST		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1	DRVR	998	-	-	IMP UNK	IMP UNK							-	3	-	-	B -													
2	PRKD	998	-	-			PARKED	W	A	0100	SUBAR	2011	-	3	N	-	-													
Case 3: 20151204																														
Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy	Party Info			Victim Info																
MCCORMICK ST		0		VINTAGE AV	2803		N																							
Saint Helena	Napa	2			0		14	20151204	1530	FRI																				
Primary Collision Factor		R-O-W AUTO		Violation	21801A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date														
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond														
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		FNCTNG		Loc Type														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1F	DRVR	15	M		HNBD		U-TURN	S	A	0100	HONDA	1990	-	3	N	-	M G													
2	DRVR	26	M		HNBD		PROC ST	W	A	0100	ACURA	2013	-	3	N	-	M G													
Case 4: 20150309																														
Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy	Party Info			Victim Info																
MONEY WY		100	S	ADAMS ST	2803		N																							
Saint Helena	Napa	2			0		6	20150309	0953	MON																				
Primary Collision Factor		STRNGJCKNG		Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date														
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond														
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1F	DRVR	34	M	H	HNBD			W	F	2600	FORD	2008	-	3	N	-	M G													
2	PRKD	998	-	-			PARKED	E	-	0000	HONDA	2013	-	3	N	-	-													
Case 5: 20151223																														
Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy	Party Info			Victim Info																
MONEY WY		44	S	ADAMS ST	2803		N																							
Saint Helena	Napa	2			0		20	20151223	1428	WED																				
Primary Collision Factor		STRNGJCKNG		Violation	22106	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date														
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond														
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		NT FNCT		Loc Type														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1F	DRVR	29	M	H	HNBD		BACKING	W	A	0700	CHEVR	2007	-	3	N	-	M G													
2	DRVR	63	M	W	HNBD		STOPPED	N	A	0100	VOLKS	2008	-	3	N	-	M G													

Include State Highways cases

Primary Rd <b>MONEY WY</b>		Distance (ft) <b>330</b>	Direction <b>N</b>	Secondary Rd <b>SPRING ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Seat	Type <b>0</b>	CalTrans	Badge <b>42</b>	Collision Date <b>20150402</b>	Time <b>1732</b>	Day <b>THU</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20150921</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>BICYCLE</b>																		
Party Info				Party Info				Victim Info																		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	9	M	W	HNBD			E	L	0400	-	-	3	A	21804	F	-	BICY	OTH VIS	9	M	1	1	W	-	
2	DRVR	65	M	W	HNBD		PROC ST	N	A	0100	SUBAR	2007	-	3	N	-	M	B								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>54</b>	Direction <b>E</b>	Secondary Rd <b>CHILES AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>11</b>	Collision Date <b>20151221</b>	Time <b>0053</b>	Day <b>MON</b>																
Primary Collision Factor <b>DRVR ALC[DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160222</b>																		
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>																		
Party Info				Party Info				Victim Info																		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	36	M	W	HBD-JI		RAN OFF RD	E	A	0100	FORD	1996	-	3	A	22107	-	L	G							
Primary Rd <b>POPE ST</b>		Distance (ft) <b>330</b>	Direction <b>E</b>	Secondary Rd <b>COLLEGE AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>6</b>	Collision Date <b>20151003</b>	Time <b>2048</b>	Day <b>SAT</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160125</b>																		
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>																		
Party Info				Party Info				Victim Info																		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	H	HNBD			W	-	0000	-	-	3	A	22107	N	M	G								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>30</b>	Direction <b>E</b>	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.485</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>4</b>	Collision Date <b>20150320</b>	Time <b>1417</b>	Day <b>FRI</b>																
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161025</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>																		
Party Info				Party Info				Victim Info																		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	73	M	W	IMP UNK	IMP UNK	SLOWING	W	A	0100	VOLKS	2013	-	3	N	-	M	G								
2	DRVR	74	F	W	HNBD		STOPPED	W	A	0100	HONDA	2012	-	3	N	-	M	G								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SILVERADO TRL</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat <b>008</b>	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20150404</b>	Time <b>1709</b>	Day <b>SAT</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20150921</b>																		
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>																		
Party Info				Party Info				Victim Info																		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	49	F	W	HNBD		LFT TURN	E	A	0100	TOYOT	2013	-	3	N	-	M	G								
2	DRVR	29	M	W	HNBD		PROC ST	S	A	0100	BMW	2011	-	3	N	-	L	G	DRVR	OTH VIS	29	M	1	0	G	-

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>PRATT AV</b> Distance (ft) <b>10</b> Direction <b>W</b> Secondary Rd <b>SILVERADO TRL</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																							
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge Collision Date <b>20150612</b> Time <b>1500</b> Day <b>FRI</b>																							
Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20160401</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	F	W	HNBD		RGT TURN	E	M	5900	OTHER	2015	- 3	N	- M G								
Primary Rd <b>RT 29</b> Distance (ft) <b>371</b> Direction <b>N</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix Postmile Side of Hwy <b>S</b>																							
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>11</b> Collision Date <b>20150422</b> Time <b>1853</b> Day <b>WED</b>																							
Primary Collision Factor <b>DRVR ALC DRG</b> Violation <b>23152A</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20161206</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	34	F	W	HNBD		ENT TRAF	S	A	0700	JEEP	2005	- 3	N	- M G								
2F	DRVR	52	F	B	HBD-JI		PROC ST	S	A	0100	NISSA	2014	- 3	N	- M G								
Primary Rd <b>RT 29</b> Distance (ft) <b>155</b> Direction <b>N</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix Postmile Side of Hwy <b>N</b>																							
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>20</b> Collision Date <b>20151001</b> Time <b>0550</b> Day <b>THU</b>																							
Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170125</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b>																							
Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	N	F	2600	-	-	- 3	N	- N B								
2	PRKD	998	-	-			PARKED	N	A	0100	JEEP	2013	- 3	N	- - -								
Primary Rd <b>RT 29</b> Distance (ft) <b>304</b> Direction <b>N</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix Postmile Side of Hwy <b>N</b>																							
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>11</b> Collision Date <b>20150526</b> Time <b>1349</b> Day <b>TUE</b>																							
Primary Collision Factor <b>DRVR ALC DRG</b> Violation <b>212005</b> Collision Type <b>OTHER</b> Severity <b>FATAL</b> #Killed <b>1</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20150805</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Vehicle Involved With <b>BICYCLE</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	31	F	W	HBD-JI		ENT TRAF	W	L	0400	-	-	- 3	A	21804 - - -	BICY	KILLED	31	F	1	2	V	-
2	DRVR	37	M	B	HNBD		PROC ST	N	F	2600	ISUZU	2007	- 3	N	- M G								
Primary Rd <b>RT 29</b> Distance (ft) <b>102</b> Direction <b>S</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix Postmile Side of Hwy <b>S</b>																							
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>19</b> Collision Date <b>20150617</b> Time <b>1503</b> Day <b>WED</b>																							
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>2</b> Tow Away? <b>Y</b> Process Date <b>20161105</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	H	HNBD		PROC ST	S	D	2200	FORD	2005	- 3	A	22350 G M G								
2	DRVR	36	M	W	HNBD		STOPPED	S	D	2200	TOYOT	2014	- 3	G	- M G	DRVR	COMP PN 36	M	1	0	G	-	
3	DRVR	36	F	W	HNBD		STOPPED	S	A	0700	KIA	2009	- 3	G	- M G	DRVR	COMP PN 36	F	1	0	G	-	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 11		Direction S		Secondary Rd CHARTER OAK AV		NCIC 2803		State Hwy? Y		Route 29		Postmile Prefix -		Postmile 28.315		Side of Hwy N							
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans 4		Badge 29		Collision Date 20151111		Time 0900 Day WED							
Primary Collision Factor UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20170125											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type I		Ramp/Int 5											
Party Info																Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	W	HNBD		PROC ST	N	A	0100	VOLKS	2010	- 3	G		M	G	PASS		39	F	6	0	-	G
2	DRVR	39	M	A	HNBD		SLOWING	N	A	0100	KIA	2015	- 3	G		M	G	PASS		5	F	4	0	-	Q

Primary Rd RT 29		Distance (ft) 140		Direction S		Secondary Rd CRINELLA DR		NCIC 2803		State Hwy? Y		Route 29		Postmile Prefix -		Postmile 29		Side of Hwy S							
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans 4		Badge 6		Collision Date 20150731		Time 1247 Day FRI							
Primary Collision Factor UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? Y		Process Date 20170114											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type H		Ramp/Int -											
Party Info																Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	M	B	HNBD		PROC ST	S	A	0700	GMC	2011	- 3	N		M	G								
2	DRVR	66	F	W	HNBD		SLOWING	S	A	0100	LEXUS	2002	- 3	N		M	G								

Primary Rd RT 29		Distance (ft) 3		Direction N		Secondary Rd DOWDELL LN		NCIC 2803		State Hwy? Y		Route 29		Postmile Prefix -		Postmile 27.97		Side of Hwy N							
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans 4		Badge 20		Collision Date 20150826		Time 1308 Day WED							
Primary Collision Factor UNKNOWN		Violation		Collision Type SIDESWIPE		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20170114											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type I		Ramp/Int 5											
Party Info																Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	42	M	H	HNBD		RGT TURN	W	G	2531	FREIG	2001	- 3	N		M	G								
2	DRVR	22	F	H	HNBD		RGT TURN	W	A	0100	FORD	2016	- 3	N		M	G								

Primary Rd RT 29		Distance (ft) 270		Direction S		Secondary Rd EL BONITA AV		NCIC 2803		State Hwy? Y		Route 29		Postmile Prefix -		Postmile 27.74		Side of Hwy N							
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans 4		Badge 6		Collision Date 20150522		Time 1137 Day FRI							
Primary Collision Factor UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? Y		Process Date 20161206											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type H		Ramp/Int -											
Party Info																Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	H	HNBD		PROC ST	N	A	8100	TOYOT	1999	A 3	N		M	G								
2	DRVR	28	M	H	HNBD		SLOWING	N	-	0000	-	-	- 3	N		M	G								

Primary Rd RT 29		Distance (ft) 108		Direction S		Secondary Rd EL BONITA AV		NCIC 2803		State Hwy? Y		Route 29		Postmile Prefix -		Postmile 27.75		Side of Hwy S							
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans 4		Badge 20		Collision Date 20151112		Time 1637 Day THU							
Primary Collision Factor UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity INJURY		#Killed 0		#Injured 2		Tow Away? N		Process Date 20170114											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type H		Ramp/Int -											
Party Info																Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	85	M	H	HNBD		PROC ST	S	D	2200	CHEVR	1968	- 3	M		P	C	DRVR	OTH VIS	85	M	1	0	C	-
2	DRVR	42	M	H	HNBD		SLOWING	S	I	1100	GMC	2006	- 2	N		M	G	DRVR	COMP PN	42	M	1	0	G	-
3	DRVR	19	M	H	HNBD		SLOWING	S	A	0100	FORD	2000	- 3	N		M	G								



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 264	Direction N	Secondary Rd GRAYSON AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.14	Side of Hwy N															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20150929	Time 1533 Day TUE															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170114																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	W	HNBD		PROC ST	N	A	0100	ACURA	1993	- 3	N		M	G								
2	DRVR	42	M	A	HNBD		STOPPED	N	A	0100	HONDA	2003	- 3	N		M	G								
3	DRVR	57	M	W	HBD-NUI		STOPPED	N	D	2200	GMC	2000	- 3	N		M	G								
Primary Rd RT 29		Distance (ft) 225	Direction S	Secondary Rd MILEPOST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.9	Side of Hwy N															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 42	Collision Date 20150113	Time 0819 Day TUE															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160906																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	90	F	W	HNBD		LFT TURN	E	A	0100	ACURA	2003	- 3	E		L	G								
2	DRVR	30	F	H	HNBD		PROC ST	N	A	0100	NISSA	2007	- 2	N		L	G								
Primary Rd RT 29		Distance (ft) 25	Direction N	Secondary Rd POPE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.5	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 11	Collision Date 20150602	Time 1530 Day TUE															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20161206																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type H	Ramp/Int -															
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	41	F	HNBD			STOPPED	S	A	0700	TOYOT	2005	- 3	N		M	G								
2F	DRVR	21	M	H	HNBD		PROC ST	S	A	0100	NISSA	2013	- 3	N		M	G								
Primary Rd RT 29		Distance (ft) 209	Direction S	Secondary Rd POST MARKER	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.46	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20150709	Time 1501 Day THU															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20170114																	
Weather1 CLOUDY		Weather2 RAINING	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	M	W	HNBD		PROC ST	S	A	0100	HYUND	2013	- 3	N		L	G	PASS	COMP PN	46	F	3	0	G	-
2	DRVR	41	M	W	HNBD		PROC ST	S	A	0800	VOLKS	2010	- 3	N		M	G								
3	DRVR	43	F	W	HNBD		SLOWING	S	A	0100	MINI	2013	- 3	N		M	G								
Primary Rd RT 29		Distance (ft) 0	Direction	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.25	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20150811	Time 1236 Day TUE															
Primary Collision Factor IMPROP PASS		Violation 21750A	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170114																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5															
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	M	W	HNBD		PASSING	S	A	8100	CADIL	1999	- 3	N		M	G								
2	DRVR	30	M	W	HNBD		PROC ST	S	A	0100	LINCO	2010	- 3	N		M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 113	Direction S	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.23	Side of Hwy S														
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20150917	Time 1500	Day THU														
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170114																
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With PKD MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info										Victim Info														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	F	W	HBD-UNK	PROC ST	S	D	2200	FORD	1993	-	3	N	-	M B								
2	PRKD	998	-			PARKED	N	D	2200	TOYOT	2015	-	3	N	-	-								

Primary Rd RT 29		Distance (ft) 313	Direction N	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.31	Side of Hwy N														
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 11	Collision Date 20151206	Time 2110	Day SUN														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type HIT OBJECT	Severity INJURY	#Killed 0	#Injured 2	Tow Away? Y	Process Date 20170114																
Weather1 RAINING	Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With FIXED OBJ	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info										Victim Info														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M		HNBD	PROC ST	N	A	0100	BMW	2003	-	3	N	-	M G	DRVR	COMP PN 18	M	1	0	-	G	
																	PASS	COMP PN 22	F	3	0	-	G	

Primary Rd RT 29		Distance (ft) 280	Direction N	Secondary Rd SULPHUR	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.71	Side of Hwy N														
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 6	Collision Date 20150601	Time 1604	Day MON														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20161206																
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info										Victim Info														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	W	HNBD	PROC ST	N	A	0100	HONDA	1998	-	3	N	-	L G								
2	DRVR	50	F	W	HNBD	STOPPED	N	A	0700	FORD	2003	-	3	N	-	M B								
3	DRVR	32	F	W	HNBD	STOPPED	N	A	0700	FORD	2002	-	3	N	-	M B								

Primary Rd SILVERADO TRAIL		Distance (ft) 0	Direction	Secondary Rd POSE ST	NCIC 2803	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 20	Collision Date 20150513	Time 1651	Day WED														
Primary Collision Factor R-O-W AUTO		Violation 21802A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20151030																
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info										Victim Info														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	83	F	W	HNBD	LFT TURN	E	A	0100	TOYOT	2007	-	3	N	-	M G								
2	DRVR	32	M	H	HNBD	PROC ST	S	A	0100	TOYOT	2000	-	3	N	-	M G								

Primary Rd SILVERADO TRL		Distance (ft) 0	Direction	Secondary Rd HOWELL	NCIC 2803	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 14	Collision Date 20150803	Time 1300	Day MON														
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20151228																
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info										Victim Info														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	86	M	W	HNBD	ENT TRAF	E	A	0100	BMW	2006	-	3	-	-	M G								
2	DRVR	26	M	W	HNBD	PROC ST	N	A	0100	NISSA	2015	-	3	-	-	M G	PASS		24	F	3	0	G	-

Include State Highways cases

Primary Rd	SILVERADO TRL	Distance (ft)	420	Direction	S	Secondary Rd	POPE ST	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge 29	Collision Date	20151113	Time	1231	Day	FRI							
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20160204											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	M	H	HNBD	FATG	RAN OFF RD	N	A	0100	TOYOT	2001	- 3	N	-	L	G									
Primary Rd	SILVERADO TRL	Distance (ft)	0	Direction		Secondary Rd	PRATT AV	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge 14	Collision Date	20150613	Time	0650	Day	SAT							
Primary Collision Factor	R-O-W AUTO	Violation	21801A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20151028											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	17	F	H	HNBD		LFT TURN	W	A	0100	BUICK	1997	- 3	N	-	P	G									
2	DRVR	86	M		HNBD		PROC ST	S	A	0100	TOYOT	2011	- 3	N	-	M	G									
Primary Rd	SPRING MOUNTAIN	Distance (ft)	112	Direction	N	Secondary Rd	HILLVIEW PL	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge 19	Collision Date	20150303	Time	1820	Day	TUE							
Primary Collision Factor	UNKNOWN	Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20150917											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run	MSDMNR	Motor Vehicle Involved With	OTHER OBJ	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	S	A	0100	-	-	- 3	N	-	-	B									
Primary Rd	SPRING MOUNTAIN	Distance (ft)	58	Direction	S	Secondary Rd	SPRING	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge 21	Collision Date	20150418	Time	1124	Day	SAT							
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20151009											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	PKD MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	45	M	H	HNBD		PROC ST	S	I	1132	FORD	2011	- 3	N	-	M	G									
2	PRKD	998	-				PARKED	S	A	0100	VOLKS	2012	- 3	N	-	-	-									
3	PRKD	998	-				PARKED	W	A	0100	VOLKS	2013	- -	-	-	-	-									
4	PRKD	998	-				PARKED	W	A	0700	VOLKS	2009	- -	-	-	-	-									
Primary Rd	SPRING MOUNTAIN	Distance (ft)	23	Direction	S	Secondary Rd	SPRING	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge 28	Collision Date	20151231	Time	1325	Day	THU							
Primary Collision Factor	STRNG BCKNG	Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20160303											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	W	HNBD		BACKING	W	A	0100	HONDA	2016	- 3	N	-	L	G									
2	DRVR	52	M	W	HNBD		PROC ST	S	D	2200	FORD	2015	- 3	A	22350	F	M	G								

01/01/2015 thru 12/31/2015

Total Count: 90

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>STOCKTON ST</b>		Distance (ft) <b>91</b>	Direction <b>S</b>	Secondary Rd <b>PINE ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Seat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20150529</b>	Time <b>0744</b>	Day <b>FRI</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>N</b>	Process Date <b>20151015</b>																			
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type	Ramp/Int																	
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	30	M	H	HBD-NUI	FATG	PROC	ST	N	A	0100	CHEVR	2003	-	3	N	-	L	G	DRVR	OTH VIS	30	M	1	0	G	-
2	PRKD	998	-	-	-	-	PARKED	N	A	0100	LEXUS	2012	-	3	N	-	-	-	PASS	OTH VIS	66	M	9	3	-	-	
Party Info																											
Primary Rd <b>VOORHEES CIR</b>		Distance (ft) <b>168</b>	Direction <b>S</b>	Secondary Rd <b>MITCHELL DR</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Seat	Type <b>0</b>	CalTrans	Badge <b>40</b>	Collision Date <b>20150911</b>	Time <b>2200</b>	Day <b>FRI</b>																
Primary Collision Factor <b>UNKNOWN</b>		Violation <b>23106</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160114</b>																			
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type	Ramp/Int																	
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	998	-	-	HBD-UNK	-	BACKING	-	-	0000	-	-	-	3	N	-	M	B									
2	PRKD	998	-	-	-	-	PARKED	-	A	0100	NISSA	2005	-	-	-	-	-										



**REPORT 8 - TOTAL COLLISIONS**

01/01/2016 thru 12/31/2016

Total Count: 105

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>134</b>	Direction <b>W</b>	Secondary Rd <b>MAIN</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20161005</b>	Time <b>1558</b>	Day <b>WED</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161025</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run	Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>51</b>	<b>F</b>	<b>H</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0700</b>	<b>CHEVR</b>	<b>2001</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>	<b>PASS</b>		<b>9</b>	<b>F</b>	<b>6</b>	<b>0</b>	<b>M</b>	<b>G</b>
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>	<b>HNBD</b>			<b>PARKED</b>	<b>W</b>	<b>I</b>	<b>1000</b>	<b>MERCE</b>	<b>2015</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>61</b>	Direction <b>E</b>	Secondary Rd <b>RAILROAD AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>31</b>	Collision Date <b>20161102</b>	Time <b>1630</b>	Day <b>WED</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161202</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FUNCTNG</b>	Loc Type	Ramp/Int																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>51</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>E</b>	<b>D</b>	<b>2200</b>	<b>TOYOT</b>	<b>2002</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>								
<b>2</b>	<b>DRVR</b>	<b>32</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>		<b>PARKED</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>SUBAR</b>	<b>2001</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>								
Primary Rd <b>ALLYN AV</b>		Distance (ft) <b>1</b>	Direction <b>N</b>	Secondary Rd <b>TANTER ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20161113</b>	Time <b>0209</b>	Day <b>SUN</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20161219</b>																	
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run	<b>MSDMNR</b>	Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>22</b>	<b>M</b>	<b>W</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>FORD</b>	<b>2005</b>	<b>- 3</b>	<b>M</b>	<b>-</b>	<b>M</b>	<b>B</b>								
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>	<b>-</b>			<b>PARKED</b>	<b>S</b>	<b>D</b>	<b>2200</b>	<b>FORD</b>	<b>1997</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Primary Rd <b>BROWN ST</b>		Distance (ft) <b>552</b>	Direction <b>W</b>	Secondary Rd <b>ALLISON ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	<b>NAPA</b>	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20160416</b>	Time <b>1746</b>	Day <b>SAT</b>														
Primary Collision Factor <b>STRNGJCKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160426</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>50</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>BACKING</b>	<b>E</b>	<b>A</b>	<b>0700</b>	<b>CHEVR</b>	<b>2010</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>								
<b>2</b>	<b>DRVR</b>	<b>16</b>	<b>F</b>	<b>H</b>	<b>HNBD</b>		<b>PARKED</b>	<b>S</b>	<b>A</b>	<b>0700</b>	<b>CHEVR</b>	<b>2010</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>CHARTER OAK</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>RT 29</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.315</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>6</b>	Collision Date <b>20160517</b>	Time <b>1249</b>	Day <b>TUE</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170211</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>LOOSE MATRL</b>	Rdwy Cond2 <b>CONS ZONE</b>	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>													
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	W	-	0000	-	-	3	A	21752	-	B	-							
2	DRVR	77	M	W	HNBD		LFT TURN	W	A	0100	BMW	2015	-	3	N	-	L	G							
Primary Rd <b>CRINELLA DR</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CRINELLA DR 1095</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix - Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>31</b>	Collision Date <b>20160924</b>	Time <b>2200</b>	Day <b>SAT</b>															
Primary Collision Factor <b>NOT STATED</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161122</b>																	
Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int													
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-							0000	-	-	3	M	-	-	-								
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2015	-	3	N	-	-								
Primary Rd <b>EL BONITA AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MAIN ST</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>27.79</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20160909</b>	Time <b>1120</b>	Day <b>FRI</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170128</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>SLIPPERY</b>	Rdwy Cond1 <b>LOOSE MATRL</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	Loc Type <b>I</b>	Ramp/Int <b>5</b>													
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M		HNBD		ENT TRAF	S	D	2200	FORD	2000	-	3	M	-	M	G							
2	DRVR	26	M		HNBD		STOPPED	E	A	0100	MERCE	2003	-	3	N	-	M	G							
Primary Rd <b>HOWELL MOUNTAIN</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>HOWELL</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix - Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>29</b>	Collision Date <b>20160825</b>	Time <b>0555</b>	Day <b>THU</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>OVERTURNED</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160912</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>REDUCED RD</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run	Motor Vehicle Involved With <b>NON-CLSN</b>	Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	Loc Type	Ramp/Int													
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	W	HNBD			E	G	2554	VOLVO	2014	-	3	A	J	M	G							
Primary Rd <b>HUNT AV</b>		Distance (ft) <b>195</b>	Direction <b>E</b>	Secondary Rd <b>EDWARDS ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix - Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>29</b>	Collision Date <b>20160307</b>	Time <b>2000</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160317</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>	Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	Loc Type	Ramp/Int													
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-	-	3	-	-	B	-								
2	PRKD	998	-					-	A	0700	HONDA	2004	-	-	N	-	-								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd HUNT AV Distance (ft) 0 Direction Secondary Rd EDWARDS ST NCIC 2803 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans Badge 30 Collision Date 20161029 Time 1730 Day SAT																								
Primary Collision Factor R-O-W PED Violation 21950 Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20161110																								
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev FNCTNG Loc Type Ramp/Int																								
Party Info													Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	W	HNBD		LFT TURN	W	A	0100	HONDA	2010	- 3	A	- M G									
2	PED	62	F	H	HNBD			S	N	6000			- 3	-	- -	PED	COMP PN	62	F	9	3	N	-	
Primary Rd KEARNEY ST Distance (ft) 231 Direction S Secondary Rd ANDREA ST NCIC 2803 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans Badge 21 Collision Date 20161107 Time 1539 Day MON																								
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20161117																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info													Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	68	F	W	HNBD		PROC ST	N	A	0100	VOLVO	2011	- 3	N	- M G									
2	DRVR	44	M	H	HNBD		PROC ST	W	A	0100	HONDA	2015	- 3	N	- L G	DRVR	COMP PN	44	M	1	0	L	G	
3	DRVR	44	F	W	HNBD		STOPPED	S	A	0700	TOYOT	2016	- 3	N	- M G	PASS		11	M	3	0	M	G	
																PASS		8	F	4	0	M	G	
Primary Rd MADRONA AV Distance (ft) 0 Direction Secondary Rd OAK AV NCIC 2803 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans Badge 31 Collision Date 20161208 Time 1818 Day THU																								
Primary Collision Factor STOP SGN SIG Violation 22450 Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20161229																								
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																								
Party Info													Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	69	M		HNBD		PROC ST	E	D	2300	CHEVR	2007	- 3	A	23450 N L G									
2	DRVR	78	F	W	HNBD		PROC ST	S	A	0700	LEXUS	2005	- 3	N	- M G									
Primary Rd MADRONA AV Distance (ft) 133 Direction E Secondary Rd SPRING NCIC 2803 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans Badge 40 Collision Date 20160717 Time 2307 Day SUN																								
Primary Collision Factor DRVR ALC DRG Violation 23152A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160912																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info													Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	36	F	O	HBD-UI		PROC ST	W	A	0700	SUBAR	2014	- 3	N	- L G	DRVR	OTH VIS	36	F	1	0	L	G	
2	PRKD	998	-				PARKED	W	D	2200	CHEVR	2003	- 3	N	- -									
Primary Rd MAIN ST Distance (ft) 230 Direction S Secondary Rd ADAMS ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.71 Side of Hwy S																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20160511 Time 1200 Day WED																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170213																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info													Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	50	M		HNBD		ENT TRAF	S	A	0100	TOYOT	2015	- 3	N	- M G	PASS		48	F	3	0	-	G	
2	DRVR	68	M		HNBD		PROC ST	S	F	8700	PETER	2005	- 3	N	- M G									

Include State Highways cases

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Primary Rd <b>MAIN ST</b> Distance (ft) <b>238</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.7</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>21</b> Collision Date <b>20160523</b> Time <b>1600</b> Day <b>MON</b> Primary Collision Factor <b>TOO CLOSE</b> Violation <b>21703</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>2</b> Tow Away? <b>N</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 <b></b> Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b></b> Spec Cond <b>0</b> Hit and Run <b></b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b></b> Cntrl Dev <b>FUNCTNG</b> Loc Type <b>H</b> Ramp/Int <b>-</b>											Party Info			Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	M	H	HNBD		PROC ST	N	A	0100	FORD	2000	- 3	N	-	M G	DRVR	COMP PN 53		M	1	0	M	G
2	DRVR	53	M	W	HNBD		STOPPED	N	A	0100	CHRY	2015	- 3	N	-	M G	PASS	42	F	6	0	M	G	
																	PASS	COMP PN 67	F	3	0	M	G	
Primary Rd <b>MAIN ST</b> Distance (ft) <b>156</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.7</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>29</b> Collision Date <b>20160828</b> Time <b>1117</b> Day <b>SUN</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170124</b> Weather1 <b>CLEAR</b> Weather2 <b></b> Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b></b> Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b></b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>											Party Info			Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M		IMP UNK	IMP UNK	ENT TRAF	N	A	0100	MITSU	2005	- 3	N	-	B -								
2	DRVR	33	F		HNBD		PROC ST	N	A	0100	FORD	2016	- 3	N	-	M G	PASS		30	F	3	0	M	G
Primary Rd <b>MAIN ST</b> Distance (ft) <b>250</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.7</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160910</b> Time <b>1748</b> Day <b>SAT</b> Primary Collision Factor <b>STRNG/BCKNG</b> Violation <b>22106</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170128</b> Weather1 <b>CLEAR</b> Weather2 <b></b> Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b></b> Spec Cond <b>0</b> Hit and Run <b></b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b></b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>											Party Info			Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	A	HNBD		ENT TRAF	N	-	0000	-	-	- 3	N	-	M G								
2	DRVR	51	F	W	HNBD		PROC ST	N	A	0100	MERCE	2011	- 3	N	-	M G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>48</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.74</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>29</b> Collision Date <b>20160916</b> Time <b>2128</b> Day <b>FRI</b> Primary Collision Factor <b>DRVR ALC/DRG</b> Violation <b>23152</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170128</b> Weather1 <b>CLEAR</b> Weather2 <b></b> Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b></b> Spec Cond <b>0</b> Hit and Run <b></b> Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DARK - ST</b> Ped Action <b></b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>											Party Info			Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	F	W	HBD-UI		PROC ST	S	A	0100	KIA	2017	- 1	A	22107	N M G								
2	PRKD	998	-				S	D		2200	TOYOT	2015	- -	-	-	- -								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>93</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.73</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>31</b> Collision Date <b>20160925</b> Time <b>1220</b> Day <b>SUN</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170128</b> Weather1 <b>CLEAR</b> Weather2 <b></b> Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b></b> Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b></b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>											Party Info			Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	F	A	IMP UNK	IMP UNK	PROC ST	S	-	0000	-	-	- 3	G	-	B -	DRVR	COMP PN 53		F	1	0	M	G
2	DRVR	53	F	W	HNBD		STOPPED	S	A	0100	FIAT	2016	- 3	N	-	M G	PASS		53	M	3	0	M	G



Include State Highways cases

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Primary Rd <b>MAIN ST</b> Distance (ft) <b>226</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.71</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>29</b> Collision Date <b>20161208</b> Time <b>2010</b> Day <b>THU</b> Primary Collision Factor <b>PED VIOL</b> Violation <b>21954A</b> Collision Type <b>AUTO/PED</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170415</b> Weather1 <b>CLOUDY</b> Weather2 Rdw Surface <b>WET</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PED</b> Lighting <b>DARK - ST</b> Ped Action <b>NOT IN X-</b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																			
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>1</b> <b>DRVR</b> <b>53</b> <b>F</b> <b>W</b> <b>HNBD</b> <b>PROC ST</b> <b>N</b> <b>A</b> <b>0100</b> <b>CHEVR</b> <b>2012</b> <b>-</b> <b>3</b> <b>-</b> <b>-</b> <b>M</b> <b>H</b> <b>2F</b> <b>PED</b> <b>89</b> <b>F</b> <b>W</b> <b>-</b> <b>-</b> <b>N</b> <b>6000</b> <b>-</b> <b>-</b> <b>-</b> <b>N</b> <b>-</b> <b>-</b> <b>-</b> <b>-</b>															Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>PED</b> <b>OTH VIS</b> <b>89</b> <b>F</b> <b>9</b> <b>3</b> <b>-</b> <b>-</b>				
Primary Rd <b>MAIN ST</b> Distance (ft) <b>44</b> Direction <b>S</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.315</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>8</b> Collision Date <b>20160621</b> Time <b>1509</b> Day <b>TUE</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>CONS ZONE</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type <b>I</b> Ramp/Int <b>5</b>																			
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>1F</b> <b>DRVR</b> <b>69</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>PHYS</b> <b>PROC ST</b> <b>S</b> <b>A</b> <b>0100</b> <b>CHEVR</b> <b>2003</b> <b>-</b> <b>3</b> <b>A</b> <b>G</b> <b>L</b> <b>G</b> <b>2</b> <b>DRVR</b> <b>28</b> <b>M</b> <b>H</b> <b>HNBD</b> <b>STOPPED</b> <b>S</b> <b>A</b> <b>0700</b> <b>FORD</b> <b>2002</b> <b>-</b> <b>3</b> <b>G</b> <b>-</b> <b>M</b> <b>G</b>															Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>DRVR</b> <b>COMP PN</b> <b>23</b> <b>F</b> <b>1</b> <b>0</b> <b>M</b> <b>G</b>				
Primary Rd <b>MAIN ST</b> Distance (ft) <b>20</b> Direction <b>S</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.29</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>11</b> Collision Date <b>20160726</b> Time <b>1655</b> Day <b>TUE</b> Primary Collision Factor <b>UNKNOWN</b> Violation <b>23123A</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170302</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>CONS ZONE</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																			
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>1</b> <b>DRVR</b> <b>23</b> <b>F</b> <b>HNBD</b> <b>STOPPED</b> <b>N</b> <b>A</b> <b>0100</b> <b>NISSA</b> <b>2008</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>M</b> <b>G</b> <b>2F</b> <b>DRVR</b> <b>16</b> <b>M</b> <b>HNBD</b> <b>PROC ST</b> <b>N</b> <b>A</b> <b>0100</b> <b>HYUND</b> <b>2016</b> <b>-</b> <b>1</b> <b>N</b> <b>-</b> <b>M</b> <b>G</b>															Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>DRVR</b> <b>COMP PN</b> <b>23</b> <b>F</b> <b>1</b> <b>0</b> <b>M</b> <b>G</b>				
Primary Rd <b>MAIN ST</b> Distance (ft) <b>102</b> Direction <b>N</b> Secondary Rd <b>CRINELLA DR</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.06</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>28</b> Collision Date <b>20160202</b> Time <b>1741</b> Day <b>TUE</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170204</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																			
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>1F</b> <b>DRVR</b> <b>23</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>PARKING</b> <b>N</b> <b>-</b> <b>0032</b> <b>OTHER</b> <b>2003</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>M</b> <b>G</b>															Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>DRVR</b> <b>COMP PN</b> <b>23</b> <b>F</b> <b>1</b> <b>0</b> <b>M</b> <b>G</b>				
Primary Rd <b>MAIN ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>CRINELLA DR</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.04</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>31</b> Collision Date <b>20161114</b> Time <b>0835</b> Day <b>MON</b> Primary Collision Factor <b>R-O-W PED</b> Violation <b>21950A</b> Collision Type <b>AUTO/PED</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170222</b> Weather1 <b>OTHER</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PED</b> Lighting <b>DAYLIGHT</b> Ped Action <b>X-WLK AT</b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>I</b> Ramp/Int <b>5</b>																			
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>1F</b> <b>DRVR</b> <b>49</b> <b>M</b> <b>HNBD</b> <b>SLOWING</b> <b>S</b> <b>D</b> <b>2200</b> <b>TOYOT</b> <b>2010</b> <b>-</b> <b>3</b> <b>E</b> <b>-</b> <b>M</b> <b>G</b> <b>2</b> <b>PED</b> <b>45</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>-</b> <b>E</b> <b>N</b> <b>6000</b> <b>-</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>-</b> <b>-</b> <b>-</b>															Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>PED</b> <b>COMP PN</b> <b>45</b> <b>M</b> <b>9</b> <b>0</b> <b>P</b> <b>-</b>				

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Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>322</b> Direction <b>S</b> Secondary Rd <b>DOWDELL LN</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>27.91</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>40</b> Collision Date <b>20161229</b> Time <b>1553</b> Day <b>THU</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170522</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F <b>DRVR 93 M W HNBD STOPPED N A 0100 CADIL 2008 - 3 G - M G</b> 2 <b>DRVR 24 M W N A 0700 HONDA 2016 - 3 G - M G</b>														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>DRVR COMP PN 58 M 1 0 L G</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>317</b> Direction <b>S</b> Secondary Rd <b>EL BONITA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>27.73</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>30</b> Collision Date <b>20161104</b> Time <b>1653</b> Day <b>FRI</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170222</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F <b>DRVR 58 M HNBD PROC ST N A 0100 MERCE 2002 - 3 F G L G</b> 2 <b>DRVR 79 M W HNBD PROC ST N A 0100 AUDI 2005 - 3 N - M G</b>														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>DRVR COMP PN 58 M 1 0 L G</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>83</b> Direction <b>S</b> Secondary Rd <b>ELMHURST AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.13</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>NAPA</b> Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160805</b> Time <b>1115</b> Day <b>FRI</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170124</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F <b>DRVR 41 M W HNBD PARKING N J 4800 - - 3 N - M G</b> 2 <b>PRKD 998 - PARKED N A 0100 MERCU 2011 - 3 N - - -</b>														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>PASS 63 F 9 0 N P</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>133</b> Direction <b>N</b> Secondary Rd <b>ELMHURST AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.18</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>NAPA</b> Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20161209</b> Time <b>0630</b> Day <b>FRI</b> Primary Collision Factor <b>STRNG/BCKNG</b> Violation <b>22106</b> Collision Type <b>OTHER</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170306</b> Weather1 <b>RAINING</b> Weather2 <b>Rdwy Surface WET</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F <b>DRVR 998 - IMP UNK IMP UNK BACKING N - 9900 - - 3 - - B</b> 2 <b>PRKD 998 - PARKED - A 0100 ACURA 2006 - - - - -</b>														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>- - - - -</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>0</b> Direction <b>S</b> Secondary Rd <b>GRAYSON AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>128</b> Postmile Prefix - Postmile <b>28.09</b> Side of Hwy <b>W</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20160219</b> Time <b>0850</b> Day <b>FRI</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>214605</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170211</b> Weather1 <b>CLOUDY</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>I</b> Ramp/Int <b>5</b>														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F <b>DRVR 26 M W HNBD PROC ST N A 0100 VOLKS 2010 - 3 N - M G</b> 2 <b>DRVR 38 F W HNBD CHANG LN N A 0100 HONDA 2013 - 3 N - M G</b>														
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>- - - - -</b>														

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Primary Rd <b>MAIN ST</b>		Distance (ft) <b>20</b>	Direction <b>N</b>	Secondary Rd <b>GRAYSON AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.1</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>Beat</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>29</b>	Collision Date <b>20160418</b>	Time <b>0912</b> Day <b>MON</b>															
Primary Collision Factor <b>WRONG SIDE</b>		Violation <b>21460A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20170211</b>																
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	F	H	HNBD		OPPOS LN	N	A	0700	MAZDA	2004	- 3	N	-	M E								
2	DRVR	55	M	W	HNBD		PROC ST	N	A	0100	NISSA	2014	- 3	N	-	M G	DRVR	COMP PN 55	M	1	0	M	G	
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>55</b>	Direction <b>N</b>	Secondary Rd <b>HUNT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>128</b>	Postmile Prefix - Postmile <b>28.64</b>	Side of Hwy <b>E</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>Beat</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20160102</b>	Time <b>0830</b> Day <b>SAT</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170211</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-	-	IMP UNK	IMP UNK	OTHER	S	-	0000	FORD	-	3	-	-	B -								
2F	DRVR	49	M	W	HNBD		PARKING	S	D	2200	FORD	2015	- 3	N	-	M G								
3	PRKD	998	-	-			PARKED	S	A	0100	TESLA	2015	- -	-	-	-								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>HUNT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.63</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>Beat</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20160921</b>	Time <b>1221</b> Day <b>WED</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>AUTO/PEP</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170128</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PED</b>		Lighting <b>DAYLIGHT</b>	Ped Action <b>X-WLK AT</b>	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	W	HNBD			N	A	0100	FORD	2017	- 3	-	-	M G								
2	PED	49	M	W		null		E	N	6000	-	-	-	-	-	-								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MADRONA AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.93</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>Beat</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20160226</b>	Time <b>1710</b> Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170208</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	W	HNBD		MERGING	S	A	0100	PORSC	2016	- 3	A	21460	N P G								
2	DRVR	57	M	HNBD			PROC ST	S	A	0100	LEXUS	2006	- 3	N	-	M G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>30</b>	Direction <b>S</b>	Secondary Rd <b>MADRONA AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.93</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>Beat</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20160417</b>	Time <b>1219</b> Day <b>SUN</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170211</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	HNBD			PROC ST	S	A	0100	TOYOT	2013	- 3	-	-	M G								
2	DRVR	58	M	H	HNBD		STOPPED	S	D	2200	TOYOT	2011	- 3	-	-	M G	PASS	COMP PN 33	M	3	0	M	G	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>80</b> Direction <b>N</b> Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.96</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160715</b> Time <b>1055</b> Day <b>FRI</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20170301</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FUNCTNG</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M	W	HNBD		PROC ST	S	A	0100	DODGE	2002	- 3	N	-	M	G	OTHR	COMP PN	35	F	3	0	M	H
2	DRVR	50	M	O	HNBD		STOPPED	S	A	0100	LINCO	2007	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>0</b> Direction <b></b> Secondary Rd <b>MAIN ST 2500</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.64</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20160423</b> Time <b>1145</b> Day <b>SAT</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170213</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	W	HNBD		PROC ST	N	D	2200	DODGE	1999	- 3	N	-	M	G								
2	DRVR	51	M	H	HNBD		STOPPED	N	A	0100	FORD	1999	- 3	N	-	M	G								
3	DRVR	26	M		HNBD		STOPPED	N	A	0100	MERCE	2001	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>312</b> Direction <b>N</b> Secondary Rd <b>MILLS LN</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.15</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>29</b> Collision Date <b>20161003</b> Time <b>2004</b> Day <b>MON</b> Primary Collision Factor <b>STRNG/BCKNG</b> Violation <b>22106</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170303</b> Weather1 <b>CLOUDY</b> Weather2 Rwdy Surface <b>WET</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	M	W	HNBD		BACKING	W	A	0100	KIA	2016	- 3	N	-	M	G	PASS		52	F	3	0	M	G
2	DRVR	31	M	W	HNBD		PROC ST	N	A	0100	HONDA	2000	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>300</b> Direction <b>N</b> Secondary Rd <b>MITCHELL DR</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>128</b> Postmile Prefix - Postmile <b>28.54</b> Side of Hwy <b>W</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20160220</b> Time <b>1500</b> Day <b>SAT</b> Primary Collision Factor <b>OTHER EQPMNT</b> Violation <b>24002</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M		HNBD		PROC ST	N	G	2535	CHEVR	2004	- 3	N	-	M	G								
2	DRVR	40	M		HNBD		PROC ST	S	A	0100	HYUND	2007	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>184</b> Direction <b>N</b> Secondary Rd <b>PADDLE MARKER</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.63</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160513</b> Time <b>1143</b> Day <b>FRI</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>OTHER</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FUNCTNG</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	78	M	W	HNBD		U-TURN	N	A	0800	CHRYN	2016	- 3	A	22107	-	M	G							
2	DRVR	20	F	W	HNBD			N	D	2200	TOYOT	1999	- 3	N	-	M	G								

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Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>10</b> Direction <b>N</b> Secondary Rd <b>PADDLE MARKER</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.83</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160721</b> Time <b>0515</b> Day <b>THU</b> Primary Collision Factor <b>WRONG SIDE</b> Violation <b>21460A</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170227</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DUSK/DAWN</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>1</b> <b>DRVR</b> <b>20</b> <b>M</b> <b>H</b> <b>HNBD</b> <b>PROC ST</b> <b>N</b> <b>D</b> <b>2200</b> <b>OTHER</b> <b>2013</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>M</b> <b>G</b> <b>2F</b> <b>DRVR</b> <b>998</b> <b>-</b> <b>IMP UNK</b> <b>IMP UNK</b> <b>PROC ST</b> <b>S</b> <b>-</b> <b>0031</b> <b>-</b> <b>-</b> <b>3</b> <b>-</b> <b>-</b> <b>-</b> <b>B</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>53</b> Direction <b>N</b> Secondary Rd <b>PINE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>128</b> Postmile Prefix - Postmile <b>28.86</b> Side of Hwy <b>E</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>19</b> Collision Date <b>20160209</b> Time <b>2031</b> Day <b>TUE</b> Primary Collision Factor <b>DRVR ALC/DRG</b> Violation <b>23152A</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>1F</b> <b>DRVR</b> <b>64</b> <b>M</b> <b>W</b> <b>HBD-UI</b> <b>PROC ST</b> <b>S</b> <b>D</b> <b>8200</b> <b>FORD</b> <b>2003</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>L</b> <b>G</b> <b>2</b> <b>PRKD</b> <b>998</b> <b>-</b> <b>PARKED</b> <b>S</b> <b>A</b> <b>0100</b> <b>JEEP</b> <b>2010</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>-</b> <b>-</b> <b>3</b> <b>PRKD</b> <b>998</b> <b>-</b> <b>PARKED</b> <b>S</b> <b>A</b> <b>0100</b> <b>VOLKS</b> <b>2010</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>-</b> <b>-</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>90</b> Direction <b>S</b> Secondary Rd <b>PINE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.83</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>6</b> Collision Date <b>20160526</b> Time <b>2500</b> Day <b>THU</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170213</b> Weather1 <b>CLEAR</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>1F</b> <b>DRVR</b> <b>998</b> <b>-</b> <b>IMP UNK</b> <b>IMP UNK</b> <b>PARKING</b> <b>S</b> <b>A</b> <b>0700</b> <b>-</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>B</b> <b>-</b> <b>2</b> <b>PRKD</b> <b>998</b> <b>-</b> <b>S</b> <b>A</b> <b>0700</b> <b>LEXUS</b> <b>2015</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>-</b> <b>-</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>182</b> Direction <b>N</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>128</b> Postmile Prefix - Postmile <b>28.52</b> Side of Hwy <b>E</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>11</b> Collision Date <b>20160217</b> Time <b>1602</b> Day <b>WED</b> Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21804A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170211</b> Weather1 <b>RAINING</b> Weather2 Rwdy Surface <b>WET</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>1F</b> <b>DRVR</b> <b>60</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>ENT TRAF</b> <b>E</b> <b>A</b> <b>0700</b> <b>FORD</b> <b>2005</b> <b>-</b> <b>3</b> <b>E</b> <b>-</b> <b>M</b> <b>G</b> <b>2</b> <b>DRVR</b> <b>26</b> <b>F</b> <b>HNBD</b> <b>PROC ST</b> <b>S</b> <b>A</b> <b>0100</b> <b>BMW</b> <b>2012</b> <b>-</b> <b>3</b> <b>N</b> <b>-</b> <b>M</b> <b>G</b>														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>158</b> Direction <b>N</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.52</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20161013</b> Time <b>1515</b> Day <b>THU</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>AUTO/PED</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170127</b> Weather1 <b>CLOUDY</b> Weather2 Rwdy Surface <b>DRY</b> Rwdy Cond1 <b>NO UNUSL CND</b> Rwdy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PED</b> Lighting <b>DAYLIGHT</b> Ped Action <b>NOT IN X-</b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -														
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected <b>1F</b> <b>DRVR</b> <b>37</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>PROC ST</b> <b>S</b> <b>A</b> <b>0800</b> <b>HONDA</b> <b>2016</b> <b>-</b> <b>3</b> <b>F</b> <b>-</b> <b>M</b> <b>G</b> <b>2</b> <b>PED</b> <b>65</b> <b>M</b> <b>W</b> <b>HNBD</b> <b>-</b> <b>N</b> <b>6000</b> <b>-</b> <b>-</b> <b>3</b> <b>A</b> <b>21954</b> <b>-</b> <b>-</b> <b>-</b> <b>PED</b> <b>SEVERE</b> <b>65</b> <b>M</b> <b>9</b> <b>3</b> <b>-</b> <b>-</b>														

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>1500</b> Direction <b>N</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>128</b> Postmile Prefix - Postmile <b>29.53</b> Side of Hwy <b>W</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20160121</b> Time <b>1055</b> Day <b>THU</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	W	HNBD		PROC ST	N	D	2200	DODGE	2016	- 3	F	-	M	G								
2	DRVR	48	F	A	HNBD		STOPPED	N	A	0100	MERCE	2005	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>96</b> Direction <b>S</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20160607</b> Time <b>2230</b> Day <b>TUE</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20160902</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M		HBD-NUI		PROC ST	N	A	0100	MERCE	2016	- 3	N	-	M	G								
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2012	- -	-	-	-	-								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>107</b> Direction <b>S</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.15</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>19</b> Collision Date <b>20160609</b> Time <b>1730</b> Day <b>THU</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170211</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>I</b> Ramp/Int <b>5</b>																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	W	HNBD	FATG		S	A	0100	TOYOT	2014	- 3	A	22107	F	L	G							
2	DRVR	42	M		HNBD		PROC ST	N	A	0100	DODGE	2008	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>331</b> Direction <b>N</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.31</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>31</b> Collision Date <b>20161002</b> Time <b>1358</b> Day <b>SUN</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>3</b> Tow Away? <b>Y</b> Process Date <b>20170127</b> Weather1 <b>RAINING</b> Weather2 <b>OTHER</b> Rdwy Surface <b>WET</b> Rdwy Cond1 <b>OTHER</b> Rdwy Cond2 <b>NO UNUSL CND</b> Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	W	HNBD		PROC ST	S	A	0700	VOLKS	2012	- 3	F	G	L	G	DRVR	COMP PN 24	M	1	0	L	G	
2	DRVR	63	M	W	HNBD		STOPPED	S	A	0700	JEEP	2015	- 3	G	-	M	G	DRVR	COMP PN 63	M	1	0	M	G	
																		PASS	COMP PN 62	F	3	0	M	G	
Primary Rd <b>MAIN ST</b> Distance (ft) <b>7</b> Direction <b>W</b> Secondary Rd <b>RT 29</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.84</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>30</b> Collision Date <b>20161005</b> Time <b>1644</b> Day <b>WED</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170218</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>LOOSE MATRL</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	B	HNBD		RGT TURN	N	I	2000	OTHER	2014	- 3	A	21658	-	M	G							
2	PRKD	998	-				PARKED	N	A	0100	BMW	2011	- 1	N	-	-	-								

Include State Highways cases

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Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy															
MAIN ST		105	N	SPRING ST	2803																				
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 29	Collision Date 20160708	Time 1235 Day FRI															
Primary Collision Factor		STRTNGJBACKNG		Violation 22106	Collision Type	SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N															
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	61	M	W	HNBD		ENT TRAF	S	A	0100	MERCE	2001	- 3	N	-	M	G								
2	DRVR	55	F	B	HNBD		PROC ST	S	F	2500	FREIG	2012	- 3	-	-	M	G								
MAIN ST		204	N	SPRING ST	2803		Y Route 29																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date 20160913	Time 1040 Day TUE															
Primary Collision Factor		R-O-W AUTO		Violation 21804A	Collision Type	SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N															
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M		HNBD		MERGING	S	A	0700	LINCO	2000	- 3	N	-	M	-	PASS		42	F	3	0	M	G
2	DRVR	46	M		HNBD		PROC ST	S	A	0100	HONDA	2008	- 3	N	-	M	G	PASS		12	F	4	0	M	G
MAIN ST		8	S	ST ANDREWS CT	2803		Y Route 29																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 6	Collision Date 20160819	Time 1601 Day FRI															
Primary Collision Factor		IMPROP TURN		Violation 22103	Collision Type	SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N															
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	W	HNBD		U-TURN	S	A	0100	TOYOT	2011	- 3	N	-	M	G								
2	DRVR	36	M	W	HNBD		PROC ST	S	A	0100	NISSA	2013	- 3	N	-	M	G								
MAIN ST		432	S	SULPHUR	2803		Y Route 128																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat 006	Type 0	CalTrans 4	Badge 21	Collision Date 20160123	Time 1810 Day SAT															
Primary Collision Factor		TOO CLOSE		Violation 21703	Collision Type	REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y															
Weather1 CLOUDY		Weather2		Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M		HNBD		PROC ST	S	A	0700	GMC	2015	- 3	N	-	M	G	PASS		31	F	3	0	G	-
																		PASS		22	M	6	0	G	-
																		PASS		8	F	4	0	G	-
																		PASS		9	F	6	0	G	-
2	DRVR	52	F	W	HNBD		U-TURN	S	A	0100	MINI	2011	- 3	N	-	M	G	PASS		61	M	3	0	G	-
MAIN ST		0		VINTAGE AV	2803		Y Route 29																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20160325	Time 1315 Day FRI															
Primary Collision Factor		IMPROP TURN		Violation 22107	Collision Type	BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N															
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	F	W	HNBD			W	A	0100	HONDA	1997	- 3	N	-	M	G								

Include State Highways cases

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2		DRVR 22 F		HNBD		PROC ST S		A 0100		TOYOT 1997		- 3 N		- M G											
Primary Rd MONEY WY		Distance (ft) 15		Direction S		Secondary Rd ADAMS ST		NCIC 2803		State Hwy? N		Route		Postmile Prefix Postmile		Side of Hwy									
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans Badge 6		Collision Date 20160520		Time 1030 Day FRI									
Primary Collision Factor STRTNG BCKNG		Violation 22106		Collision Type BROADSIDE		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160624											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With OTHER MV				Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type Ramp/Int											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	61	F	W	HNBD		BACKING	E	-	0000	TOYOT 2008	-	3	N	-	M	G								
2	DRVR	78	F	W	HNBD		PROC ST	S	A	0100	MERCE 2014	-	3	N	-	M	G								
Primary Rd MONEY WY		Distance (ft) 170		Direction E		Secondary Rd OAK ST		NCIC 2803		State Hwy? N		Route		Postmile Prefix Postmile		Side of Hwy									
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans Badge 30		Collision Date 20160927		Time 1237 Day TUE									
Primary Collision Factor IMPROP TURN		Violation 22107		Collision Type SIDESWIPE		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20161014											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		OBSTR ON RD		Rdwy Cond2		REDUCED RD Spec Cond 0													
Hit and Run		Motor Vehicle Involved With PKD MV				Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type Ramp/Int											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	W	HNBD		PROC ST	N	F	2600	OTHER 2007	-	3	-	-	M	G								
2	PRKD	998	-		HNBD		PARKED	E	A	0100	VOLKS 2016	-	3	-	-	-	-								
Primary Rd MONTE VISTA AV		Distance (ft) 376		Direction N		Secondary Rd HUNT AV		NCIC 2803		State Hwy? N		Route		Postmile Prefix Postmile		Side of Hwy									
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans Badge 29		Collision Date 20160609		Time 0820 Day THU									
Primary Collision Factor STRTNG BCKNG		Violation 22106		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160620											
Weather1 CLOUDY		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With PKD MV				Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type Ramp/Int											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	W	HNBD		BACKING	S	D	2200	FORD 2001	-	3	-	-	M	G	PASS		17	F	3	0	M	G
2	PRKD	998	-		HNBD			-	D	2200	NISSA 1984	-	-	-	-	-	-								
Primary Rd N CRANE AV		Distance (ft) 20		Direction S		Secondary Rd SPRING ST		NCIC 2803		State Hwy? N		Route		Postmile Prefix Postmile		Side of Hwy									
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans Badge 6		Collision Date 20160827		Time 1540 Day SAT									
Primary Collision Factor IMPROP TURN		Violation 22107		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160916											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With OTHER MV				Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type Ramp/Int											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	61	F	W	HNBD		PROC ST	S	I	1100	GRUM	-	3	N	-	M	B	PASS		61	F	1	0	M	B
2	PRKD	998	-		HNBD		PARKED	S	-	0000	NISSA 2016	-	3	N	-	-	-	PASS		23	M	1	0	M	B
Primary Rd OAK AV		Distance (ft) 242		Direction N		Secondary Rd ADAMS ST		NCIC 2803		State Hwy? N		Route		Postmile Prefix Postmile		Side of Hwy									
City Saint Helena		County Napa		Population 2		Rpt Dist		Beat		Type 0		CalTrans Badge 28		Collision Date 20160520		Time 1545 Day FRI									
Primary Collision Factor NOT STATED		Violation		Collision Type OTHER		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160603											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With PKD MV				Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type Ramp/Int											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	N	-	9900	-	-	3	M	-	B	-								
2	PRKD	998	-				PARKED	N	A	0100	TOYOT 2008	-	3	-	-	-	-								



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>OAK AV</b>		Distance (ft) <b>94</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20160619</b>	Time <b>2335</b>	Day <b>SUN</b>																
Primary Collision Factor <b>DRVR ALCJDRG</b>		Violation <b>23152</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160630</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	M	B	HBD-UI		RGT TURN	N	-	0000	HONDA	2013	-	3	A	22152	-	M	G							
2	PRKD	998	-			null		N	A	0100	BMW	2013	-	-	-	-	-	-	-							
Primary Rd <b>OAK AV</b>		Distance (ft) <b>63</b>	Direction <b>S</b>	Secondary Rd <b>PINE ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20160412</b>	Time <b>1648</b>	Day <b>TUE</b>																
Primary Collision Factor <b>WRONG SIDE</b>		Violation <b>21460A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>N</b>	Process Date <b>20160426</b>																		
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	F	B	HNBD		OPPOS LN	S	A	0100	CHEVR	2015	-	3	N	-	L	G	DRVR	COMP PN 20	F	1	0	L	G	
2	DRVR	34	F	W	HNBD		PROC ST	N	A	0100	SUBAR	2011	-	3	N	-	M	G	DRVR	COMP PN 34	F	1	0	M	G	
Primary Rd <b>OAK AV</b>		Distance (ft) <b>130</b>	Direction <b>N</b>	Secondary Rd <b>SPRING ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>6</b>	Collision Date <b>20160702</b>	Time <b>1056</b>	Day <b>SAT</b>																
Primary Collision Factor <b>TOO CLOSE</b>		Violation <b>21703</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160719</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	63	M	W	HNBD		LFT TURN	N	A	7100	BMW	2004	-	3	N	-	M	G								
2F	DRVR	67	F	W	HNBD		PROC ST	N	A	0100	JAGUA	2004	-	3	N	-	M	G								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>22</b>	Direction <b>E</b>	Secondary Rd <b>CHILES AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>29</b>	Collision Date <b>20161015</b>	Time <b>2328</b>	Day <b>SAT</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20161101</b>																		
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	F	W	HNBD		ENT TRAF	N	A	0100	MAZDA	2016	-	3	-	-	M	G	PASS		42	M	3	0	M	G
																			PASS	COMP PN 7	M	6	0	M	Q	
																			PASS	4	M	5	0	M	Q	
																			PASS	4	M	4	0	M	Q	
2	DRVR	25	M	O	HNBD		PROC ST	E	A	0100	FORD	2004	-	3	-	-	M	G	PASS		25	M	4	0	M	G
																			PASS		19	M	3	0	L	G
Primary Rd <b>POPE ST</b>		Distance (ft) <b>264</b>	Direction <b>E</b>	Secondary Rd <b>COLLEGE AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20160410</b>	Time <b>2353</b>	Day <b>SUN</b>																
Primary Collision Factor <b>TOO CLOSE</b>		Violation <b>21703</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160421</b>																		
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	55	M	W	HBD-NUI		PROC ST	E	A	0700	HONDA	2010	-	3	N	-	M	G								

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2		DRVR	19	M	W	HNBD	SLOWING		E	A	0700	FORD	2006	-	3	N	-	M	G	PASS	20	F	3	0	M	G																									
Primary Rd		POPE ST		Distance (ft)		28		Direction		E		Secondary Rd		COLLEGE AV		NCIC		2803		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																					
City		Saint Helena		County		Napa		Population		2		Rpt Dist		Beat		Type		0		CalTrans		Badge		29		Collision Date		20160721		Time 0900 Day THU																					
Primary Collision Factor		IMPROP TURN		Violation		22107		Collision Type		SIDESWIPE		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		N		Process Date		20160801																					
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action				Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR		20		M		W		HNBD		CHANG LN		W		A		0100		FORD		2015		-		3		-		-		M		G																	
2		DRVR		51		F		H		HNBD		PROC ST		W		A		0700		MERCE		2008		-		3		-		-		M		G																	
Primary Rd		POPE ST		Distance (ft)		0		Direction				Secondary Rd		SILVERADO TRL		NCIC		2803		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																					
City		Saint Helena		County		Napa		Population		2		Rpt Dist		Beat		Type		0		CalTrans		Badge		6		Collision Date		20161029		Time 2100 Day SAT																					
Primary Collision Factor		IMPROP TURN		Violation		22100B		Collision Type		SIDESWIPE		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		N		Process Date		20161121																					
Weather1		CLOUDY		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DARK - ST		Ped Action				Cntrl Dev		FNCTNG		Loc Type		Ramp/Int																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR		54		M		W		HNBD		N		E		2347		GMC		2012		-		3		N		-		-		M		G																	
2		DRVR		18		M		H		HNBD		E		A		0100		HONDA		1998		-		3		N		-		-		M		G																	
Primary Rd		RAILROAD AV		Distance (ft)		30		Direction		N		Secondary Rd		ADAMS		NCIC		2803		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																					
City		Saint Helena		County		Napa		Population		2		Rpt Dist		Beat		Type		0		CalTrans		Badge		28		Collision Date		20160106		Time 1234 Day WED																					
Primary Collision Factor		STRTNGJCKNG		Violation		22106		Collision Type		REAR END		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		Y		Process Date		20160310																					
Weather1		RAINING		Weather2				Rdwy Surface		WET		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action				Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR		42		M		W		HNBD		N		F		2600		OTHER		2000		-		3		N		-		-		M		C																	
2		DRVR		24		M		W		HNBD		S		A		0100		TOYOT		1994		-		3		G		-		-		M		G																	
Primary Rd		RAILROAD AV		Distance (ft)		102		Direction		N		Secondary Rd		ADAMS		NCIC		2803		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																					
City		Saint Helena		County		Napa		Population		2		Rpt Dist		Beat		Type		0		CalTrans		Badge		28		Collision Date		20160419		Time 1257 Day TUE																					
Primary Collision Factor		UNSAFE SPEED		Violation		22350		Collision Type		REAR END		Severity		INJURY		#Killed		0		#Injured		1		Tow Away?		N		Process Date		20160426																					
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action				Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR		69		F		W		HNBD		PROC ST		S		A		0700		AUDI		2016		-		3		N		-		-		M		G															
2		DRVR		58		F		W		HNBD		STOPPED		S		A		0700		VOLVO		2016		-		3		N		-		-		M		G		DRVR		COMP PN 58		F		1		0		M		G	
Primary Rd		RAILROAD AV		Distance (ft)		210		Direction		S		Secondary Rd		ADAMS ST		NCIC		2803		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy																					
City		Saint Helena		County		Napa		Population		2		Rpt Dist		Beat		Type		0		CalTrans		Badge		14		Collision Date		20160213		Time 1151 Day SAT																					
Primary Collision Factor		OTHER HAZ		Violation		22517		Collision Type		OTHER		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		N		Process Date		20160315																					
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action				Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int																													
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR		39		M		HNBD		PARKED		S		I		1100		LINCO		2000		-		3		-		-		-		M		H																	
2		DRVR		81		M		W		HNBD		PROC ST		S		A		0100		FORD		2014		-		3		-		-		M		G																	

Include State Highways cases

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Primary Rd <b>RAILROAD AV</b>		Distance (ft) <b>142</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20161220</b>	Time <b>1153</b>	Day <b>TUE</b>															
Primary Collision Factor <b>STRNGJ BCKNG</b>		Violation <b>22106</b>	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170109</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	83	M	W	HNBD		BACKING	E	A	0700	HONDA	2015	- 3	N		M	B								
2	DRVR	53	F	W	HNBD		STOPPED	S	A	0100	TOYOT	2016	- 3	N		M	B								
Primary Rd <b>RAILROAD AV</b>		Distance (ft) <b>175</b>	Direction <b>N</b>	Secondary Rd <b>HUNT AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>40</b>	Collision Date <b>20160128</b>	Time <b>1801</b>	Day <b>THU</b>															
Primary Collision Factor <b>STRNGJ BCKNG</b>		Violation <b>22106</b>	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160819</b>																	
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	W	HNBD		BACKING	W	A	0100	HONDA	2003	- 3	N		M	G								
2	PRKD	998	-	-			PARKED	-	A	0100	AUDI	2013	- -	-	-	-	-								
Primary Rd <b>RAILROAD AV</b>		Distance (ft) <b>195</b>	Direction <b>N</b>	Secondary Rd <b>HUNT AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20161105</b>	Time <b>1327</b>	Day <b>SAT</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161116</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	95	F	W	HNBD		PROC ST	S	A	0100	CADIL	2003	- 3	M		M	G								
2	PRKD	998	-	-			PARKED	S	A	0800	CHRY	2017	- 3	N		-	-								
Primary Rd <b>RAILROAD BEHIND</b>		Distance (ft) <b>558</b>	Direction <b>S</b>	Secondary Rd <b>FULTON</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>31</b>	Collision Date <b>20161025</b>	Time <b>0700</b>	Day <b>TUE</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20161104</b>																	
Weather1 <b>CLOUDY</b>	Weather2 <b>RAINING</b>	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-			UNS TURN	S	-	9900	-	-	- 3	-	-	-	B								
2	OTHR	998	-	HNBD			PARKED	-	A	0100	BMW	2010	- 3	N		-	-								
Primary Rd <b>RT 29</b>		Distance (ft) <b>283</b>	Direction <b>S</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.7</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>4</b>	Collision Date <b>20160915</b>	Time <b>1301</b>	Day <b>THU</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170128</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	W	HNBD		PASSING	N	A	0700	CHEVR	2002	- 3	L		M	G								
2	DRVR	37	M	W	HNBD		SLOWING	N	J	4300	-	-	- 3	N		M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>RT 29</b>		Distance (ft) <b>204</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.79</b>	Side of Hwy <b>S</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20161013</b>	Time <b>1146</b> Day <b>THU</b>																	
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170218</b>																		
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run	Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	DAF1	Viol	DAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	67	M	W	HNBD		ENT TRAF	S	A	0100	CHEVR	2016	- 3	N	-	M	G	PASS		66	F	2	0	M	G	
2	DRVR	58	M	W	HNBD		PROC ST	S	F	2700	KENW	2015	- 3	N	-	M	G									
Primary Rd <b>RT 29</b>										Distance (ft) <b>148</b>	Direction <b>N</b>	Secondary Rd <b>BRITTON WY</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.88</b>	Side of Hwy <b>N</b>									
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20160209</b>	Time <b>0627</b> Day <b>TUE</b>																	
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20170214</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run	Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	DAF1	Viol	DAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	37	M	H	HNBD		PROC ST	N	A	0700	DODGE	2002	- 3	N	-	M	G	PASS	COMP PN 45	45	M	5	0	G	-	
																		PASS	COMP PN 24	24	M	6	0	G	-	
																		PASS		58	M	4	0	G	-	
																		PASS		67	M	3	0	G	-	
																		PASS		27	M	7	0	H	-	
2	PRKD	998	-				PARKED	N	A	0700	CHEVR	2007	- 3	N	-	-	-									
Primary Rd <b>RT 29</b>										Distance (ft) <b>215</b>	Direction <b>N</b>	Secondary Rd <b>BRITTON WY</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.9</b>	Side of Hwy <b>N</b>									
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>6</b>	Collision Date <b>20160905</b>	Time <b>0356</b> Day <b>MON</b>																	
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20170228</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run	Motor Vehicle Involved With <b>PKD MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	DAF1	Viol	DAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	17	M	H	HBD-UI		PROC ST	N	A	0100	LEXUS	2013	- 3	A	22107	-	L	G	DRVR	COMP PN 17	17	M	1	0	L	G
2	PRKD	998	-				PARKED	N	A	0100	TOYOT	2016	- 3	N	-	-	-									
Primary Rd <b>RT 29</b>										Distance (ft) <b>119</b>	Direction <b>N</b>	Secondary Rd <b>CHARTER OAK AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>26.34</b>	Side of Hwy <b>N</b>									
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20160323</b>	Time <b>1019</b> Day <b>WED</b>																	
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20170213</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run	Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	DAF1	Viol	DAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	68	M	W	HNBD		PROC ST	N	A	0100	HYUND	2016	- 3	G	-	M	G	DRVR	COMP PN 68	68	M	1	0	G	-	
2	DRVR	54	F	W	HNBD		SLOWING	N	A	0700	GMC	2011	- 3	G	-	M	G	PASS	COMP PN 58	58	M	3	0	G	-	
																		PASS		2	M	4	0	U	-	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 28	Direction N	Secondary Rd CHARTER OAK AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.37	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160425	Time 0905 Day MON														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170211																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	W	HNBD	PROC ST	N	A	0700	LAND	2008	- 3	N	-	M	G								
2	DRVR	51	F	A	HNBD	STOPPED	N	A	0700	BMW	2016	- 3	N	-	M	G								
Primary Rd RT 29		Distance (ft) 378	Direction N	Secondary Rd CHARTER OAK AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.39	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20161013	Time 1639 Day THU														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170218																
Weather1 CLOUDY		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	H	HNBD	SLOWING	-	D	2200	DODGE	2001	- 3	F	-	G	M	G							
2	DRVR	48	M	W	HNBD	STOPPED	N	A	0100	TOYOT	2011	- 3	N	-	M	G								
Primary Rd RT 29		Distance (ft) 426	Direction N	Secondary Rd CHARTER OAK	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.4	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 6	Collision Date 20160501	Time 1615 Day SUN														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170211																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	82	M	W	HNBD	PROC ST	N	D	2200	DODGE	1995	- 3	N	-	M	G	PASS		81	F	3	0	M	G
2	DRVR	46	M	H	HNBD	STOPPED	N	D	2200	TOYOT	1996	- 3	N	-	M	G	PASS		44	F	3	0	M	G
3	DRVR	29	F	HNBD			N	-	0000	-	-	- 3	N	-	M	G								
Primary Rd RT 29		Distance (ft) 41	Direction N	Secondary Rd DOWDELL LN	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.98	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20160524	Time 0456 Day TUE														
Primary Collision Factor IMPROPR TURN		Violation 22107	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170211																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS ZONE	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M	W		FATG UNS TURN	N	J	4100	MERCE	2011	- 3	N	-	M	G	PASS		30	F	3	0	M	G
Primary Rd RT 29		Distance (ft) 137	Direction S	Secondary Rd EL BONITA AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.76	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20161015	Time 1407 Day SAT														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170218																
Weather1 CLOUDY		Weather2 RAINING	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -															
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	H	HNBD	SLOWING	N	A	0100	FORD	2004	- 3	N	-	L	G	PASS		7	F	4	0	M	G
2	DRVR	44	M	W	HBD-NUI	STOPPED	N	A	0100	HYUND	2016	- 3	N	-	M	G								
3	DRVR	49	F	B	IMP UNK	IMP UNK	STOPPED	N	A	0100	VOLKS	2012	- 3	N	-	M	G							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 362	Direction S	Secondary Rd EL BONITA AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.72	Side of Hwy N																
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20161031	Time 0912 Day MON																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170218																		
Weather1 CLOUDY		Weather2	Rdwy Surface WET	Rdwy Cond1 CONS ZONE	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	W	HNBD		PROC ST	N	A	0100	VOLKS	2013	- 3	N		M	G									
2	DRVR	57	F	W	HNBD		STOPPED	N	A	0700	NISSA	2016	- 3	N		M	G									
Primary Rd RT 29		Distance (ft) 76	Direction N	Secondary Rd ELMHURST AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.17	Side of Hwy N																
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160707	Time 0705 Day THU																
Primary Collision Factor STRTNG BCKNG		Violation 22106	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170218																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With PKD MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	S	-	9900	-	-	- 3	M		-	-	B								
2	PRKD	998	-				PARKED	N	A	0700	TOYOT	2005	- 3	N		-	-									
Primary Rd RT 29		Distance (ft) 298	Direction N	Secondary Rd GRAYSON AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.15	Side of Hwy N																
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160127	Time 1710 Day WED																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170204																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	H	HNBD		PROC ST	N	A	0100	INFIN	2005	- 3	N		-	M	G	PASS		28	M	3	0	E	-
2	DRVR	25	M	H	HNBD		SLOWING	N	D	2200	NISSA	2004	- 3	N		-	M	G								
Primary Rd RT 29		Distance (ft) 96	Direction S	Secondary Rd GRAYSON AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.07	Side of Hwy N																
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160902	Time 0810 Day FRI																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170128																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	19	M	H	HNBD		PROC ST	N	A	0800	PLYMO	1998	- 3	F		G	L	G								
2	DRVR	41	M	B	HNBD		SLOWING	N	A	0100	FORD	2014	- 1	N		-	M	G								
Primary Rd RT 29		Distance (ft) 10	Direction N	Secondary Rd MADRONA AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.95	Side of Hwy S																
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20160919	Time 1228 Day MON																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170128																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	42	M	W	HNBD		PROC ST	S	D	7200	CHEVR	2006	- 3	F		-	M	G								
2	DRVR	46	F	H	HNBD		STOPPED	S	A	0800	CHRY	2002	- 3	N		-	M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 141	Direction N	Secondary Rd MILLS LN	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.12	Side of Hwy N											
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 6	Collision Date 20160624	Time 0927 Day FRI											
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? N	Process Date 20170209													
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -											
Party Info																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	63	F	W	HNBD	PROC ST	N	D	2200	TOYOT 2006	- 3	N	- M G	DRVR	COMP PN 63	F	1	0	M	G	G
2	DRVR	50	F	W	HNBD	PROC ST	N	A	0700	GMC 2012	- 3	N	- M G	DRVR	COMP PN 50	F	1	0	M	G	G
Primary Rd RT 29		Distance (ft) 83	Direction N	Secondary Rd MITCHELL	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.48	Side of Hwy N											
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160128	Time 1226 Day THU											
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170204													
Weather1 CLOUDY		Weather2 RAINING	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -											
Party Info																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	F	W	HNBD	PASSING	N	A	0100	LEXUS 2015	- 3	N	- M G								
2	DRVR	40	M	W	HNBD	STOPPED	N	A	0100	SUBAR 2000	- 3	N	- M G								
Primary Rd RT 29		Distance (ft) 122	Direction N	Secondary Rd MITCHELL DR	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.51	Side of Hwy S											
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20161026	Time 0648 Day WED											
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170218													
Weather1 FOG		Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -											
Party Info																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	M	W	HNBD	PROC ST	S	A	0100	HONDA 1993	- 3	N	- P G								
2	DRVR	40	M	H	HNBD	STOPPED	S	D	2200	CHEVR 1997	- 3	N	- M G								
Primary Rd RT 29		Distance (ft) 155	Direction N	Secondary Rd POPE	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.52	Side of Hwy N											
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 31	Collision Date 20161204	Time 0633 Day SUN											
Primary Collision Factor TOO CLOSE		Violation 21703	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20170306													
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -											
Party Info																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-	-	IMP UNK	IMP UNK	RGT TURN	N	D	2200	-	- 3	N - B -								
2F	DRVR	34	M	-	HNBD	PROC ST	N	A	0100	TOYOT 2009	- 3	A	21703 N L G								
Primary Rd RT 29		Distance (ft) 25	Direction N	Secondary Rd POPE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.5	Side of Hwy S											
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20160111	Time 0804 Day MON											
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170204													
Weather1 CLOUDY		Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -											
Party Info																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	F	H	HNBD	STOPPED	S	A	0700	HONDA 2012	- 3	N	- M G								
2	DRVR	59	M	W	HNBD	STOPPED	S	A	0800	DODGE 2010	- 3	N	- M G								

Include State Highways cases

Primary Rd <b>RT 29</b>		Distance (ft) <b>177</b>	Direction <b>N</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.52</b>	Side of Hwy <b>S</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>2</b>	Beat <b>21804A</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20160310</b>	Time <b>1532</b> Day <b>THU</b>																	
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20170207</b>																		
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	25	F	H	HNBD		ENT TRAF	E	A	0700	NISSA	2006	- 3	N		M	G	PASS	COMP PN 30	M	3	0	G	-		
2	DRVR	35	M	H	HNBD		PROC ST	S	A	0700	HONDA	2012	- 3	N		L	G									
Primary Rd <b>RT 29</b>		Distance (ft) <b>158</b>	Direction <b>N</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.52</b>	Side of Hwy <b>N</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>2</b>	Beat <b>21804A</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20160701</b>	Time <b>1917</b> Day <b>FRI</b>																	
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170302</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	M	O	HNBD		LFT TURN	W	A	0100	HONDA	2016	- 3	E		G	M	G								
2	DRVR	43	M	H	HNBD		CHANG LN	N	C	0200	HONDA	2004	- 3	A	22350	G	P					1	2	P	-	
Primary Rd <b>RT 29</b>		Distance (ft) <b>36</b>	Direction <b>N</b>	Secondary Rd <b>SPRING ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.58</b>	Side of Hwy <b>S</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>2</b>	Beat <b>23152A</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20160821</b>	Time <b>0120</b> Day <b>SUN</b>																	
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170218</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	35	M	W	HBD-UI		BACKING	S	A	0100	AUDI	2015	- 3	N			M	G								
2	PRKD	998	-	-			PARKED	N	A	0100	TOYOT	1999	- 3	N												
Primary Rd <b>RT 29</b>		Distance (ft) <b>265</b>	Direction <b>N</b>	Secondary Rd <b>SULPHUR</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>27.71</b>	Side of Hwy <b>N</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>2</b>	Beat <b>21804A</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>20</b>	Collision Date <b>20160914</b>	Time <b>1416</b> Day <b>WED</b>																	
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170128</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>CONS ZONE</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	W	HNBD		PROC ST	N	A	0100	FORD	2006	- 3	N			M	G								
2	DRVR	39	F	W	HNBD		PROC ST	N	A	0100	CHRY	2010	- 3	N			L	G								
Primary Rd <b>RT 29</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>VINTAGE AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>27.8</b>	Side of Hwy <b>S</b>																	
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>2</b>	Beat <b>22350</b>	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>6</b>	Collision Date <b>20160528</b>	Time <b>1638</b> Day <b>SAT</b>																	
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170211</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	46	M	W	HNBD		PROC ST	S	A	0100	ACURA	2013	- 3	N			M	G								
2	DRVR	71	M	W	HNBD		STOPPED	S	D	2200	TOYOT	2006	- 3	N			M	G								
3	DRVR	54	M	W	HNBD		PROC ST	S	A	0100	FORD	2016	- 3	N			M	G								



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy															
SILVERADO TRL		181	S	HOWELL MTN	2803		N																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 21	Collision Date 20160621	Time 1440 Day TUE															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE		Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160707																
Weather1 CLEAR		Weather2	Rdwy Surface DRY		Rdwy Cond1	Rdwy Cond2		Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev		NT PRS/FCTR Loc Type																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F		HNBD		LFT TURN	N	A	0700	NISSA	2016	- 3	N		-	M	G	PASS	41	M	3	0	M	G
2	DRVR	55	M	H	HNBD		PROC ST	N	F	2700	OTHER	2006	- 3	N		-	M	G	PASS	30	M	6	0	M	G
SILVERADO TRL		0		POPE ST	2803		N																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 29	Collision Date 20160208	Time 1550 Day MON															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type BROADSIDE		Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20160222																
Weather1 CLEAR		Weather2	Rdwy Surface DRY		Rdwy Cond1	Rdwy Cond2		Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev		NT PRS/FCTR Loc Type																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	F	W	HNBD		OPPOS LN	N	A	0100	TOYOT	2007	- 3	A	22802	-	M	G	DRVR	COMP PN 71	F	1	0	-	G
2	DRVR	42	M	H	HNBD		OPPOS LN	S	A	0100	ISUZU	1994	- 3	-	-	-	M	G	PASS						
SILVERADO TRL		0		POPE ST	2803		N																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 14	Collision Date 20161120	Time 0953 Day SUN															
Primary Collision Factor R-O-W AUTO		Violation 21803A	Collision Type BROADSIDE		Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20170112																
Weather1 CLOUDY		Weather2 RAINING	Rdwy Surface WET		Rdwy Cond1	Rdwy Cond2		Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev		NT PRS/FCTR Loc Type																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	94	M		HNBD		ENT TRAF	E	A	0100	TOYOT	2002	- 3	N		-	M	G	DRVR	COMP PN 94	M	1	0	M	G
2	DRVR	69	F	W	HNBD		PROC ST	S	A	0100	HONDA	2014	- 3	N		-	L	G	PASS	70	M	3	0	L	G
SPRING ST		82	E	HUDSON AV	2803		N																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 21	Collision Date 20160816	Time 0000 Day TUE															
Primary Collision Factor DRVR ALC/DJRG		Violation 23140A	Collision Type HEAD-ON		Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20160901																
Weather1 CLEAR		Weather2	Rdwy Surface DRY		Rdwy Cond1	Rdwy Cond2		Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With PKD MV		Lighting DARK - ST	Ped Action	Cntrl Dev		NT PRS/FCTR Loc Type																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	17	F	W	HBD-UI		UNS TURN	E	A	0100	MINI	2014	- 1	A	22107	-	M	G	PASS	67	M	9	3	-	-
2	PRKD	998	-	-			PARKED	-	A	0100	DODGE	2011	- -	-	-	-	-	-	-	-	-	-	-	-	-
3	PRKD	998	-	-			PARKED	-	A	0800	KIA	2011	- -	-	-	-	-	-	-	-	-	-	-	-	-
STARR AV		0		HUNT AV	2803		N																		
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 29	Collision Date 20160224	Time 1250 Day WED															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type HIT OBJECT		Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20160309																
Weather1 CLEAR		Weather2	Rdwy Surface DRY		Rdwy Cond1	Rdwy Cond2		Spec Cond 0																	
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DAYLIGHT	Ped Action	Cntrl Dev		NT PRS/FCTR Loc Type																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	W	HNBD		LFT TURN	N	A	0100	MAZDA	2015	- 3	M		-	M	G	PASS						

01/01/2016 thru 12/31/2016

Total Count: 105

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		SULPHUR SPRINGS		Distance (ft)	15	Direction	S	Secondary Rd	SULPHUR		NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	8	Collision Date	20160602	Time	1545 Day THU								
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type	BROADSIDE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160617								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run		MSDMNR		Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FNCTNG		Loc Type		Ramp/Int									
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	42	M	H	HNBD		PROC ST	W	D	2200	DODGE	2000	- 3	N	-	M	G									
2F	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	S	A	0100	-	-	- 3	A	20002	-	B	-								
Primary Rd		TAINTER ST		Distance (ft)	301	Direction	W	Secondary Rd	OAK AV		NCIC	2803	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Saint Helena		County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	28	Collision Date	20160915	Time	1515 Day THU								
Primary Collision Factor		STRNG BCKNG		Violation	22106	Collision Type	REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20160926								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run		MSDMNR		Motor Vehicle Involved With	PKD MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	S	A	0800	-	-	- 3	N	-	B	-									
2	PRKD	998	-		HNBD		PARKED	W	A	0100	BMW	2006	- 3	N	-	-	-									



**REPORT 8 - TOTAL COLLISIONS**

01/01/2017 thru 12/31/2017

Total Count: 86

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>102</b>	Direction <b>W</b>	Secondary Rd <b>LIBRARY LN</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20170824</b>	Time <b>1130</b>	Day <b>THU</b>															
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170906</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1</b>	<b>DRVR</b>	<b>66</b>	<b>F</b>			<b>DRUG</b>	<b>PROC ST</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>BMW</b>	<b>2005</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>							
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>			<b>PARKED</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>DODGE</b>	<b>2014</b>	<b>-</b>	<b>-</b>	<b>N</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>52</b>	Direction <b>E</b>	Secondary Rd <b>OAK AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>20</b>	Collision Date <b>20170109</b>	Time <b>1641</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170322</b>																	
Weather1 <b>CLOUDY</b>		Weather2 <b>RAINING</b>	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>			Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>30</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>		<b>LFT TURN</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>SUBAR</b>	<b>2006</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>B</b>							
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>			<b>PARKED</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>JEEP</b>	<b>2016</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>OAK AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20171213</b>	Time <b>0842</b>	Day <b>WED</b>															
Primary Collision Factor <b>OTHER HAZ</b>		Violation <b>22517</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180608</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>70</b>	<b>F</b>	<b>W</b>	<b>HNBD</b>		<b>PARKED</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>HONDA</b>	<b>2014</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>P</b>							
<b>2</b>	<b>DRVR</b>	<b>39</b>	<b>F</b>	<b>W</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0700</b>	<b>FORD</b>	<b>2017</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>							
Primary Rd <b>CHILES AV</b>		Distance (ft) <b>499</b>	Direction <b>N</b>	Secondary Rd <b>POPE ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20170105</b>	Time <b>0134</b>	Day <b>THU</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170322</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>			Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int															
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>24</b>	<b>M</b>	<b>W</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>PROC ST</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>FORD</b>	<b>2002</b>	<b>-</b>	<b>3</b>	<b>F</b>	<b>-</b>	<b>M</b>	<b>G</b>							
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>			<b>PARKED</b>	<b>S</b>	<b>A</b>	<b>0700</b>	<b>HONDA</b>	<b>2008</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy																	
CHURCH ST		125	N	POPE ST	2803	N																					
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	21	Collision Date	20170829	Time	1101	Day	TUE									
Primary Collision Factor		R-O-W AUTO	Violation	21804A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20170914											
Weather1	CLEAR	Weather2	Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond	0	Hit and Run	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Party Info		Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	65	M	W	HNBD		ENT TRAF	E	I	1100	DODGE	2003	-	3	N	-	M	G	PASS		82	M	3	0	M	G	
2	DRVR	75	F	W	HNBD		PROC ST	S	A	0100	LINCO	2011	-	3	N	-	M	G									
Primary Rd		188	N	NAPA 1.50	2803	N																					
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	20	Collision Date	20170308	Time	1155	Day	WED									
Primary Collision Factor		STRNG BCKNG	Violation	22106	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20170405											
Weather1	CLEAR	Weather2	Rdwy Surface	DRY	Rdwy Cond1	OBSTR ON RD	Rdwy Cond2	Spec Cond	0	Hit and Run	Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Party Info		Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	56	M	W	HNBD		BACKING	N	G	2531	INTER	2011	-	3	N	-	P	G									
Primary Rd		0		CHURCH ST	2803	N																					
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	Badge	30	Collision Date	20171122	Time	1455	Day	WED									
Primary Collision Factor		R-O-W AUTO	Violation	21804	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180123											
Weather1	CLEAR	Weather2	Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond	0	Hit and Run	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int								
Party Info		Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	51	F	W	HNBD		ENT TRAF	N	A	0100	FORD	2004	-	3	A	21804	E	M	C	DRVR	POSSIBL	51	F	1	0	M	C
2	DRVR	22	M	W	HNBD		PROC ST	E	A	0100	FORD	2010	-	3	N	-	M	G									
Primary Rd		30	N	MAIN ST	2803	Y	29			28.64																	
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	29	Collision Date	20170112	Time	0618	Day	THU								
Primary Collision Factor		UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20170620											
Weather1	RAINING	Weather2	Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond	0	Hit and Run	Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	H	Ramp/Int	-						
Party Info		Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	31	M	H	HNBD		PROC ST	S	A	0700	FORD	2003	-	3	N	-	M	G									
2	DRVR	55	M	H	HNBD		STOPPED	S	A	0100	HONDA	2002	-	3	N	-	M	G									
Primary Rd		0		MAIN ST	2803	Y	29			28.94																	
City	Saint Helena	County	Napa	Population	2	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	14	Collision Date	20170924	Time	1643	Day	SUN								
Primary Collision Factor		STOP SGN SIG	Violation	21453A	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	N	Process Date	20180622											
Weather1	CLEAR	Weather2	FOG	Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond	0	Hit and Run	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	I	Ramp/Int	5					
Party Info		Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	22	M	W	HNBD		PROC ST	N	A	0100	HONDA	2015	-	3	E	-	L	G	DRVR	COMP PN	23	M	1	0	P	G	
2	DRVR	23	M	H	HNBD		PROC ST	W	D	2200	TOYOT	1992	-	3	N	-	P	G	PASS	COMP PN	22	F	3	0	P	G	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ADAMS</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20170825</b>	Time <b>1054</b> Day <b>FRI</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>AUTO/PED</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20180509</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>PED</b>	Lighting <b>DAYLIGHT</b>	Ped Action <b>X-WLK AT</b>	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	M	W	HNBD		LFT TURN	S	A	0100	FORD	2006	- 3	A	22107	-	M	G	PED	SEVERE	41	F	9	0	P	-
2	PED	41	F	W	HNBD				N	8000			- 3	N												
Primary Rd <b>MAIN ST</b>											Distance (ft) <b>74</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>128</b>	Postmile Prefix	Postmile <b>28.76</b>	Side of Hwy <b>W</b>							
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20170104</b>	Time <b>0611</b> Day <b>WED</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20170804</b>																		
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	FNCTNG	Loc Type <b>H</b>	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	F	HNBD			LFT TURN	S	A	0100	HONDA	1998	- 3	N			L	G	DRVR	COMP PN 24	F	1	0	L	G	
2	DRVR	40	M	A	HNBD		PROC ST	N	A	0100	TOYOT	1998	- 3	N			L	G	DRVR	COMP PN 40	M	1	0	L	G	
Primary Rd <b>MAIN ST</b>											Distance (ft) <b>98</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>128</b>	Postmile Prefix	Postmile <b>28.77</b>	Side of Hwy <b>W</b>							
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20170508</b>	Time <b>0948</b> Day <b>MON</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180417</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FNCTNG	Loc Type <b>H</b>	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	M	H	HNBD		PROC ST	S	I	1100	MITSU	2007	- 3	N			M	G								
Primary Rd <b>MAIN ST</b>											Distance (ft) <b>71</b>	Direction <b>S</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.76</b>	Side of Hwy <b>N</b>							
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20170708</b>	Time <b>1055</b> Day <b>SAT</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180611</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FNCTNG	Loc Type <b>H</b>	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	37	M	H	HNBD		LFT TURN	S	D	2200	CHEVR	2003	- 3	A	22107	-	P	G								
2	DRVR	30	F	W	HNBD		ENT TRAF	S	A	0100	TOYOT	2016	- 3	N			M	G								
3	PRKD	998	-	-			PARKED	S	A	0100	FORD	2017	- -	N												
Primary Rd <b>MAIN ST</b>											Distance (ft) <b>150</b>	Direction <b>S</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.72</b>	Side of Hwy <b>N</b>							
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20170710</b>	Time <b>1105</b> Day <b>MON</b>																
Primary Collision Factor <b>TOO CLOSE</b>		Violation <b>21703</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180611</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FNCTNG	Loc Type <b>H</b>	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	M	H	HNBD		PROC ST	N	A	0100	JAGUA	2003	- 3	N			L	G								
2	DRVR	45	M	H	HNBD		STOPPED	-	D	2200	FORD	2015	- 3	N			M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>195</b> Direction <b>N</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.79</b> Side of Hwy <b>N</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20170711</b> Time <b>2140</b> Day <b>TUE</b>																									
Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20180611</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	W	HNBD		ENT TRAF	N	A	0100	CHEVR	2008	- 3	N	-	M	G								
2	DRVR	20	F	H	HNBD		PROC ST	N	A	0100	NISSA	2017	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>261</b> Direction <b>N</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.8</b> Side of Hwy <b>S</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>11</b> Collision Date <b>20170712</b> Time <b>1247</b> Day <b>WED</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20180510</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	34	F	W	HNBD		STOPPED	S	A	0700	TOYOT	2003	- 3	N	-	M	G								
2	DRVR	65	F	W	HNBD		STOPPED	S	A	0100	HONDA	1998	- 3	N	-	M	G	DRVR	COMP PN	65	F	1	0	M	G
3F	DRVR	36	M	W	HNBD		PROC ST	S	A	0100	HONDA	2016	- 3	G	-	M	G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>223</b> Direction <b>N</b> Secondary Rd <b>BRITTANY WAY</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.87</b> Side of Hwy <b>N</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20170319</b> Time <b>1455</b> Day <b>SUN</b>																									
Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170621</b>																									
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	64	F	W	HNBD		PROC ST	N	A	0100	LEXUS	2010	- 3	M	-	L	G	DRVR	COMP PN	64	F	1	0	L	G
2	PRKD	98	-	-	-	-	PARKED	-	A	0100	JEEP	2005	- -	-	-	-	-								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>124</b> Direction <b>N</b> Secondary Rd <b>CHARLES KRUG</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.91</b> Side of Hwy <b>N</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>19</b> Collision Date <b>20170826</b> Time <b>0032</b> Day <b>SAT</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20180605</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - NO</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	N	A	0100	-	-	- 3	N	-	-	B								
2	DRVR	59	M	W	HNBD		SLOWING	N	C	0200	HARLE	1960	- 3	N	-	P	-	DRVR	SEVERE	59	M	1	2	P	-
Primary Rd <b>MAIN ST</b> Distance (ft) <b>477</b> Direction <b>N</b> Secondary Rd <b>CHARTER OAK AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>28.41</b> Side of Hwy <b>N</b>																									
City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>29</b> Collision Date <b>20170324</b> Time <b>1256</b> Day <b>FRI</b>																									
Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170628</b>																									
Weather1 <b>RAINING</b> Weather2 Rdwy Surface <b>WET</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2005	- 3	G	-	M	G								
2	DRVR	64	M	W	HNBD		STOPPED	N	A	0100	JAGUA	2014	- 3	-	-	M	G	DRVR	COMP PN	64	M	1	0	M	G

Include State Highways cases

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Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy																	
City		County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day																
Primary Collision Factor			Violation	Collision Type	Severity	PDO	#Killed	#Injured	Tow Away?	Process Date																	
Weather1	Weather2	Rdwy Surface		Rdwy Cond1		Rdwy Cond2		Spec Cond																			
Hit and Run	Motor Vehicle Involved With				Lighting	Ped Action	Cntrl Dev	NT PRS/FCTR Loc Type		Ramp/Int																	
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
MAIN ST		2202	S	DEER PARK RD	2803	Y	29	-	29.65	N																	
Saint Helena		Napa	2		0	4	29		20170217	1631	FRI																
IMPROP TURN			22107	SIDESWIPE	PDO	0	0	0	Y	20170628																	
RAINING		WET		NO UNUSL CND				0																			
	OTHER MV				DAYLIGHT				H																		
1F	DRVR	21	M	H	HNBD	ENT TRAF	N	A	0100	TOYOT	2001	-	3	-	-	M	G										
2	DRVR	79	M	W	HNBD	PROC ST	N	A	0800	TOYOT	2012	-	3	N	-	M	G										
MAIN ST		940	S	DEER PARK RD	2803	Y	29	-	29.88	S																	
Saint Helena		Napa	2		0	4	19		20170812	2100	SAT																
UNSAFE SPEED			22350	REAR END	INJURY	0	1	Y	20180614																		
CLEAR		DRY		NO UNUSL CND				0																			
	OTHER MV				DARK - NO				H																		
1F	DRVR	18	M	W	HNBD	SLOWING	S	D	2200	DODGE	2000	-	3	N	-	M	G										
2	DRVR	32	F	W	HNBD	LFT TURN	S	A	0100	SUBAR	2015	-	3	N	-	M	G	DRVR	COMP PN 32	F	1	0	M	G			
MAIN ST		0	N	DOWDELL LN	2803	Y	29	-	27.97	N																	
Saint Helena		Napa	2		0	4	14		20170929	1640	FRI																
WRONG SIDE			21752D	BROADSIDE	PDO	0	0	N	20180628																		
CLEAR		DRY		NO UNUSL CND				0																			
	OTHER MV				DAYLIGHT				I		5																
1F	DRVR	23	M	H	HNBD	PROC ST	N	A	0100	ACURA	1998	-	3	G	-	M	G										
2	DRVR	54	M	W	HNBD	LFT TURN	W	A	0100	CHEVR	2004	-	3	N	-	M	G										
MAIN ST		37	N	GRAYSON AV	2803	Y	29	-	28.09	N																	
Saint Helena		Napa	2		0	4	31		20170113	1836	FRI																
UNSAFE SPEED			22350	REAR END	PDO	0	0	N	20180210																		
CLEAR		DRY		NO UNUSL CND				0																			
	OTHER MV				DARK - ST				H																		
1F	DRVR	36	F	W	HNBD	SLOWING	N	A	0700	GMC	2004	-	3	A	22350	F	M	G	PASS		51	M	4	0	M	G	
2	DRVR	46	M	W	HNBD	SLOWING	N	A	0100	TOYOT	2017	-	3	N	-	M	G	PASS		51	F	6	0	M	G		
MAIN ST		0	N	GRAYSON AV	2803	Y	29	-	28.09	N																	
Saint Helena		Napa	2		0	4	31		20170720	1750	THU																
UNSAFE SPEED			22350	REAR END	INJURY	0	1	Y	20180510																		
CLEAR		DRY		NO UNUSL CND				0																			
	OTHER MV				DAYLIGHT				I		5																
1F	DRVR	23	M		HNBD	SLOWING	N	A	0100	NISSA	2016	-	3	J	-	L	G										
2	DRVR	66	M		HNBD	SLOWING	N	D	2200	NISSA	2017	-	3	N	-	M	G	DRVR	COMP PN 66	M	1	0	M	G			

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) 54	Direction <b>S</b>	Secondary Rd <b>HUNT AV</b>	NCIC 2803	State Hwy? <b>Y</b>	Route 29	Postmile Prefix -	Postmile 28.62	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 31	Collision Date <b>20171117</b>	Time 0710 Day <b>FRI</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation 22350	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? <b>N</b>	Process Date <b>20180706</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -											
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	M	H	HNBD		SLOWING	N	A	0100	NISSA	2014	- 3	N	-	M	G									
2	DRVR	60	M	H	HNBD		STOPPED	N	A	0100	NISSA	2009	- 3	N	-	M	G									
3	DRVR	998	M		IMP UNK	IMP UNK	STOPPED	N	A	0100	-	-	- 3	G	-	B	-									
Primary Rd <b>MAIN ST</b>		Distance (ft) 0	Direction	Secondary Rd <b>MADRONA</b>	NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 31	Collision Date <b>20170528</b>	Time 2326 Day <b>SUN</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation 22107	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? <b>Y</b>	Process Date <b>20170602</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int											
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	35	M		HNBD		UNS TURN	N	-	0000	HONDA	2013	- 3	A	22107	-	M	G								
2	DRVR	37	F	H	HNBD		PROC ST	N	A	0100	HONDA	2014	- 3	N	-	M	G	<b>PASS</b>		15	<b>M</b>	3	0	<b>M</b>	<b>G</b>	
Primary Rd <b>MAIN ST</b>		Distance (ft) 139	Direction <b>S</b>	Secondary Rd <b>MADRONA</b>	NCIC 2803	State Hwy? <b>Y</b>	Route 29	Postmile Prefix -	Postmile 28.91	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date <b>20170813</b>	Time 1527 Day <b>SUN</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation 22350	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? <b>N</b>	Process Date <b>20180614</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int -											
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	M	H	HNBD		PROC ST	S	A	0100	HONDA	2003	- 3	A	22350	-	M	G	<b>PASS</b>		2	<b>F</b>	4	0	<b>P</b>	-
2	DRVR	64	M	W	HNBD		SLOWING	S	-	0000	LINCO	2011	- 3	N	-	M	G	<b>PASS</b>		55	<b>M</b>	7	0	<b>P</b>	-	
																		<b>PASS</b>		58	<b>F</b>	6	0	<b>P</b>	-	
																		<b>PASS</b>		23	<b>F</b>	3	0	<b>P</b>	-	
Primary Rd <b>MAIN ST</b>		Distance (ft) 10	Direction <b>S</b>	Secondary Rd <b>MADRONA AV</b>	NCIC 2803	State Hwy? <b>Y</b>	Route 29	Postmile Prefix -	Postmile 28.94	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date <b>20170811</b>	Time 1234 Day <b>FRI</b>																
Primary Collision Factor <b>OTHER HAZ</b>		Violation 21663	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? <b>N</b>	Process Date <b>20180413</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>I</b>	Ramp/Int 6											
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	48	M	W	HNBD		RGT TURN	S	F	2500	FREIG	2014	- 3	J	-	M	G									
Primary Rd <b>MAIN ST</b>		Distance (ft) 0	Direction	Secondary Rd <b>MAIN ST 1000</b>	NCIC 2803	State Hwy? <b>Y</b>	Route 29	Postmile Prefix -	Postmile 28.37	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date <b>20170701</b>	Time 0955 Day <b>SAT</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation 22350	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed 0	#Injured 1	Tow Away? <b>N</b>	Process Date <b>20180611</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int -											
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	17	M		HNBD		PROC ST	N	A	0100	FORD	2007	- 3	F	-	P	G									
2	DRVR	53	M		HNBD			N	A	0100	HYUND	2017	- 3	N	-	P	G	<b>PASS</b>		55	<b>F</b>	3	0	<b>P</b>	<b>G</b>	



Include State Highways cases

Report Run On: 03/27/2019

3	DRVR	58	F	HNBD	STOPPED	N	A	0100	HYUND 2016	-	3	N	-	P	G	PASS	COMP PN 56	F	6	0	P	G			
																PASS	29	M	6	0	M	G			
																PASS	29	F	6	0	M	G			
Primary Rd <b>MAIN ST</b> Distance (ft) <b>248</b> Direction <b>E</b> Secondary Rd <b>MAIN ST 1050</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>Badge 21</b> Collision Date <b>20170608</b> Time <b>1330</b> Day <b>THU</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170705</b> Weather1 <b>CLOUDY</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With</b> <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>Ramp/Int</b>																									
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	W	HNBD		RGT TURN	W	D	2200	FORD	2012	-	3	N	-	M G	PASS		45	F	3	0	M	G
2	PRKD	998	-				PARKED	W	A	0100	HONDA	2000	-	3	N	-	M G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>190</b> Direction <b>N</b> Secondary Rd <b>MILLS LN</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix <b>-</b> Postmile <b>28.14</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20170421</b> Time <b>1110</b> Day <b>FRI</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>REAR END</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20180423</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With</b> <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>																									
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2010	-	3	G	-	M G	DRVR	COMP PN 26	M	1	0	M	G	
2	DRVR	66	M	W	HNBD		STOPPED	N	K	4500	KENW	2000	-	3	G	-	M G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>7</b> Direction <b>S</b> Secondary Rd <b>MITCHELL DR</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>Badge 30</b> Collision Date <b>20170609</b> Time <b>0849</b> Day <b>FRI</b> Primary Collision Factor <b>STRNG BCKNG</b> Violation <b>22106</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170705</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>MSDMNR</b> <b>Motor Vehicle Involved With</b> <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>FNCTNG</b> Loc Type <b>Ramp/Int</b>																									
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-			null		-	-	0000	-	-	-	-	-	-	-								
2	PRKD	998	-				PARKED	W	A	0100	HONDA	2005	-	3	N	-	M G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>110</b> Direction <b>S</b> Secondary Rd <b>PINE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix <b>-</b> Postmile <b>28.83</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20170915</b> Time <b>1035</b> Day <b>FRI</b> Primary Collision Factor <b>STRNG BCKNG</b> Violation <b>22106</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20180515</b> Weather1 <b>CLEAR</b> Weather2 <b>Rdwy Surface DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With</b> <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int <b>-</b>																									
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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	F	W	HNBD		ENT TRAF	S	A	0100	HONDA	2017	-	3	N	-	M G								
2	DRVR	25	M	W	HNBD		PROC ST	S	-	0000	FORD	2013	-	3	N	-	M G								
Primary Rd <b>MAIN ST</b> Distance (ft) <b>152</b> Direction <b>S</b> Secondary Rd <b>POPE ST</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix <b>-</b> Postmile <b>28.46</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist <b>Beat</b> Type <b>0</b> CalTrans <b>4</b> Badge <b>21</b> Collision Date <b>20170306</b> Time <b>1315</b> Day <b>MON</b> Primary Collision Factor <b>TOO CLOSE</b> Violation <b>21703</b> Collision Type <b>REAR END</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170628</b> Weather1 <b>RAINING</b> Weather2 <b>Rdwy Surface WET</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 <b>Spec Cond 0</b> Hit and Run <b>Motor Vehicle Involved With</b> <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action <b>Cntrl Dev</b> <b>FNCTNG</b> Loc Type <b>H</b> Ramp/Int <b>-</b>																									
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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M	W	HNBD		PROC ST	N	A	0800	DODGE	2017	-	3	N	-	M G								
2	DRVR	51	M	W	HNBD		STOPPED	N	D	7200	FORD	2016	-	3	N	-	M G								

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Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.23</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>20</b> Collision Date <b>20170104</b> Time <b>0725</b> Day <b>WED</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20180210</b> Weather1 <b>CLOUDY</b> Weather2 Rdry Surface <b>WET</b> Rdry Cond1 <b>NO UNUSL CND</b> Rdry Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DUSK/DAWN</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																																																																																																																																							
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2	PRKD	998	-				PARKED	-	-	0000	FORD	2000	- -	-	-	-	-																																																																																																																						
3	PRKD	998	-				PARKED	-	-	0000	FORD	2014	- -	-	-	-	-																																																																																																																						
Primary Rd <b>MAIN ST</b> Distance (ft) <b>52</b> Direction <b>S</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.23</b> Side of Hwy <b>N</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>21</b> Collision Date <b>20170123</b> Time <b>0955</b> Day <b>MON</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20180210</b> Weather1 <b>CLOUDY</b> Weather2 Rdry Surface <b>DRY</b> Rdry Cond1 <b>NO UNUSL CND</b> Rdry Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																																																																																																																																							
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1F	DRVR	55	M	H	HNBD		PARKING	N	I	2000	-	2016	- 3	N	-	P	G	PASS		36	M	6	0	M	P																																																																																																														
2	PRKD	998	-				PARKED	N	A	0700	TOYOT	2005	- 3	N	-	-	-	PASS		60	F	4	0	M	P																																																																																																														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>42</b> Direction <b>S</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.25</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>21</b> Collision Date <b>20170227</b> Time <b>1245</b> Day <b>MON</b> Primary Collision Factor <b>R-O-W PED</b> Violation <b>21950A</b> Collision Type <b>AUTO/PED</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20170728</b> Weather1 <b>CLEAR</b> Weather2 Rdry Surface <b>DRY</b> Rdry Cond1 <b>NO UNUSL CND</b> Rdry Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PED</b> Lighting <b>DAYLIGHT</b> Ped Action <b>X-WLK AT</b> Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>I</b> Ramp/Int <b>5</b>																																																																																																																																							
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1F	DRVR	73	M	W	HNBD		LFT TURN	S	A	0800	HONDA	2014	- 3	N	-	M	G	PASS		73	F	3	0	M	G																																																																																																														
2	PED	53	M	W	HNBD			E	N	6000	-	-	- 3	N	-	-	-	PED	COMP PN	53	M	9	0	P	-																																																																																																														
Primary Rd <b>MAIN ST</b> Distance (ft) <b>168</b> Direction <b>N</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>29</b> Collision Date <b>20170504</b> Time <b>1815</b> Day <b>THU</b> Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21804A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170515</b> Weather1 <b>CLEAR</b> Weather2 Rdry Surface <b>DRY</b> Rdry Cond1 <b>NO UNUSL CND</b> Rdry Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																																																																																																																																							
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1F	DRVR	35	M	A	HNBD		ENT TRAF	S	A	0100	HYUND	2016	- 3	N	-	M	G																																																																																																																						
2	DRVR	32	F	H	HNBD		PROC ST	S	A	0800	DODGE	2009	- 3	N	-	-	G																																																																																																																						
Primary Rd <b>MAIN ST</b> Distance (ft) <b>268</b> Direction <b>N</b> Secondary Rd <b>PRATT AV</b> NCIC <b>2803</b> State Hwy? <b>Y</b> Route <b>29</b> Postmile Prefix - Postmile <b>29.29</b> Side of Hwy <b>S</b> City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans <b>4</b> Badge <b>14</b> Collision Date <b>20170902</b> Time <b>1555</b> Day <b>SAT</b> Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21804A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20180628</b> Weather1 <b>CLEAR</b> Weather2 Rdry Surface <b>DRY</b> Rdry Cond1 <b>NO UNUSL CND</b> Rdry Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type <b>H</b> Ramp/Int -																																																																																																																																							
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1F	DRVR	61	M	W	HNBD		ENT TRAF	E	A	0100	CHRY	2017	- 3	E	-	M	G																																																																																																																						
2	DRVR	47	M		HNBD		PROC ST	S	A	0800	TOYOT	2000	- 3	N	-	L	G																																																																																																																						

Include State Highways cases

Primary Rd		Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy															
MAIN ST		129	N	PRATT AV	2803	Y	29	-	29.29	N															
Saint Helena		Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20170930	Time 1200 Day SAT															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180510																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	32	F	W	HNBD		STOPPED	N	A	0100	FORD	2017	- 3	N	-	M	G	PASS		33	M	3	0	M	G
2F	DRVR	19	F	W	HNBD		PROC ST	N	A	0100	CHEVR	2014	- 3	N	-	M	G	PASS		15	F	3	0	M	G
MAIN ST		17	W	RT 29	2803	Y	29	-	28.12	N															
Saint Helena		Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date 20170616	Time 1332 Day FRI															
Primary Collision Factor TOO CLOSE		Violation 21703	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180411																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type H	Ramp/Int -																
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M		HBD-NUI		STOPPED	N	A	0100	FORD	2017	- 3	F	-	M	G	PASS		26	F	4	0	M	G
																		PASS		23	F	5	0	M	G
																		PASS		23	F	6	0	M	G
																		PASS		26	M	7	0	M	G
2	DRVR	30	M	W			STOPPED	N	-	0000	TOYOT	2007	- 3	N	-	M	G								
3	DRVR	58	M	W	HNBD		PROC ST	N	A	0100	FORD	2006	- 3	N	-	M	G								
MAIN ST		58	N	SPRING ST	2803	Y	29	-	28.58	S															
Saint Helena		Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20170217	Time 1410 Day FRI															
Primary Collision Factor STRNG BCKNG		Violation 22106	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170801																	
Weather1 RAINING		Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	76	M		HNBD		ENT TRAF	S	A	0700	HYUND	2017	- 3	N	-	M	G								
2	DRVR	24	M		HNBD		PROC ST	S	A	0700	JEEP	2015	- 3	N	-	M	G								
MAIN ST		127	S	SPRING ST	2803	Y	29	-	28.54	N															
Saint Helena		Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 31	Collision Date 20171002	Time 0637 Day MON															
Primary Collision Factor PED VIOL		Violation 21950B	Collision Type AUTO/PED	Severity FATAL	#Killed 1	#Injured 0	Tow Away? N	Process Date 20180627																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With PED		Lighting DARK - ST	Ped Action NOT IN X-	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	70	M	W	HNBD		PROC ST	N	A	0100	NISSA	2015	- 3	N	-	M	G	PASS		68	F	3	0	M	G
2F	PED	78	M	H				E	N	6000			- 3	F	-	-	-	PED	KILLED	78	M	9	0	P	-
MAIN ST		0		SULPHUR	2803	N																			
Saint Helena		Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date 20170505	Time 1536 Day FRI															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20170515																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	65	F	W	HNBD			N	A	0100	TOYOT	2008	- 3	A	22350	-	M	G							



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MCCORKLE AV</b> Distance (ft) <b>195</b> Direction <b>E</b> Secondary Rd <b>KIDD RANCH RD</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>32</b> Collision Date <b>20170824</b> Time <b>2100</b> Day <b>THU</b> Primary Collision Factor <b>STRNG BCKNG</b> Violation <b>22106</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20171016</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	E	-	0000	-	-	3	N	-	B	-									
2	PRKD	998	-				PARKED	-	A	0100	HONDA	2015	-	-	-	-	-									
Primary Rd <b>N CRANE AV</b> Distance (ft) <b>450</b> Direction <b>N</b> Secondary Rd <b>BIRCH ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>21</b> Collision Date <b>20170703</b> Time <b>1722</b> Day <b>MON</b> Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21802A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170720</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
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1	DRVR	41	M	H	HNBD		PROC ST	N	D	2200	NISSA	1996	-	3	N	-	M	G								
2F	DRVR	34	M	H	HNBD		LFT TURN	S	A	0100	HONDA	1994	-	3	-	-	M	G								
Primary Rd <b>OAK AV</b> Distance (ft) <b>8</b> Direction <b>S</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>11</b> Collision Date <b>20170503</b> Time <b>1700</b> Day <b>WED</b> Primary Collision Factor <b>WRONG SIDE</b> Violation <b>21650</b> Collision Type <b>HEAD-ON</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20180321</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	58	M	W	HNBD		STOPPED	N	A	0100	VOLKS	2015	-	3	N	-	M	G								
2F	DRVR	35	F		HNBD		LFT TURN	W	A	0100	NISSA	2014	-	3	A	22107	-	M	G							
Primary Rd <b>OAK AV</b> Distance (ft) <b>303</b> Direction <b>N</b> Secondary Rd <b>SPRING ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>14</b> Collision Date <b>20170225</b> Time <b>1225</b> Day <b>SAT</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170310</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	82	M	W	HNBD		RGT TURN	E	D	2200	FORD	2013	-	3	N	-	M	G								
2	PRKD	998	-				PARKED	N	A	0100	LEXUS	2015	-	-	N	-	-									
Primary Rd <b>POPE ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>CHURCH ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>20</b> Collision Date <b>20170327</b> Time <b>1657</b> Day <b>MON</b> Primary Collision Factor <b>NOT DRIVER</b> Violation Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170411</b> Weather1 <b>CLEAR</b> Weather2 Rdw Surface <b>DRY</b> Rdw Cond1 <b>NO UNUSL CND</b> Rdw Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	78	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2007	-	3	N	-	M	B	PASS		75	F	3	0	M	B
2	PRKD	998	-				PARKED	E	D	7200	FORD	2002	-	3	N	-	-									



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 228	Direction N	Secondary Rd BRITTON WY	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.89	Side of Hwy N															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 19	Collision Date 20170115	Time 0021 Day SUN															
Primary Collision Factor DRVR ALCIDRG		Violation 23152A	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20180227																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With PKD MV	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	F	H	HBD-UI		RAN OFF RD	N	A	0100	TOYOT	2007	-	1	F	-	M G								
2	PRKD	998	-				PARKED	N	A	0100	FORD	2002	-	-	-	-	-								

Primary Rd RT 29		Distance (ft) 301	Direction N	Secondary Rd CHARTER OAK AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.38	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20170512	Time 1116 Day FRI															
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 3	Tow Away? Y	Process Date 20180417																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	W	HNBD		LFT TURN	W	A	0100	AUDI	2012	-	3	E	N	M G								
2	DRVR	67	M	W	HNBD		LFT TURN	N	A	0700	KIA	2017	-	3	N	-	L G	PASS	OTH VIS	73	M	3	0	L	G
																		PASS	COMP PN 64	64	F	4	0	L	G
																		PASS	COMP PN 86	86	F	6	0	L	G

Primary Rd RT 29		Distance (ft) 73	Direction S	Secondary Rd DOWDELL LN	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.96	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 11	Collision Date 20170320	Time 1545 Day MON															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20170621																	
Weather1 CLOUDY		Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	28	F	HNBD			PROC ST	S	A	0100	INFIN	2011	-	3	N	-	M G	DRVR	COMP PN 28	28	F	1	0	M	G
2	DRVR	52	M	HNBD			PROC ST	S	D	2200	FORD	2008	-	3	N	-	M G								
3F	DRVR	23	M	HNBD			PROC ST	S	A	0100	CHEVR	2010	-	3	A	21703	-	M G							

Primary Rd RT 29		Distance (ft) 266	Direction N	Secondary Rd ELMHURST AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.2	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 30	Collision Date 20170829	Time 0645 Day TUE															
Primary Collision Factor UNKNOWN		Violation	Collision Type OTHER	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180518																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		MSDMNR	Motor Vehicle Involved With PKD MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-		IMP UNK	IMP UNK	OTHER	-	-	0000	-	-	-	3	N	-	B -								
2	PRKD	998	-				PARKED	S	A	0100	HONDA	1988	-	3	N	-	-								

Primary Rd RT 29		Distance (ft) 333	Direction N	Secondary Rd GRAYSON AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.15	Side of Hwy S															
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20170315	Time 1708 Day WED															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170628																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	M	H	HNBD		PROC ST	S	A	0100	LEXUS	2015	-	3	G	-	M G	PASS		50	M	3	0	M	G
																		PASS		53	F	4	0	M	G

Include State Highways cases

Report Run On: 03/27/2019

2	DRVR	58	M	H	HNBD	SLOWING	S	A	0100	HONDA	1996	-	3	G	-	M	G	PASS	57	F	6	0	M	G
Primary Rd RT 29 Distance (ft) 68 Direction N Secondary Rd GRAYSON AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.1 Side of Hwy S City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 11 Collision Date 20170930 Time 1556 Day SAT Primary Collision Factor STRNG/BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180515 Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 54 M H HNBD STOPPED S A 0100 KIA 2018 - 3 N - M G 2 DRVR 25 F W HNBD PROC ST S A 0100 TOYOT 2008 - 3 N - M G																								
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																								
Primary Rd RT 29 Distance (ft) 411 Direction N Secondary Rd GRAYSON AV NCIC 2803 State Hwy? Y Route 128 Postmile Prefix - Postmile 28.15 Side of Hwy W City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20171202 Time 2037 Day SAT Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180703 Weather1 CLOUDY Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 32 M B HNBD PROC ST S A 0100 HYUND 2015 - 3 N - L G 2 DRVR 65 M W HNBD STOPPED S D 2200 TOYOT 1995 - 3 N - M G																								
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																								
Primary Rd RT 29 Distance (ft) 0 Direction Secondary Rd MAIN ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 29.95 Side of Hwy S City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 32 Collision Date 20171006 Time 1847 Day FRI Primary Collision Factor WRONG SIDE Violation 21460A Collision Type HEAD-ON Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20180706 Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 22 F W HBD-NUI OPPOS LN S A 0100 HONDA 2011 - 3 F - L G 2 DRVR 23 M H HNBD PROC ST N A 0100 HONDA 2002 - 3 N - L G																								
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected DRVR MINOR 22 - 1 0 L G PASS 32 M 3 0 L G																								
Primary Rd RT 29 Distance (ft) 20 Direction N Secondary Rd MILLS LN NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.11 Side of Hwy N City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20170427 Time 1523 Day THU Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20180222 Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 63 M W HNBD PROC ST N A 0100 BMW 2014 - 3 N - M G 2 DRVR 60 M A HNBD PROC ST N A 0100 SUBAR 2015 - 3 N - M G																								
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																								
Primary Rd RT 29 Distance (ft) 82 Direction S Secondary Rd PINE ST NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.83 Side of Hwy S City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20170323 Time 1342 Day THU Primary Collision Factor UNKNOWN Violation 23123A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170628 Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip 1F DRVR 25 F W HBD-NUI PROC ST N A 0700 NISSA 2017 - 1 F - M G 2 DRVR 80 F W HNBD ENT TRAF S A 0100 MERCE 2011 - 3 N - M G																								
Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																								



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 90	Direction N	Secondary Rd PINE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.87	Side of Hwy S															
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 21	Collision Date 20170427	Time 0450	Day THU															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20180703																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run	Motor Vehicle Involved With PKD MV		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F DRVR	22	M	B	HNBD	FATG	PROC ST	S	A	0100	INFIN	1999	- 3	N	-	L	G	DRVR	MINOR	37	M	1	0	M	G	
2 PRKD	998	-	-	-	-	PARKED	S	A	0700	JEEP	2015	- 3	N	-	-	-	PASS	8	F	4	0	P	G		
Primary Rd RT 29		Distance (ft) 125	Direction N	Secondary Rd PINE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.85	Side of Hwy S															
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 32	Collision Date 20171104	Time 0931	Day SAT															
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20180706																	
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F DRVR	37	M	H	-	-	-	E	A	0800	TOYOT	2005	- 3	A	21804	-	M	G	DRVR	MINOR	37	M	1	0	M	G
																		PASS	8	F	4	0	P	G	
																		PASS	4	F	5	0	P	Q	
																		PASS	2	M	6	0	P	Q	
2 DRVR	26	M	H	HNBD	-	-	S	A	0100	HONDA	2007	- 3	N	-	M	G									
Primary Rd RT 29		Distance (ft) 113	Direction N	Secondary Rd POPE ST	NCIC 2803	State Hwy? Y	Route 128	Postmile Prefix -	Postmile 28.52	Side of Hwy E															
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20170617	Time 1730	Day SAT															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180411																	
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F DRVR	51	F	W	HNBD	-	-	N	A	0100	AUDI	2016	- 3	G	-	M	G	PASS	48	M	3	0	M	G		
																		PASS	1	F	6	0	M	Q	
2 DRVR	72	F	W	HNBD	-	-	N	A	0100	LEXUS	2006	- 3	A	22350	-	M	G								
Primary Rd RT 29		Distance (ft) 0	Direction	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.25	Side of Hwy N															
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20170116	Time 1610	Day MON															
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 3	Tow Away? Y	Process Date 20180620																	
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS ZONE	Rdwy Cond2	Spec Cond 0																				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																	
Party Info										Victim Info															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F DRVR	35	M	W	HNBD	-	-	E	A	0100	SUBAR	2009	- 3	N	-	L	G	DRVR	COMP PN	35	M	1	0	L	G	
																		PASS	COMP PN	37	M	3	0	L	G
2 DRVR	62	M	H	HNBD	-	-	PROC ST	N	D	8200	FORD	2004	- 3	N	-	M	G								
3 DRVR	35	F	H	HNBD	-	-	STOPPED	W	D	2200	TOYOT	2004	- 3	N	-	M	G	DRVR	COMP PN	35	F	1	0	M	G

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 131	Direction S	Secondary Rd VIDOVICH AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.23	Side of Hwy S										
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20171107	Time 1824	Day TUE										
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20180628												
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -													
Party Info																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected
1F	DRVR	23	M	W	HBD-UI	RGT TURN	S	A	0100	FORD 2014	- 3 F	-	L G							
2	DRVR	58	M	W	HNBD	OPPOS LN	S	A	0100	NISSA 2017	- 3 N	-	M G	PASS		63	F	3	0	M G
Primary Rd RT 29		Distance (ft) 370	Direction N	Secondary Rd VINTAGE AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.88	Side of Hwy N										
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20170419	Time 1210	Day WED										
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20180417												
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -													
Party Info																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected
1F	DRVR	64	M	H	HNBD	PROC ST	N	G	2531	FREIG 2010	- 3 N	-	P G							
2	DRVR	25	F	H	HNBD	STOPPED	N	A	0100	FORD 2013	- 3 N	-	M G	DRVR	COMP PN 25	F	1	0	M G	
Primary Rd RT 29		Distance (ft) 356	Direction N	Secondary Rd VINTAGE AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 270.88	Side of Hwy N										
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20170620	Time 1451	Day TUE										
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 3	Tow Away? Y	Process Date 20180324												
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type H	Ramp/Int -													
Party Info																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected
1F	DRVR	50	M	H	HNBD	PROC ST	N	F	2700	INTER 2010	- 3 N	-	M G	PASS		30	F	4	0	M E
2	DRVR	29	M	W	HNBD	STOPPED	N	A	0800	DODGE 2017	- 3 N	-	M G	PASS		36	M	3	0	M G
														PASS		2	F	9	0	M T
														PASS	COMP PN 58	M	4	0	M G	
														PASS	COMP PN 54	F	9	0	M G	
3	DRVR	31	M	H	HNBD	STOPPED	N	D	2300	FORD 2000	- 3 N	-	M G	DRVR	COMP PN 31	M	1	0	M G	
Primary Rd SIGNORELLI CIR		Distance (ft) 6	Direction E	Secondary Rd SIGNORELLI CIR	NCIC 2803	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy										
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 28	Collision Date 20170624	Time 0030	Day SAT										
Primary Collision Factor IMPROPR TURN		Violation 22107	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20170727												
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	MSDMNR	Motor Vehicle Involved With PKD MV	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int												
Party Info																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	LFT TURN	W	A	0100	- 3 N	-	B							
2	PRKD	998	-	-	-	-	PARKED	S	A	0100	FORD 2016	- 3 N	-							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd		Distance (ft)	Direction	Secondary Rd		NCIC	State Hwy?	N Route	Postmile Prefix	Postmile	Side of Hwy															
SILVERADO TRL		650	S	POPE ST		2803	N																			
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 14	Collision Date	20170106	Time 0800 Day FRI															
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed 0	#Injured 0															
Weather1 CLOUDY		Weather2		Rdwy Surface	SLIPPERY	Rdwy Cond1	OTHER	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR															
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	F	H	HNBD		PROC ST	N	A	0100	NISSA	2012	- 3	I		M	M	G								
2	DRVR	42	F	W	HNBD		PROC ST	N	A	0100	MINI	2011	- 3	I		M	M	G								
3	DRVR	57	M	W	HNBD		PROC ST	N	D	2200	FORD	1999	- 3	I		M	M	G								
4	DRVR	57	M	H	HNBD		PROC ST	N	D	2200	TOYOT	2017	- 3	I		M	M	G								
SILVERADO TRL		0		POPE ST		2803	N																			
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 30	Collision Date	20170609	Time 1636 Day FRI															
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	BROADSIDE	Severity	INJURY	#Killed 0	#Injured 1															
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG															
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	49	F	W	HNBD			E	A	0100	NISSA	2017	- 3	A	22107		L	G								
2	DRVR	43	F	H	HNBD		PROC ST	S	A	0100	JEEP	2002	- 3	N			M	G	DRVR	COMP PN 43	F	1	0	M	G	
SILVERADO TRL		0		POPE ST		2803	N																			
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 20	Collision Date	20170815	Time 1519 Day TUE															
Primary Collision Factor		R-O-W AUTO		Violation	21801A	Collision Type	BROADSIDE	Severity	PDO	#Killed 0	#Injured 0															
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG															
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	52	M	W	HNBD		LFT TURN	W	A	0100	HYUND	2011	- 3	N			L	G								
2	DRVR	55	M	H	HNBD		PROC ST	S	I	1100	MERCE	2015	- 3	N			M	G								
SILVERADO TRL		0		POPE ST		2803	N																			
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 31	Collision Date	20170918	Time 0705 Day MON															
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type	BROADSIDE	Severity	PDO	#Killed 0	#Injured 0															
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG															
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	33	M	H	HNBD		LFT TURN	E	A	0100	FORD	2015	- 3	M			L	G								
2	DRVR	23	M	H	HNBD		SLOWING	S		0000	DODGE	1998	- 3	N			M	G								
SILVERADO TRL		0		POPE ST		2803	N																			
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 30	Collision Date	20171212	Time 1705 Day TUE															
Primary Collision Factor		R-O-W AUTO		Violation	21804A	Collision Type	BROADSIDE	Severity	INJURY	#Killed 0	#Injured 3															
Weather1 CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DUSK/DAWN	Ped Action		Cntrl Dev	FNCTNG															
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	56	F	W	HNBD		ENT TRAF	E	A	0100	HONDA	2006	- 3	A	21804		L	G	DRVR	COMP PN 56	F	1	0	L	G	
																			PASS	COMP PN 35	M	3	0	L	G	
																			PASS		32	M	6	0	M	G

Include State Highways cases

Report Run On: 03/27/2019

														PASS	27	M	4	0	M	G					
2	DRVR	39	M	H	HNBD	PROC ST	S	A	0100	NISSA	2004	-	3	N	-	L	G	DRVR	COMP PN	39	M	1	0	L	G
Primary Rd <b>SPRING MOUNTAIN</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>MADRONA AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>20</b> Collision Date <b>20171126</b> Time <b>1750</b> Day <b>SUN</b> Primary Collision Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Collision Type <b>HIT OBJECT</b> Severity <b>INJURY</b> #Killed <b>0</b> #Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20180608</b> Weather1 <b>RAINING</b> Weather2 Rdwly Surface <b>WET</b> Rdwly Cond1 <b>NO UNUSL CND</b> Rdwly Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type Ramp/Int														Party Info		Victim Info									
1F	DRVR	42	F	W	HBD-UI													DRVR	MINOR	42	F	1	0	L	G
Primary Rd <b>SPRING ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>OAK ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>20</b> Collision Date <b>20170909</b> Time <b>2040</b> Day <b>SAT</b> Primary Collision Factor <b>R-O-W AUTO</b> Violation <b>21800A</b> Collision Type <b>BROADSIDE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20170918</b> Weather1 Weather2 Rdwly Surface <b>DRY</b> Rdwly Cond1 <b>OTHER</b> Rdwly Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - NO</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int														Party Info		Victim Info									
1F	DRVR	70	F	W	HNBD	PROC ST	S	A	0100	LEXUS	2013	-	3	N	-	M	G								
2	DRVR	71	M	W	HNBD	PROC ST	W	A	0100	MERCE	2011	-	3	N	-	M	G								
Primary Rd <b>STOCKTON ST</b> Distance (ft) <b>135</b> Direction <b>S</b> Secondary Rd <b>TAINTER ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>20</b> Collision Date <b>20170728</b> Time <b>1000</b> Day <b>FRI</b> Primary Collision Factor <b>NOT STATED</b> Violation Collision Type <b>OTHER</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170818</b> Weather1 <b>CLEAR</b> Weather2 Rdwly Surface <b>DRY</b> Rdwly Cond1 <b>NO UNUSL CND</b> Rdwly Cond2 Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int														Party Info		Victim Info									
1	PRKD	998	-	-	IMP UNK	IMP UNK	PARKED	N	A	0100	AUDI	2016	-	3	N	-	-								
2F	DRVR	998	-	-	-	-	OTHER	-	-	0000	-	-	-	3	N	-	B								
Primary Rd <b>SULPHUR SPRINGS</b> Distance (ft) <b>671</b> Direction <b>E</b> Secondary Rd <b>S CRANE AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>21</b> Collision Date <b>20170222</b> Time <b>1420</b> Day <b>WED</b> Primary Collision Factor <b>STRNG/BCKNG</b> Violation <b>22106</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170310</b> Weather1 <b>CLOUDY</b> Weather2 Rdwly Surface <b>WET</b> Rdwly Cond1 <b>NO UNUSL CND</b> Rdwly Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type Ramp/Int														Party Info		Victim Info									
1F	DRVR	30	M	W	HNBD	BACKING	N	D	2200	FORD	2003	-	3	N	-	M	G								
Primary Rd <b>VINTAGE AV</b> Distance (ft) <b>152</b> Direction <b>E</b> Secondary Rd <b>LA FATA ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>28</b> Collision Date <b>20170615</b> Time <b>0530</b> Day <b>THU</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20170725</b> Weather1 <b>CLEAR</b> Weather2 Rdwly Surface <b>DRY</b> Rdwly Cond1 <b>NO UNUSL CND</b> Rdwly Cond2 Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int														Party Info		Victim Info									
1F	DRVR	998	-	-	IMP UNK	IMP UNK	UNS TURN	W	-	9900	-	-	3	N	-	B	-								
2	PRKD	998	-	-	HNBD		PARKED	E	A	0100	NISSA	1993	-	3	N	-	-								



**REPORT 8 - TOTAL COLLISIONS**

01/01/2018 thru 12/31/2018

Total Count: 99

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>ADAMS ST</b>		Distance (ft) <b>27</b>	Direction <b>W</b>	Secondary Rd <b>KEARNEY ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20181012</b>	Time <b>1250</b>	Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181030</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1	Rdwy Cond2		Spec Cond <b>0</b>																	
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>PKD MV</b>				Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Ramp/Int														
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>998</b>	<b>-</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>RGT TURN</b>	<b>W</b>	<b>-</b>	<b>9900</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>	<b>PARKED</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>CHEVR 2018</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>N</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
Primary Rd <b>ALLYN AV</b>		Distance (ft) <b>123</b>	Direction <b>W</b>	Secondary Rd <b>N CRANE AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20180416</b>	Time <b>0759</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180509</b>																
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1	Rdwy Cond2		Spec Cond <b>0</b>																	
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Ramp/Int														
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>32</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>	<b>LFT TURN</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>SUBAR 1998</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
<b>2</b>	<b>DRVR</b>	<b>46</b>	<b>F</b>	<b>H</b>	<b>PROC ST</b>	<b>N</b>	<b>A</b>	<b>0800</b>	<b>CHEVR 2008</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
Primary Rd <b>CHILES AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHILES AV 750</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20180602</b>	Time <b>1100</b>	Day <b>SAT</b>															
Primary Collision Factor <b>UNKNOWN</b>		Violation	Collision Type <b>OTHER</b>		Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20180712</b>																
Weather1 <b>OTHER</b>		Weather2	Rdwy Surface		Rdwy Cond1	Rdwy Cond2		Spec Cond <b>0</b>																	
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>PKD MV</b>				Lighting	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Ramp/Int														
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1</b>	<b>DRVR</b>	<b>998</b>	<b>-</b>	<b>HBD-UNK</b>	<b>OTHER</b>	<b>-</b>	<b>-</b>	<b>9900</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>M</b>	<b>-</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
<b>2</b>	<b>PRKD</b>	<b>998</b>	<b>-</b>	<b>null</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>D</b>	<b>8200</b>	<b>CHEVR 2016</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
Primary Rd <b>COMMUNITY DR</b>		Distance (ft) <b>28</b>	Direction <b>N</b>	Secondary Rd <b>EL BONITA AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20180215</b>	Time <b>1905</b>	Day <b>THU</b>															
Primary Collision Factor <b>DRVR ALC/DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180627</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1	Rdwy Cond2		Spec Cond <b>0</b>																	
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>FIXED OBJ</b>				Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Ramp/Int														
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>40</b>	<b>M</b>	<b>W</b>	<b>HBD-UI</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>VOLKS 2009</b>	<b>-</b>	<b>1</b>	<b>M</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>B</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	
Primary Rd <b>EDWARDS ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>HUNT AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20180717</b>	Time <b>0903</b>	Day <b>THU</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>		Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180801</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>		Rdwy Cond1	Rdwy Cond2		Spec Cond <b>0</b>																	
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FUNCTNG</b>		Ramp/Int														
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>25</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>	<b>LFT TURN</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>CHEVR 2014</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>	<b>-</b>	<b>DRVR</b>	<b>COMP PN 998</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>B</b>	<b>-</b>	

2	DRVR	78	M	W	HNBD	PROC ST	E	A	0100	BMW 2000	-	3	N	-	L	G								
Primary Rd <b>FULTON LN</b>		Distance (ft) 263		Direction <b>E</b>	Secondary Rd <b>RAILROAD AV</b>		NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy												
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type 0	CalTrans Badge <b>32</b>	Collision Date <b>20181008</b>	Time <b>1641</b>	Day <b>MON</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181115</b>																
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run										Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int							
Party Info										Victim Info														
Party Type <b>1F</b>	Age <b>56</b>	Sex <b>M</b>	Race <b>W</b>	Sobriety1 <b>HBD-NUI</b>	Sobriety2	Move Pre <b>PROC ST</b>	Dir <b>W</b>	SW Veh <b>C</b>	CHP Veh <b>0200</b>	Make Year <b>HONDA 2016</b>	SP Info <b>- 3</b>	OAF1 <b>M</b>	Viol	OAF2 <b>-</b>	Safety Equip <b>P</b>	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
Primary Rd <b>GRAYSON AV</b>		Distance (ft) 0		Direction	Secondary Rd <b>GRAYSON AV 1248</b>		NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy												
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type 0	CalTrans Badge <b>28</b>	Collision Date <b>20180226</b>	Time <b>1820</b>	Day <b>MON</b>															
Primary Collision Factor <b>STRNGBCKNG</b>		Violation <b>22106</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180321</b>																
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run										Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int							
Party Info										Victim Info														
Party Type <b>1F</b>	Age <b>41</b>	Sex <b>M</b>	Race <b>H</b>	Sobriety1 <b>HBD-NUI</b>	Sobriety2	Move Pre <b>BACKING</b>	Dir <b>S</b>	SW Veh <b>A</b>	CHP Veh <b>0100</b>	Make Year <b>TOYOT 2015</b>	SP Info <b>- 3</b>	OAF1 <b>N</b>	Viol	OAF2 <b>-</b>	Safety Equip <b>M</b>	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	PRKD	998	-	-	-	<b>PARKED</b>	<b>N</b>	<b>D</b>	<b>2200</b>	<b>NISSA 2006</b>	<b>- 3</b>	<b>N</b>	-	-	<b>-</b>									
Primary Rd <b>GRAYSON AV</b>		Distance (ft) 1080		Direction <b>W</b>	Secondary Rd <b>RT 29</b>		NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy												
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type 0	CalTrans Badge <b>31</b>	Collision Date <b>20180126</b>	Time <b>0857</b>	Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20180706</b>																
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run										Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int							
Party Info										Victim Info														
Party Type <b>1F</b>	Age <b>16</b>	Sex <b>M</b>	Race <b>W</b>	Sobriety1 <b>HNBD</b>	Sobriety2	Move Pre <b>LFT TURN</b>	Dir <b>N</b>	SW Veh <b>D</b>	CHP Veh <b>7200</b>	Make Year <b>CHEVR 1953</b>	SP Info <b>- 3</b>	OAF1 <b>E</b>	Viol	OAF2 <b>-</b>	Safety Equip <b>M</b>	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	DRVR	30	F	H	HNBD	PROC ST	E	A	0100	HONDA 2011	- 3	N	-	L	G	DRVR	OTH VIS	29	F	1	0	L	G	
Primary Rd <b>HOWELL MOUNTAIN</b>		Distance (ft) 75		Direction <b>E</b>	Secondary Rd <b>SILVERADO TRL</b>		NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy												
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type 0	CalTrans Badge <b>14</b>	Collision Date <b>20180317</b>	Time <b>1325</b>	Day <b>SAT</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>OVERTURNED</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20180412</b>																
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run										Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int							
Party Info										Victim Info														
Party Type <b>1F</b>	Age <b>65</b>	Sex <b>F</b>	Race <b>W</b>	Sobriety1 <b>HNBD</b>	Sobriety2	Move Pre <b>RGT TURN</b>	Dir <b>E</b>	SW Veh <b>A</b>	CHP Veh <b>0100</b>	Make Year <b>MAZDA 2008</b>	SP Info <b>- 3</b>	OAF1 <b>-</b>	Viol	OAF2 <b>-</b>	Safety Equip <b>L</b>	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
																DRVR	POSSIBL	65	F	1	0	L	G	
Primary Rd <b>HUDSON AV</b>		Distance (ft) 79		Direction <b>S</b>	Secondary Rd <b>ADAMS ST</b>		NCIC 2803	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy												
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type 0	CalTrans Badge <b>33</b>	Collision Date <b>20180608</b>	Time <b>1251</b>	Day <b>FRI</b>															
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180816</b>																
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run										Motor Vehicle Involved With <b>NON-CLSN</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int							
Party Info										Victim Info														
Party Type <b>1</b>	Age <b>52</b>	Sex <b>M</b>	Race <b>W</b>	Sobriety1 <b>HNBD</b>	Sobriety2	Move Pre <b>PROC ST</b>	Dir <b>S</b>	SW Veh <b>F</b>	CHP Veh <b>2600</b>	Make Year <b>AUTOC 2016</b>	SP Info <b>- 3</b>	OAF1 <b>M</b>	Viol	OAF2 <b>-</b>	Safety Equip <b>M</b>	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
2	PRKD	998	-	-	-	<b>PARKED</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>NISSA 2008</b>	<b>- -</b>	<b>-</b>	-	-	<b>-</b>									

Include State Highways cases

Primary Rd <b>HUNT AV</b>		Distance (ft) <b>29</b>	Direction <b>E</b>	Secondary Rd <b>RAILROAD AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20180927</b>	Time <b>1432</b>	Day <b>THU</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181022</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	H	HNBD		RGT TURN	W	F	2500	INTER	2013	-	3	M	-	M	G								
Primary Rd <b>LA QUINTA WY</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>DAHLLIA ST</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20181105</b>	Time <b>1200</b>	Day <b>MON</b>																
Primary Collision Factor <b>STRNG BKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181212</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	-	IMP UNK	IMP UNK	BACKING	-	-	9900	-	-	-	3	N	-	-	B								
2	PRKD	998	-	-			PARKED	E	A	0100	TOYOT	2007	-	3	N	-	-									
Primary Rd <b>MADRONA AV</b>		Distance (ft) <b>299</b>	Direction <b>E</b>	Secondary Rd <b>HUDSON AV</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>32</b>	Collision Date <b>20180402</b>	Time <b>0210</b>	Day <b>MON</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180504</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	W	HNBD	FATG	PROC ST	E	D	2200	TOYOT	2011	-	3	M	-	M	G								
2	PRKD	998	-	-			PARKED	-	A	0100	ACURA	2009	-	-	-	-	-									
3	PRKD	998	-	-			PARKED	-	A	0100	BMW	2002	-	-	-	-	-									
Primary Rd <b>MAGNOLIA AV</b>		Distance (ft) <b>182</b>	Direction <b>W</b>	Secondary Rd <b>ROSEBUD LN</b>		NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20180603</b>	Time <b>0157</b>	Day <b>SUN</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180807</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HBD-UI		PROC ST	W	D	2200	CHEVR	2007	-	3	N	-	L	G								
Primary Rd <b>MAIN</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MITCHELL</b>		NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.43</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20181210</b>	Time <b>1800</b>	Day <b>MON</b>																
Primary Collision Factor <b>UNKNOWN</b>		Violation	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190122</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	FUNCTNG	Loc Type <b>H</b>	Ramp/Int																			
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	54	M	W	IMP UNK	IMP UNK	PROC ST	N	A	0800	CHEVR	1999	-	3	N	-	M	B								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ADAMS ST</b>	NCIC	2803 State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.75	Side of Hwy	N											
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	31	Collision Date	20180228	Time	1648 Day <b>WED</b>											
Primary Collision Factor <b>R-O-W PED</b>		Violation	21950A	Collision Type	<b>AUTO/PEP</b>	Severity	<b>INJURY</b>	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180802											
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2		Spec Cond	0																	
Hit and Run		Motor Vehicle Involved With	<b>PED</b>	Lighting	<b>DAYLIGHT</b>	Ped Action	<b>X-WLK AT</b>	Cntrl Dev		<b>FNCTNG</b>	Loc Type	<b>I</b>	Ramp/Int	<b>5</b>												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	44	M	H	HNBD		LFT TURN	N	A	0100	BUICK	1995	-	3	A	G	M	G								
2	PED	21	F					E	N	6000				-	3	N										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>285</b>	Direction	N	Secondary Rd <b>ADAMS ST</b>	NCIC	2803 State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.8	Side of Hwy	N										
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	32	Collision Date	20180720	Time	1306 Day <b>FRI</b>											
Primary Collision Factor <b>IMPROP TURN</b>		Violation	22107	Collision Type	<b>SIDESWIPE</b>	Severity	<b>PDO</b>	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20181018											
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2		Spec Cond	0																	
Hit and Run		Motor Vehicle Involved With	<b>PKD MV</b>	Lighting	<b>DAYLIGHT</b>	Ped Action		Cntrl Dev		<b>NT PRS/FCTR</b>	Loc Type	<b>H</b>	Ramp/Int	<b>-</b>												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	57	F	W	HNBD		PARKING	N	A	0100	TOYOT	2016	-	3	A	22107	-	M	G							
2	PRKD	998	-				PARKED	N	A	0100	JEEP	2018	-	3	-	-	-									
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ADAMS ST</b>	NCIC	2803 State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.75	Side of Hwy	N											
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	30	Collision Date	20180920	Time	1831 Day <b>THU</b>											
Primary Collision Factor <b>R-O-W PED</b>		Violation	21950A	Collision Type	<b>AUTO/PEP</b>	Severity	<b>INJURY</b>	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20190116											
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2		Spec Cond	0																	
Hit and Run		Motor Vehicle Involved With	<b>PED</b>	Lighting	<b>DAYLIGHT</b>	Ped Action	<b>X-WLK AT</b>	Cntrl Dev		<b>FNCTNG</b>	Loc Type	<b>I</b>	Ramp/Int	<b>5</b>												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	W	HNBD		LFT TURN	N	A	0100	NISSA	2011	-	1	F	-	M	G								
2	PED	53	F	H	HNBD			W	N	6000				-	3	N										
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>106</b>	Direction	N	Secondary Rd <b>ADAMS ST</b>	NCIC	2803 State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.77	Side of Hwy	N										
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	32	Collision Date	20181007	Time	1400 Day <b>SUN</b>											
Primary Collision Factor <b>IMPROP TURN</b>		Violation	22107	Collision Type	<b>SIDESWIPE</b>	Severity	<b>PDO</b>	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190114											
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2		Spec Cond	0																	
Hit and Run		Motor Vehicle Involved With	<b>PKD MV</b>	Lighting	<b>DAYLIGHT</b>	Ped Action		Cntrl Dev		<b>NT PRS/FCTR</b>	Loc Type	<b>H</b>	Ramp/Int	<b>-</b>												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	H	HNBD		RGT TURN	N	D	2200	FORD	2004	-	3	M	-	M	G								
2	PRKD	998	-				null	-	A	0100	MERCE	2009	-	-	-	-	-									
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>522</b>	Direction	N	Secondary Rd <b>CHARTER OAK AV</b>	NCIC	2803 State Hwy?	Y	Route	29	Postmile Prefix	-	Postmile	28.43	Side of Hwy	N										
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type	0	CalTrans	4	Badge	29	Collision Date	20180416	Time	1151 Day <b>MON</b>											
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation	22350	Collision Type	<b>REAR END</b>	Severity	<b>PDO</b>	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180716											
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2		Spec Cond	0																	
Hit and Run		Motor Vehicle Involved With	<b>OTHER MV</b>	Lighting	<b>DAYLIGHT</b>	Ped Action		Cntrl Dev		<b>NT PRS/FCTR</b>	Loc Type	<b>H</b>	Ramp/Int	<b>-</b>												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	W	HNBD		PROC ST	N	A	0100	NISSA	2018	-	3	-	-	M	G								
2	DRVR	33	M	W	HNBD		STOPPED	N	A	0100	SUBAR	2017	-	3	-	-	M	G	<b>PASS</b>		33	F	3	0	M	G



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHARTER OAK AV NCIC</b>	<b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.315</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20180619</b>	Time <b>1157</b> Day <b>TUE</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180817</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>																
Party Info											Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	F	W	HNBD		PROC ST	S	A	0100	FORD	2014	- 3	F	-	M G								
2	DRVR	54	F	W	HNBD		ENT TRAF	N	F	2700	PETER	2009	- 3	F	-	M C								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>20</b>	Direction <b>N</b>	Secondary Rd <b>CHARTER OAK AV NCIC</b>	<b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.315</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180927</b>	Time <b>1330</b> Day <b>THU</b>														
Primary Collision Factor <b>OTHER IMPROP DRV</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20181030</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>																
Party Info											Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M		HNBD		PROC ST	N	A	0800	DODGE	2017	- 3	G	-	M B	PASS		36	F	3	0	M G	
2	DRVR	42	F	W	HNBD		STOPPED	N	A	0100	HYUND	2013	- 3	N	-	M G	DRVR	COMP PN	42	F	1	1	M G	
																	PASS		50	M	3	0	M G	
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>43</b>	Direction <b>N</b>	Secondary Rd <b>CHARTER OAK W NCIC</b>	<b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>28.33</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20181124</b>	Time <b>1500</b> Day <b>SAT</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20190124</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info											Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	F	W	HNBD		STOPPED	S	A	0700	FORD	2015	- 3	N	-	M G								
2	DRVR	62	F	W	HNBD		PROC ST	S	A	0100	HYUND	2011	- 3	N	-	L G	DRVR	MINOR	62	F	1	0	L G	
3	DRVR	23	F	H	HNBD		PROC ST	S	A	0700	FORD	2018	- 3	N	-	M G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>41</b>	Direction <b>N</b>	Secondary Rd <b>CRINELLA DR NCIC</b>	<b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>29.05</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist <b>1</b>	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>32</b>	Collision Date <b>20180615</b>	Time <b>2500</b> Day <b>FRI</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180817</b>																
Weather1		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info											Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK		N	-	9900	-	-	- 3	A	22107	- B								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>DOWDELL LN NCIC</b>	<b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix - Postmile <b>27.99</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20180620</b>	Time <b>0631</b> Day <b>WED</b>														
Primary Collision Factor <b>OTHER IMPROP DRV</b>		Violation	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180817</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																		
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>H</b>	Ramp/Int <b>-</b>																
Party Info											Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F		HNBD		PROC ST	N	A	0100	JEEP	2015	- 3	F	-	M G								
2	PRKD	998	-				PARKED	N	G	2731	OTHER	2014	- -	-	-	-								

Include State Highways cases

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>DOWDELL LN</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>27.16</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180911</b>	Time <b>0925</b>	Day <b>TUE</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20190109</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	W	HNBD		PROC ST	N	D	2200	GMC	2015	- 3	N	-	L	G								
2	DRVR	62	M	W	HNBD		STOPPED	N	A	0100	HONDA	2011	- 3	N	-	L	G	DRVR	COMP PN 62	M	1	0	L	G	
3	DRVR	81	F	W	HNBD		STOPPED	N	A	0100	CHEVR	2006	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ELMHURST AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>29.15</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>32</b>	Collision Date <b>20180511</b>	Time <b>1516</b>	Day <b>FRI</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180823</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	M	H	HNBD		LFT TURN	N	-	0000	FREIG	2015	- 3	A	22107	M	M	C							
2	DRVR	78	M	W	HNBD		PROC ST	W	A	0700	LAND	2013	- 3	M	-	M	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>188</b>	Direction <b>S</b>	Secondary Rd <b>FULTON LN</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.9</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20180421</b>	Time <b>0506</b>	Day <b>SAT</b>															
Primary Collision Factor <b>DRVR ALCDRG</b>		Violation <b>23152F</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180822</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	F	W			DRUG RAN OFF RD	N	D	2200	NISSA	2017	- 3	N	-	L	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>45</b>	Direction <b>N</b>	Secondary Rd <b>FULTON LN</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.94</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20181121</b>	Time <b>1412</b>	Day <b>WED</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190130</b>																	
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	B	HNBD		RGT TURN	W	-	0000	LINCO	2004	- 3	N	-	M	G								
2	DRVR	74	F	W	HNBD		STOPPED	S	A	0100	TOYOT	2012	- 3	N	-	M	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>FULTON RD</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.94</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180427</b>	Time <b>1735</b>	Day <b>FRI</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180822</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FUNCTNG</b>	Loc Type <b>I</b>	Ramp/Int <b>5</b>																	
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	H	HNBD		LFT TURN	E	A	0100	MAZDA	2007	- 3	N	-	M	G	PASS		25	M	3	0	M	G
2	DRVR	32	M	H	HNBD		PROC ST	N	A	0100	FORD	2014	- 3	N	-	M	G	PASS		6	M	4	0	M	G

Include State Highways cases

Primary Rd <b>MAIN ST</b>		Distance (ft) 25	Direction N	Secondary Rd <b>HUNT AV</b>	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.64	Side of Hwy S																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 32	Collision Date 20180622	Time 1715 Day FRI																
Primary Collision Factor <b>TOO CLOSE</b>		Violation 21703	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180817																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	F	W	HNB		PROC ST	S	A	0100	CHEVR	2015	- 3	G		M	B									
2	DRVR	56	M	W	HNB		PROC ST	S	A	0100	FORD	2017	- 3	N		M	B	PASS		77	M	3	0	L	B	
Primary Rd <b>MAIN ST</b>		Distance (ft) 50	Direction N	Secondary Rd <b>MADRONA AV</b>	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.95	Side of Hwy S																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180301	Time 1432 Day THU																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation 22350	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180810																		
Weather1 <b>CLOUDY</b>	Weather2 <b>RAINING</b>	Rdwy Surface <b>WET</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	S	-	9900	-	-	- 3	N		B	-	DRVR	POSSIBL	998	-	1	0	B	-	
2	DRVR	19	F	W	HNB		PROC ST	S	A	0100	HONDA	2014	- 3	N		M	G									
Primary Rd <b>MAIN ST</b>		Distance (ft) 282	Direction S	Secondary Rd <b>MADRONA AV</b>	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.89	Side of Hwy S																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 29	Collision Date 20180702	Time 1750 Day MON																
Primary Collision Factor <b>IMPROP TURN</b>		Violation 22107	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20181029																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	47	M	-	HNB		PROC ST	S	A	0700	GMC	2009	- 3	-		-	M	G								
2	PRKD	998	-	-	-	-	PARKED	S	A	0100	SUBAR	2014	- -	-		-	-									
Primary Rd <b>MAIN ST</b>		Distance (ft) 0	Direction	Secondary Rd <b>MADRONA ST</b>	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.289	Side of Hwy N																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180620	Time 0904 Day WED																
Primary Collision Factor <b>STOP SGN[SIG]</b>		Violation 21453A	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180817																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>I</b>	Ramp/Int 5																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	69	F	W	HNB		PROC ST	N	A	0100	FORD	2014	- 3	N		-	M	G								
2	DRVR	50	F	W	HNB		PROC ST	E	A	0100	LEXUS	2013	- 3	N		-	M	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) 0	Direction	Secondary Rd <b>MADRONA ST</b>	NCIC 2803	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>		County <b>Napa</b>	Population 2	Rpt Dist	Beat	Type 0	CalTrans	Badge 33	Collision Date 20181027	Time 2319 Day SAT																
Primary Collision Factor <b>STOP SGN[SIG]</b>		Violation 21453A	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20181113																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	E	-	0000	-	-	- 3	A	21453	-	B	-	DRVR	COMP PN	998	-	1	0	B	-
2	DRVR	49	M	W	HNB		PROC ST	S	A	0809	TOYOT	2014	- 3	N		-	L	G								

Include State Highways cases

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MAIN ST 2555</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.77</b>	Side of Hwy <b>S</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180121</b>	Time <b>1235</b>	Day <b>SUN</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180801</b>																
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR		Loc Type <b>H</b>	Ramp/Int -																
Party Info											Victim Info													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F DRVR	51	F	W	HNBD		U-TURN	E	A	0100	CHEVR	2013	- 3	N		M	G	PASS		50	F	4	0	M	G
																	PASS		50	F	6	0	M	G
																	PASS		50	F	3	0	M	G
2	DRVR	24	M	W	HNBD		PROC ST	S	D	2200	TOYOT	2011	- 3	N		M	G							
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MAIN ST 2800</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.83</b>	Side of Hwy <b>N</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>21</b>	Collision Date <b>20181020</b>	Time <b>1017</b>	Day <b>SAT</b>														
Primary Collision Factor <b>UNKNOWN</b>		Violation <b>23123A</b>	Collision Type <b>OVERTURNED</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20190110</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																
Motor Vehicle Involved With <b>OTHER OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR		Loc Type <b>H</b>	Ramp/Int -																
Party Info											Victim Info													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F DRVR	30	F	A	HNBD		PROC ST	N	A	0100	FORD	2008	- 1	N		L	H	DRVR	MINOR	30	F	1	0	L	H
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>170</b>	Direction <b>S</b>	Secondary Rd <b>PINE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>36.76</b>	Side of Hwy <b>N</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180531</b>	Time <b>1544</b>	Day <b>THU</b>														
Primary Collision Factor <b>WRONG SIDE</b>		Violation <b>21460A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180823</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR		Loc Type <b>H</b>	Ramp/Int -																
Party Info											Victim Info													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F DRVR	50	F	H			OPPOS LN	N	-	9900	-	-	-	-	-	M	G	PASS		998	F	3	0	M	G
2	DRVR	53	F	H	HNBD		PROC ST	N	D	2200	TOYOT	2002	- 3	N		M	G							
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>150</b>	Direction <b>S</b>	Secondary Rd <b>PINE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.82</b>	Side of Hwy <b>S</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180702</b>	Time <b>1415</b>	Day <b>MON</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20181029</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR		Loc Type <b>H</b>	Ramp/Int -																
Party Info											Victim Info													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F DRVR	33	M	W	HNBD		PROC ST	S	D	2200	FORD	2012	- 3	G		M	G								
2	DRVR	41	M	HNBD		STOPPED	S	A	0100	HONDA	2013	- 3	G		M	G								
3	DRVR	23	M	W	HNBD		STOPPED	S	A	0100	SUBAR	2017	- 3	G		M	G							
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>259</b>	Direction <b>N</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.54</b>	Side of Hwy <b>N</b>														
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>29</b>	Collision Date <b>20180110</b>	Time <b>1429</b>	Day <b>WED</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180801</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>		Hit and Run																
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR		Loc Type <b>H</b>	Ramp/Int -																
Party Info											Victim Info													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F DRVR	67	M	W	HNBD		ENT TRAF	N	A	0100	HONDA	2002	- 3	G		M	G								
2	DRVR	53	M	W	HNBD		PROC ST	N	D	8200	TOYOT	2017	- 3	G		M	G							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.5</b>	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>32</b>	Collision Date <b>20180714</b>	Time <b>1159</b>	Day <b>SAT</b>																
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181101</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FUNCTNG	Loc Type <b>H</b>	Ramp/Int <b>-</b>												
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	50	F	W	HNBD		SLOWING	S	A	0100	CHEVR	1997	- 3	M	-	M	G	PASS		25	F	3	0	M	G	
2	DRVR	35	F	W	HNBD		STOPPED	S	A	0100	CHEVR	2018	- 3	M	-	M	G									
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>28.52</b>	Side of Hwy <b>S</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>32</b>	Collision Date <b>20181031</b>	Time <b>1647</b>	Day <b>WED</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190109</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>MV ON OTHER RD</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FUNCTNG	Loc Type <b>H</b>	Ramp/Int <b>-</b>												
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HNBD		PROC ST	S	A	0100	NISSA	1997	- 3	A	22350	-	M	G								
2	DRVR	43	M	W	HNBD		STOPPED	S	D	2200	FORD	2008	- 3	M	-	M	G									
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>265</b>	Direction <b>N</b>	Secondary Rd <b>PRATT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.3</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180315</b>	Time <b>1440</b>	Day <b>THU</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180730</b>																		
Weather1 <b>RAINING</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>												
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	39	M		HNBD		PROC ST	N	A	0700	TOYOT	2018	- 3	-	-	-	M	G								
2	DRVR	29	F	W	HNBD		STOPPED	N	A	0100	HONDA	2010	- 3	-	-	-	M	G								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>PRATT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>128</b>	Postmile Prefix	Postmile <b>29.31</b>	Side of Hwy <b>W</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>32</b>	Collision Date <b>20180926</b>	Time <b>1338</b>	Day <b>WED</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190107</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>												
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	25	M	H	IMP UNK	IMP UNK	PROC ST	S	A	0100	HONDA	2003	- 1	F	-	-	M	E								
2	DRVR	38	M	H	HNBD		PROC ST	S	D	2200	NISSA	2005	- 3	-	-	-	M	C								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>251</b>	Direction <b>N</b>	Secondary Rd <b>PRATT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix	Postmile <b>29.3</b>	Side of Hwy <b>N</b>																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>19</b>	Collision Date <b>20180927</b>	Time <b>1338</b>	Day <b>THU</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20181218</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type <b>H</b>	Ramp/Int <b>-</b>												
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	F	H	HNBD			N	A	0100	MERCE	2004	- 3	N	-	-	M	G								
2	DRVR	54	F	W	HNBD			N	A	0100	HYUND	2019	- 3	N	-	-	M	G	PASS		24	F	3	0	M	G
																		PASS		57	F	3	0	M	G	
																		PASS		76	F	4	0	M	G	

01/01/2018 thru 12/31/2018

Total Count: 99

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>MAIN ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>PRATT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>29.25</b>	Side of Hwy <b>S</b>														
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>31</b>	Collision Date <b>20181002</b>	Time <b>0258</b> Day <b>TUE</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190114</b>																
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																	
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>FIXED OBJ</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -														
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>34</b>	<b>M</b>				<b>FATG</b>	<b>PROC ST</b>	<b>S</b>	<b>D</b>	<b>2200</b>	<b>TOYOT 2000</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M G</b>								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>360</b>	Direction <b>N</b>	Secondary Rd <b>PRATT AV</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>29.32</b>	Side of Hwy <b>N</b>														
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>30</b>	Collision Date <b>20181115</b>	Time <b>1351</b> Day <b>THU</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190129</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																	
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type <b>H</b>	Ramp/Int -														
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>77</b>	<b>F</b>	<b>W</b>			<b>U-TURN</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>VOLVO 2001</b>	<b>- 3</b>	<b>A</b>	<b>21804</b>	<b>-</b>	<b>M G</b>	<b>PASS</b>	<b>6</b>	<b>M</b>	<b>6</b>	<b>0</b>	<b>P</b>	<b>G</b>	
<b>2</b>	<b>DRVR</b>	<b>61</b>	<b>M</b>	<b>W</b>			<b>PROC ST</b>	<b>N</b>	<b>-</b>	<b>0033</b>	<b>OTHER 2018</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M G</b>	<b>PASS</b>	<b>6</b>	<b>F</b>	<b>4</b>	<b>0</b>	<b>P</b>	<b>G</b>		
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>25</b>	Direction <b>E</b>	Secondary Rd <b>RT 29</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.53</b>	Side of Hwy <b>S</b>														
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>28</b>	Collision Date <b>20180609</b>	Time <b>0459</b> Day <b>SAT</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180817</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																	
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>			Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -														
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>19</b>	<b>M</b>	<b>H</b>			<b>FATG</b>	<b>PROC ST</b>	<b>S</b>	<b>D</b>	<b>2200</b>	<b>NISSA 1997</b>	<b>- 3</b>	<b>F</b>	<b>-</b>	<b>L G</b>								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>74</b>	Direction <b>N</b>	Secondary Rd <b>SPRING ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.59</b>	Side of Hwy <b>N</b>														
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>31</b>	Collision Date <b>20180317</b>	Time <b>1132</b> Day <b>SAT</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180723</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																	
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type <b>H</b>	Ramp/Int -														
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>26</b>	<b>F</b>	<b>W</b>			<b>PARKING</b>	<b>N</b>	<b>A</b>	<b>0100</b>	<b>DODGE 2017</b>	<b>- 3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M G</b>								
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>	<b>-</b>	<b>D</b>	<b>2200</b>	<b>TOYOT 2008</b>	<b>- -</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>								
Primary Rd <b>MAIN ST</b>		Distance (ft) <b>157</b>	Direction <b>S</b>	Secondary Rd <b>SPRING ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20181011</b>	Time <b>1500</b> Day <b>THU</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181115</b>																
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																	
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>			Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int														
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>58</b>	<b>F</b>	<b>B</b>			<b>MERGING</b>	<b>S</b>	<b>A</b>	<b>0700</b>	<b>LEXUS 2002</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M G</b>									
<b>2</b>	<b>DRVR</b>	<b>67</b>	<b>F</b>	<b>H</b>			<b>MERGING</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>TOYOT 2008</b>	<b>- 3</b>	<b>N</b>	<b>-</b>	<b>M G</b>									

Include State Highways cases

Report Run On: 03/27/2019

<b>Primary Rd</b> MCCORKLE AV <b>Distance (ft)</b> 141 <b>Direction</b> E <b>Secondary Rd</b> ALLISON AV <b>NCIC</b> 2803 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Saint Helena <b>County</b> Napa <b>Population</b> 2 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> 28 <b>Collision Date</b> 20180729 <b>Time</b> 2244 <b>Day</b> SUN <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> Y <b>Process Date</b> 20180828 <b>Weather1</b> CLOUDY <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> MSDMNR <b>Motor Vehicle Involved With</b> PKD MV <b>Lighting</b> DARK - NO <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party</b> <b>Type</b> <b>Age</b> <b>Sex</b> <b>Race</b> <b>Sobriety1</b> <b>Sobriety2</b> <b>Move Pre</b> <b>Dir</b> <b>SW Veh</b> <b>CHP Veh</b> <b>Make</b> <b>Year</b> <b>SP Info</b> <b>OAF1</b> <b>Viol</b> <b>OAF2</b> <b>Safety Equip</b> <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 998 - IMP UNK IMP UNK PROC ST E A 0100 VOLKS 2002 - 3 N - M B 2 PRKD 998 - PARKED - E 2235 WABA 1988 - - - - - -														
<b>Primary Rd</b> MCCORMICK ST <b>Distance (ft)</b> 75 <b>Direction</b> N <b>Secondary Rd</b> VINTAGE AV <b>NCIC</b> 2803 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Saint Helena <b>County</b> Napa <b>Population</b> 2 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> 21 <b>Collision Date</b> 20180712 <b>Time</b> 0620 <b>Day</b> THU <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20180726 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> MSDMNR <b>Motor Vehicle Involved With</b> PKD MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party</b> <b>Type</b> <b>Age</b> <b>Sex</b> <b>Race</b> <b>Sobriety1</b> <b>Sobriety2</b> <b>Move Pre</b> <b>Dir</b> <b>SW Veh</b> <b>CHP Veh</b> <b>Make</b> <b>Year</b> <b>SP Info</b> <b>OAF1</b> <b>Viol</b> <b>OAF2</b> <b>Safety Equip</b> <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 998 - IMP UNK IMP UNK RGT TURN S - 0000 - - 3 N - B 2 PRKD 998 - PARKED - A 0700 NISSA 2013 - 3 N - - -														
<b>Primary Rd</b> MEADOWCREEK <b>Distance (ft)</b> 189 <b>Direction</b> E <b>Secondary Rd</b> STARR AV <b>NCIC</b> 2803 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Saint Helena <b>County</b> Napa <b>Population</b> 2 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> 29 <b>Collision Date</b> 20180618 <b>Time</b> 1905 <b>Day</b> MON <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20180809 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> MSDMNR <b>Motor Vehicle Involved With</b> PKD MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party</b> <b>Type</b> <b>Age</b> <b>Sex</b> <b>Race</b> <b>Sobriety1</b> <b>Sobriety2</b> <b>Move Pre</b> <b>Dir</b> <b>SW Veh</b> <b>CHP Veh</b> <b>Make</b> <b>Year</b> <b>SP Info</b> <b>OAF1</b> <b>Viol</b> <b>OAF2</b> <b>Safety Equip</b> <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 998 M H IMP UNK IMP UNK LFT TURN W A 0100 OTHER - 3 - - B 2 PRKD 998 - PARKED W A 0700 MERCE 2010 - 3 N - - -														
<b>Primary Rd</b> MITCHELL DR <b>Distance (ft)</b> 0 <b>Direction</b> <b>Secondary Rd</b> MAIN ST <b>NCIC</b> 2803 <b>State Hwy?</b> Y <b>Route</b> 29 <b>Postmile Prefix</b> <b>Postmile</b> 28.485 <b>Side of Hwy</b> S <b>City</b> Saint Helena <b>County</b> Napa <b>Population</b> 2 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> 30 <b>Collision Date</b> 20180509 <b>Time</b> 1649 <b>Day</b> WED <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> AUTO/PED <b>Severity</b> INJURY <b>#Killed</b> 0 <b>#Injured</b> 1 <b>Tow Away?</b> N <b>Process Date</b> 20180823 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> PED <b>Lighting</b> DAYLIGHT <b>Ped Action</b> X-WLK AT <b>Cntrl Dev</b> <b>FUNCTNG</b> <b>Loc Type</b> I <b>Ramp/Int</b> 6														
<b>Party Info</b> <b>Victim Info</b> <b>Party</b> <b>Type</b> <b>Age</b> <b>Sex</b> <b>Race</b> <b>Sobriety1</b> <b>Sobriety2</b> <b>Move Pre</b> <b>Dir</b> <b>SW Veh</b> <b>CHP Veh</b> <b>Make</b> <b>Year</b> <b>SP Info</b> <b>OAF1</b> <b>Viol</b> <b>OAF2</b> <b>Safety Equip</b> <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 47 F H HNBD RGT TURN S A 0100 FORD 2011 - 2 N - M G 2 PED 17 F H HNBD - N 6000 - - - - - - PED OTH VIS 17 F 9 0 P -														
<b>Primary Rd</b> N CRANE AV <b>Distance (ft)</b> 10 <b>Direction</b> N <b>Secondary Rd</b> MITCHELL DR <b>NCIC</b> 2803 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Saint Helena <b>County</b> Napa <b>Population</b> 2 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> 28 <b>Collision Date</b> 20180824 <b>Time</b> 2045 <b>Day</b> FRI <b>Primary Collision Factor</b> UNSAFE SPEED <b>Violation</b> 22350A <b>Collision Type</b> HIT OBJECT <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> Y <b>Process Date</b> 20181003 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> MSDMNR <b>Motor Vehicle Involved With</b> FIXED OBJ <b>Lighting</b> DARK - ST <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party</b> <b>Type</b> <b>Age</b> <b>Sex</b> <b>Race</b> <b>Sobriety1</b> <b>Sobriety2</b> <b>Move Pre</b> <b>Dir</b> <b>SW Veh</b> <b>CHP Veh</b> <b>Make</b> <b>Year</b> <b>SP Info</b> <b>OAF1</b> <b>Viol</b> <b>OAF2</b> <b>Safety Equip</b> <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 24 M W IMP UNK IMP UNK PROC ST W A 0100 NISSA 2013 - 3 N - M B														

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>OAK AV</b> Distance (ft) <b>216</b> Direction <b>N</b> Secondary Rd <b>ADAMS ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>33</b> Collision Date <b>20181021</b> Time <b>0121</b> Day <b>SUN</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20181106</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run <b>MSDMNR</b> Motor Vehicle Involved With <b>OTHER MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	-	0000	-	-	3	A	22107	N	B	-							
2	PRKD	998	-				PARKED	N	A	0100	TOYOT	2016	-	3	N	-	-	-							
Primary Rd <b>OAK AV</b> Distance (ft) <b>85</b> Direction <b>N</b> Secondary Rd <b>SPRING ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>21</b> Collision Date <b>20191028</b> Time <b>2001</b> Day <b>SUN</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>SIDESWIPE</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20190109</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>PKD MV</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2006	-	3	N	-	M	G							
2	PRKD	998	-				PARKED	N	A	0100	MERCE	2011	-	3	N	-	-	-							
Primary Rd <b>POPE ST</b> Distance (ft) <b>82</b> Direction <b>W</b> Secondary Rd <b>ALLISON AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>33</b> Collision Date <b>20181215</b> Time <b>0106</b> Day <b>SAT</b> Primary Collision Factor <b>IMPROP TURN</b> Violation <b>22107</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20190110</b> Weather1 <b>RAINING</b> Weather2 Rdwy Surface <b>WET</b> Rdwy Cond1 <b>REDUCED RD</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DARK - ST</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	M	W	HBD-UI			W	D	2200	FORD	1999	-	3	A	23152	-	M	G						
Primary Rd <b>POPE ST</b> Distance (ft) <b>0</b> Direction Secondary Rd <b>CHURCH ST</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>30</b> Collision Date <b>20181203</b> Time <b>1015</b> Day <b>MON</b> Primary Collision Factor <b>NOT DRIVER</b> Violation Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20190131</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>CONS ZONE</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>OTHER OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action <b>IN RD,</b> Cntrl Dev <b>FUNCTNG</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	PED	56	M	W	HNBD				N	6000	-	-	3	N	-	-	-								
2	DRVR	19	F	W	HNBD		PROC ST	W	A	0100	KIA	2018	-	3	N	-	M	G							
Primary Rd <b>POPE ST</b> Distance (ft) <b>487</b> Direction <b>E</b> Secondary Rd <b>COLLEGE AV</b> NCIC <b>2803</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy City <b>Saint Helena</b> County <b>Napa</b> Population <b>2</b> Rpt Dist Beat Type <b>0</b> CalTrans Badge <b>32</b> Collision Date <b>20181017</b> Time <b>1232</b> Day <b>WED</b> Primary Collision Factor <b>DRVR ALC/DRG</b> Violation <b>23152F</b> Collision Type <b>HIT OBJECT</b> Severity <b>PDO</b> #Killed <b>0</b> #Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20181106</b> Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b> Hit and Run Motor Vehicle Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	F	W		DRUG	RAN OFF RD	W	A	0100	BMW	2012	-	3	N	-	M	B							



Include State Highways cases

Report Run On: 03/27/2019

Primary Rd <b>POPE ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>EDWARDS ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>32</b>	Collision Date <b>20181105</b>	Time <b>1549</b>	Day <b>MON</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181121</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																			
Hit and Run		Motor Vehicle Involved With <b>BICYCLE</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type	Ramp/Int																
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	H	HNBD			W	D	2200	FORD	2004	-	3	E	-	N	E								
2	BICY	998	M	W				-	L	0400	-	-	-	N	-	-	-									
Primary Rd <b>POPE ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>EDWARDS ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>30</b>	Collision Date <b>20181208</b>	Time <b>1157</b>	Day <b>SAT</b>																
Primary Collision Factor <b>DRVR ALC/DRG</b>		Violation <b>23152F</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190107</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																			
Hit and Run		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FUNCTNG</b>		Loc Type	Ramp/Int																
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	47	M	W			DRUG	RGT TURN	E	A	0100	TOYOT	1996	-	3	A	23152	-	M	G						
2	PRKD	998	-	-				PARKED	-	A	0100	NISSA	2006	-	3	N	-	-								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20181025</b>	Time <b>1225</b>	Day <b>THU</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181106</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>		Loc Type	Ramp/Int																
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	34	F	H	HNBD		PROC ST	W	A	0700	CHEVR	2003	-	3	N	-	M	G								
2	DRVR	998	-	-				IMP UNK	IMP UNK	LFT TURN	S	A	0100	-	3	E	-	B								
Primary Rd <b>POPE ST</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SILVERADO TRL</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>33</b>	Collision Date <b>20180518</b>	Time <b>1636</b>	Day <b>FRI</b>																
Primary Collision Factor <b>STRNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180619</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FUNCTNG</b>		Loc Type	Ramp/Int																
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	73	F	W	HNBD			E	A	0100	SUBAR	2017	-	3	G	-	M	G								
2	DRVR	50	F	W	HNBD			E	A	0100	KIA	2014	-	3	G	N	M	G								
Primary Rd <b>PRATT AV</b>		Distance (ft) <b>30</b>	Direction <b>W</b>	Secondary Rd <b>NAPA VALLEY</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20180508</b>	Time <b>1615</b>	Day <b>TUE</b>																
Primary Collision Factor <b>STRNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180625</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT FNCT</b>		Loc Type	Ramp/Int																
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	45	M		HNBD		BACKING	E	I	0900	GMC	2013	-	3	N	-	M	G								
2	DRVR	67	F	W	HNBD		STOPPED	E	A	0100	FORD	2011	-	3	N	-	M	G								

Include State Highways cases

Primary Rd <b>RT 29</b>		Distance (ft) <b>545</b>	Direction <b>N</b>	Secondary Rd <b>2555 MAIN ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>128</b>	Postmile Prefix -	Postmile <b>29.76</b>	Side of Hwy <b>E</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>20</b>	Collision Date <b>20181013</b>	Time <b>1637</b>	Day <b>SAT</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20190110</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR Loc Type <b>H</b>		Ramp/Int -																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	A	HNBD		LFT TURN	N	A	0100	HONDA	2007	- 3	N		M	G	DRVR	POSSIBL	48	F	1	0	M	G
2	DRVR	48	F	W	HNBD		PROC ST	N	I	1000	MERCE	2015	- 3	N		M	G	PASS		43	M	4	0	P	D
																		PASS		42	F	5	0	P	D
																		PASS		43	M	6	0	P	D
																		PASS		41	F	7	0	P	D
																		PASS		40	F	8	0	P	D
																		PASS		37	F	9	0	P	C
																		PASS		36	M	9	0	P	D

Primary Rd <b>RT 29</b>		Distance (ft) <b>90</b>	Direction <b>S</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>26.73</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>33</b>	Collision Date <b>20180525</b>	Time <b>1038</b>	Day <b>FRI</b>															
Primary Collision Factor <b>OTHER HAZ</b>		Violation <b>35100A</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180827</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR Loc Type <b>H</b>		Ramp/Int -																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	M	H	HNBD			S	F	2100	FREIG	1999	- 3	K		M	G	PASS		47	M	3	0	M	G
2	PRKD	998	-						A	0700	JEEP	2017	- -	-		-	-								

Primary Rd <b>RT 29</b>		Distance (ft) <b>177</b>	Direction <b>N</b>	Secondary Rd <b>ADAMS ST</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.78</b>	Side of Hwy <b>S</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>20</b>	Collision Date <b>20181103</b>	Time <b>1620</b>	Day <b>SAT</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190122</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR Loc Type <b>H</b>		Ramp/Int -																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	M	B		FATG	PROC ST	S	D	8200	FORD	2015	- 3	N		-	M	G							
2	PRKD	998	-				PARKED	S	A	0100	TOYOT	2009	- -	N		-	-								

Primary Rd <b>RT 29</b>		Distance (ft) <b>140</b>	Direction <b>N</b>	Secondary Rd <b>BRITTAN WY</b>	NCIC <b>2803</b>	State Hwy? <b>Y</b>	Route <b>29</b>	Postmile Prefix -	Postmile <b>28.93</b>	Side of Hwy <b>N</b>															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans <b>4</b>	Badge <b>14</b>	Collision Date <b>20180823</b>	Time <b>1500</b>	Day <b>THU</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181029</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR Loc Type <b>H</b>		Ramp/Int -																		
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F		HNBD		PROC ST	N	A	0700	JEEP	2018	- 3	N		-	M	G							
2	DRVR	64	F	W	HNBD		STOPPED	N	A	0700	HONDA	2008	- 3	N		-	M	G							

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 234	Direction N	Secondary Rd BRITTON WY	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 26.27	Side of Hwy N	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 29	Collision Date 20181029	Time 0221	Day MON	
Primary Collision Factor DRVR ALC/DRG		Violation 23152A	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20190129			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With PKD MV	Lighting DARK - ST	Ped Action	
Party Info		Party Info		Party Info		Party Info		Party Info		Party Info	
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip
1F DRVR 33 M H HNBD	PROC ST N	A	0100	NISSA 1993	- 3	A	23152	-	L	G	
2 PRKD 998 -	PARKED N	A	0100	LAND 2006	- -	-	-	-	-	-	
Primary Rd RT 29		Distance (ft) 340	Direction N	Secondary Rd CHARTER OAK	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.38	Side of Hwy N	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 21	Collision Date 20180410	Time 0810	Day TUE	
Primary Collision Factor TOO CLOSE		Violation 21703	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180822			
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	
Party Info		Party Info		Party Info		Party Info		Party Info		Party Info	
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip
1F DRVR 37 M W HNBD	PROC ST N	D	2200	TOYOT 2006	- 3	N	-	-	M	G	
2 DRVR 35 M H HNBD	STOPPED N	D	2200	NISSA 2017	- 3	-	-	-	M	G	
Primary Rd RT 29		Distance (ft) 438	Direction N	Secondary Rd CHARTER OAK AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.4	Side of Hwy N	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20180909	Time 1523	Day SUN	
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20181030			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	
Party Info		Party Info		Party Info		Party Info		Party Info		Party Info	
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip
1F DRVR 22 M H HNBD	PROC ST S	D	2200	CHEVR 2001	- 3	A	20002	N	M	G	
2 DRVR 46 M W HBD-NUI	SLOWING S	A	0700	TOYOT 2008	- 3	-	-	-	M	G	
Primary Rd RT 29		Distance (ft) 0	Direction	Secondary Rd FULTON LN	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.94	Side of Hwy N	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180913	Time 1806	Day THU	
Primary Collision Factor STOP SGN/SIG		Violation 21453A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20181030			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	
Party Info		Party Info		Party Info		Party Info		Party Info		Party Info	
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip
1F DRVR 58 M W HNBD	PROC ST N	D	2200	FORD 1997	- 3	N	-	-	M	G	
2 DRVR 42 F W HNBD	STOPPED W	A	0100	TOYOT 2012	- 3	N	-	-	M	G	
Primary Rd RT 29		Distance (ft) 458	Direction N	Secondary Rd GRAYSON AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.18	Side of Hwy S	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 28	Collision Date 20180701	Time 2309	Day SUN	
Primary Collision Factor IMPROV TURN		Violation 22107	Collision Type HIT OBJECT	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20181102			
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run		Motor Vehicle Involved With FIXED OBJ	Lighting DARK - ST	Ped Action	
Party Info		Party Info		Party Info		Party Info		Party Info		Party Info	
Party Type	Age Sex Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SP Info	OAF1 Viol	OAF2 Safety Equip
1F DRVR 41 F W HNBD	FATG RAN OFF RD S	A	0100	TOYOT 2014	- 3	A	22350	N	L	G	

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29 Distance (ft) 0 Direction Secondary Rd GRAYSON AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.1 Side of Hwy N																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 32 Collision Date 20180706 Time 1406 Day FRI																								
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20181029																								
Weather1 CLOUDY Weather2 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	36	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2001	- 3	A	22350	F	M	G						
2	DRVR	24	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2014	- 3	N		M	G							
Primary Rd RT 29 Distance (ft) 83 Direction S Secondary Rd GRAYSON AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 2.807 Side of Hwy N																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 20 Collision Date 20180718 Time 1017 Day WED																								
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20181101																								
Weather1 CLEAR Weather2 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	37	M	W	HNBD		PROC ST	N	D	2200	DODGE	2006	- 3	N		M	G							
2	DRVR	78	F	W	HNBD		STOPPED	N	A	0700	VOLVO	2005	- 3	N		M	G							
3	DRVR	27	M	W	HNBD		STOPPED	N	-	0000	FORD	2016	- 3	N		M	G							
Primary Rd RT 29 Distance (ft) 0 Direction Secondary Rd GRAYSON AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.14 Side of Hwy S																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 32 Collision Date 20181106 Time 1335 Day TUE																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190109																								
Weather1 CLEAR Weather2 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																								
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	78	M	W	HNBD		MERGING	S	A	0100	BMW	2017	- 3	E		M	G							
2	DRVR	30	M		HNBD		PROC ST	S	A	0100	CHEVR	2018	- 3	M		M	G							
Primary Rd RT 29 Distance (ft) 56 Direction N Secondary Rd HUNT AV NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 28.63 Side of Hwy S																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 28 Collision Date 20180206 Time 2030 Day TUE																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180731																								
Weather1 CLEAR Weather2 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 6																								
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	30	M	H	HNBD		UNS TURN	S	A	0100	FORD	2010	- 3	N		M	G							
2	PRKD	998	-				PARKED	S	A	0100	AUDI	2009	- -	-		-	-							
Primary Rd RT 29 Distance (ft) 528 Direction S Secondary Rd MEE LN NCIC 2803 State Hwy? Y Route 29 Postmile Prefix - Postmile 25.4 Side of Hwy S																								
City Saint Helena County Napa Population 2 Rpt Dist Beat Type 0 CalTrans 4 Badge 30 Collision Date 20181009 Time 0102 Day TUE																								
Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190130																								
Weather1 CLEAR Weather2 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HBD-UI		RAN OFF RD	N	A	0100	VOLKS	2000	- 3	N		M	G							
2	DRVR	31	F		HNBD		STOPPED	N	A	0100	TOYOT	2016	- 3	N		M	G							

Include State Highways cases

Primary Rd RT 29	Distance (ft) 228	Direction N	Secondary Rd PINE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 10.99	Side of Hwy S																	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 32	Collision Date 20180525	Time 1307 Day FRI																	
Primary Collision Factor TOO CLOSE	Violation 21703	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180823																			
Weather1 RAINING	Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																			
Party Info										Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M	W	HNBD		PROC ST	S	D	2200	NISSA	2004	- 3	M	-	M	G	PASS		64	F	3	0	M	G	
2	DRVR	63	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2018	- 3	M	-	M	G	PASS								
Primary Rd RT 29	Distance (ft) 180	Direction N	Secondary Rd PINE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.88	Side of Hwy S																	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20180823	Time 1700 Day THU																	
Primary Collision Factor UNSAFE SPEED	Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 3	Tow Away? N	Process Date 20181024																			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run	Motor Vehicle Involved With PKD MV	Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																			
Party Info										Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	F	A	HNBD		UNS TURN	S	A	0100	MERCE	2016	- 3	A	22107	E	L	G	PASS	POSSIBL	48	M	3	0	L	G
																			PASS	POSSIBL	31	M	4	0	L	G
																			PASS	POSSIBL	25	F	5	0	L	G
																			PASS		21	F	6	0	L	G
2	PRKD	998	-				PARKED	S	A	0100	FORD	2018	- -	N	-	-	-									
3	PRKD	998	-				PARKED	S	A	0100	TESLA	2012	- -	N	-	-	-									
Primary Rd RT 29	Distance (ft) 149	Direction S	Secondary Rd PINE ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.82	Side of Hwy S																	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180831	Time 1226 Day FRI																	
Primary Collision Factor IMPROP TURN	Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20181102																			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																			
Party Info										Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	26	M	H	HNBD		PROC ST	S	A	0800	FORD	2018	- 3	N	-	M	G									
2	DRVR	57	M	W	HNBD		PARKED	S	A	0100	ASTON	2018	- 3	N	-	M	G									
Primary Rd RT 29	Distance (ft) 275	Direction N	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.3	Side of Hwy S																	
City Saint Helena	County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20180415	Time 1300 Day SUN																	
Primary Collision Factor IMPROP TURN	Violation 22107	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180823																			
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																			
Party Info										Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	30	M	A	HNBD		SLOWING	S	A	0100	FORD	2015	- 3	J	-	M	G	DRVR	COMP PN	30	M	1	0	M	G	
																		PASS		29	F	3	0	M	G	
2	DRVR	56	M	W	HNBD		PROC ST	S	A	0700	CHEVR	1994	- 3	A	22350	-	M	G								

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd RT 29		Distance (ft) 0	Direction	Secondary Rd PRATT AV	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 29.25	Side of Hwy S														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180519	Time 1502 Day SAT														
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20180822																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type 1	Ramp/Int 5														
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	F	W	HNBD	PROC ST	S	A	0100	MAZDA	2018	- 3	N	-	M	G	DRVR	COMP PN 57	58	F	1	0	M	G
2	DRVR	57	F	W	HNBD	STOPPED	N	A	0100	TOYOT	2014	- 3	N	-	M	G	PASS			M	3	0	M	G
Primary Rd RT 29		Distance (ft) 137	Direction S	Secondary Rd SPRING ST	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 28.54	Side of Hwy S														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 20	Collision Date 20180820	Time 1535 Day MON														
Primary Collision Factor TOO CLOSE		Violation 21703	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20181029																
Weather1 CLEAR		Weather2	Rdwy Surface SLIPPERY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	H	HNBD	PROC ST	S	A	0100	HONDA	2007	- 3	N	-	M	G								
2	DRVR	63	M	W	HNBD	SLOWING	S	A	0700	NISSA	2018	- 3	N	-	M	G	PASS		998	F	3	0	M	G
Primary Rd RT 29		Distance (ft) 500	Direction S	Secondary Rd SULPHUR	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.57	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 19	Collision Date 20180528	Time 2130 Day MON														
Primary Collision Factor OTHER IMPROP DRV		Violation	Collision Type OTHER	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180823																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With PKD MV			Lighting DARK - NO	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	W	HNBD	BACKING	N	J	4800	CHEVR	2007	- 3	E	-	N	M	G							
2	PRKD	998	-	-	-	PARKED	S	J	4800	CHEVR	2004	- -	-	-	-	-								
Primary Rd RT 29		Distance (ft) 60	Direction N	Secondary Rd SULPHUR	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.67	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 33	Collision Date 20180706	Time 1139 Day FRI														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20181101																
Weather1 CLOUDY		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	W	HNBD		N	A	0100	VOLKS	2017	- 3	G	-	L	G								
2	DRVR	55	M	W	HNBD	STOPPED	N	D	2200	FORD	2006	- 3	G	-	M	G								
Primary Rd RT 29		Distance (ft) 375	Direction N	Secondary Rd SULPHUR	NCIC 2803	State Hwy? Y	Route 29	Postmile Prefix -	Postmile 27.73	Side of Hwy N														
City Saint Helena		County Napa	Population 2	Rpt Dist	Beat	Type 0	CalTrans 4	Badge 14	Collision Date 20180413	Time 0557 Day FRI														
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180823																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV			Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -														
Party Info																								
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	H	IMP UNK	IMP UNK	LFT TURN	W	A	0100	SATUR	- 3	-	-	B	-	DRVR	POSSIBL	998	M	1	0	B	-
2	DRVR	78	M	HNBD		PROC ST	N	A	0100	TOYOT	2015	- 3	N	-	L	G								

Primary Rd <b>SILVERADO TRL</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>HOWELL MTN RD</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>29</b>	Collision Date <b>20180402</b>	Time <b>0850</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20180502</b>																	
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	M	H	HNBD		LFT TURN	S	A	0100	CHRY	2006	- 3	-	-	L	G	DRVR	OTH VIS	45	M	1	0	L	G
2	DRVR	31	M	H	HNBD		PROC ST	N	A	0100	CADIL	2002	- 3	-	-	M	G	PASS	OTH VIS	36	F	3	0	M	G
Victim Info																									
Primary Rd <b>SILVERADO TRL</b>		Distance (ft) <b>500</b>	Direction <b>S</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>19</b>	Collision Date <b>20180318</b>	Time <b>0727</b>	Day <b>SUN</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>3</b>	Tow Away? <b>Y</b>	Process Date <b>20180508</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER OBJ</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	W	HNBD		PROC ST	N	A	0100	CHEVR	2016	- 3	N	-	M	G	DRVR	POSSIBL	23	M	1	0	M	G
																		PASS	POSSIBL	20	F	3	0	M	G
																		PASS	POSSIBL	20	M	4	0	M	G
Victim Info																									
Primary Rd <b>SILVERADO TRL</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>33</b>	Collision Date <b>20180511</b>	Time <b>1656</b>	Day <b>FRI</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20180604</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	68	F	O	HNBD		ENT TRAF	E	A	0100	TOYOT	2007	- 3	N	-	L	B	DRVR	MINOR	68	F	1	0	L	B
2	DRVR	26	M	H	HNBD		PROC ST	S	A	0100	HONDA	2001	- 3	N	-	M	B	PASS		32	F	3	0	M	G
Victim Info																									
Primary Rd <b>SILVERADO TRL</b>		Distance (ft) <b>50</b>	Direction <b>S</b>	Secondary Rd <b>POPE ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20180914</b>	Time <b>1330</b>	Day <b>FRI</b>															
Primary Collision Factor <b>OTHER EQPMNT</b>		Violation <b>24002</b>	Collision Type <b>OTHER</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>N</b>	Process Date <b>20181004</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>SLIPPERY</b>	Rdwy Cond1	<b>OTHER</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>NON-CLSN</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	OTHER	-	-	0000	-	-	- 3	N	-	B	-	DRVR	COMP PN	67	M	1	1	P	-
2	DRVR	67	M	W	HNBD		PROC ST	S	C	0200	KAWA	2009	- 3	N	-	P	-	DRVR	COMP PN	75	M	1	1	P	-
3	DRVR	75	M	W	HNBD		PROC ST	S	C	0200	HARLE	2000	- 3	N	-	P	-	DRVR	COMP PN	75	M	1	1	P	-
Victim Info																									
Primary Rd <b>SPRING MOUNTAIN</b>		Distance (ft) <b>57</b>	Direction <b>S</b>	Secondary Rd <b>SPRING</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>	County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20180924</b>	Time <b>1337</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20181011</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1	<b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	H	HNBD		PROC ST	S	D	2200	TOYOT	2006	- 3	N	-	M	G	DRVR	POSSIBL	18	M	1	0	M	G

Include State Highways cases

Primary Rd <b>SPRING ST</b>		Distance (ft) <b>369</b>	Direction <b>E</b>	Secondary Rd <b>KEARNEY ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>21</b>	Collision Date <b>20181028</b>	Time <b>2000</b> Day <b>SUN</b>															
Primary Collision Factor <b>STOP SGN SIG</b>		Violation <b>22450A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181128</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>FNCTNG</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>998</b>			<b>IMP UNK</b>	<b>IMP UNK</b>		<b>S</b>		<b>0000</b>			<b>3</b>	<b>N</b>		<b>B</b>									
<b>2</b>	<b>DRVR</b>	<b>22</b>	<b>M</b>	<b>H</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>PROC ST</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>FORD</b>	<b>2011</b>	<b>3</b>	<b>N</b>		<b>M</b>	<b>G</b>								
Primary Rd <b>SPRING ST</b>											Distance (ft) <b>90</b>	Direction <b>E</b>	Secondary Rd <b>OAK AV</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>28</b>	Collision Date <b>20180512</b>	Time <b>2115</b> Day <b>SAT</b>															
Primary Collision Factor <b>STRTRNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180730</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>998</b>	<b>F</b>	<b>W</b>	<b>HBD-UNK</b>		<b>BACKING</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>NISSA</b>	<b>2014</b>	<b>3</b>	<b>N</b>		<b>B</b>									
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>		<b>A</b>	<b>0100</b>	<b>AUDI</b>	<b>2013</b>													
Primary Rd <b>SPRING ST</b>											Distance (ft) <b>19</b>	Direction <b>E</b>	Secondary Rd <b>SPRING BROOK</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>31</b>	Collision Date <b>20180610</b>	Time <b>2148</b> Day <b>SUN</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HEAD-ON</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20180813</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev	<b>NT PRS FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>23</b>	<b>M</b>	<b>H</b>	<b>IMP UNK</b>	<b>IMP UNK</b>	<b>LFT TURN</b>	<b>S</b>	<b>A</b>	<b>0100</b>	<b>INFIN</b>	<b>2004</b>	<b>3</b>			<b>L</b>	<b>B</b>	<b>DRVR</b>	<b>COMP PN 23</b>	<b>M</b>	<b>1</b>	<b>0</b>	<b>L</b>	<b>B</b>	
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>		<b>A</b>	<b>0100</b>	<b>PORSC</b>	<b>1999</b>	<b>3</b>	<b>N</b>											
Primary Rd <b>SPRING ST</b>											Distance (ft) <b>73</b>	Direction <b>E</b>	Secondary Rd <b>STOCKTON ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>32</b>	Collision Date <b>20180608</b>	Time <b>2300</b> Day <b>FRI</b>															
Primary Collision Factor <b>NOT STATED</b>		Violation	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180809</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	<b>NT PRS FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>998</b>			<b>IMP UNK</b>	<b>IMP UNK</b>				<b>9900</b>			<b>3</b>				<b>B</b>								
<b>2</b>	<b>PRKD</b>	<b>998</b>					<b>PARKED</b>		<b>A</b>	<b>0100</b>	<b>PORSC</b>	<b>1999</b>	<b>3</b>	<b>N</b>											
Primary Rd <b>SPRING ST</b>											Distance (ft) <b>140</b>	Direction <b>E</b>	Secondary Rd <b>VALLEYVIEW ST</b>	NCIC <b>2803</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy						
City <b>Saint Helena</b>		County <b>Napa</b>	Population <b>2</b>	Rpt Dist	Beat	Type <b>0</b>	CalTrans	Badge <b>14</b>	Collision Date <b>20180413</b>	Time <b>0815</b> Day <b>FRI</b>															
Primary Collision Factor <b>HAZ PARKING</b>		Violation <b>22500</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180525</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
<b>1F</b>	<b>DRVR</b>	<b>50</b>	<b>M</b>	<b>H</b>	<b>HNBD</b>		<b>STOPPED</b>	<b>E</b>	<b>D</b>	<b>2200</b>	<b>TOYOT</b>	<b>2017</b>	<b>3</b>	<b>M</b>		<b>M</b>	<b>G</b>	<b>PASS</b>	<b>8</b>	<b>M</b>	<b>6</b>	<b>0</b>	<b>P</b>	<b>G</b>	
<b>2</b>	<b>DRVR</b>	<b>39</b>	<b>F</b>	<b>H</b>	<b>HNBD</b>		<b>PROC ST</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>TOYOT</b>	<b>2001</b>	<b>3</b>	<b>A</b>	<b>22350</b>	<b>M</b>	<b>M</b>	<b>PASS</b>	<b>9</b>	<b>M</b>	<b>4</b>	<b>0</b>	<b>P</b>	<b>G</b>	



01/01/2018 thru 12/31/2018

Total Count: 99

Jurisdiction(s): Saint Helena

Include State Highways cases

Report Run On: 03/27/2019

Primary Rd	STOCKTON ST	Distance (ft)	110	Direction	S	Secondary Rd	MADRONA AV	NCIC	2803	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Saint Helena	County	Napa	Population	2	Rpt Dist		Beat		Type	0	CalTrans	Badge	33	Collision Date	20180310	Time	1535	Day	SAT					
Primary Collision Factor	IMPROP TURN		Violation	22107	Collision Type	REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180419								
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With	PKD MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F	DRVR	15	F	W	HNBD		STOPPED	N	A	0100	LEXUS	2008	- 3	A	12500	N	M G								
2	PRKD	998	-				PARKED	N	A	0100	LAND	2016	- -	-	-	-	-								
3	PRKD	998	-				PARKED	N	A	0100	LAND	2012	- -	-	-	-	-								