



Napa Valley Vision Zero Plan

NVTA Board of Directors Meeting

Wednesday, October 18, 2023

Draft Plan Contents

- Vision & Goal
- Background & Safe System Approach
- Collision Data
- Profiles of Emphasis
- Countermeasures
- Representative Projects
- Evaluation & Implementation

we are here



GATHER & ANALYZE
SAFETY DATA

PROFILES &
COUNTERMEASURES

DRAFT THE VISION
ZERO PLAN

PLAN & VISION ZERO
POLICY ADOPTION



Vision & Goals

Use the Plan as a framework for making the transportation system safer, more comfortable, and more equitable for users of all ages and abilities through the Safe System Approach

“Napa Valley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our streets by 2030.”

The Safe System Approach



Death/serious injury
is unacceptable



Humans make mistakes



Humans are
vulnerable



Responsibility is shared



Safety is proactive



Redundancy is
crucial

Existing Efforts

- NVTA Community-Based Transportation Plan (2018)
- State Route 29 Comprehensive Multimodal Corridor Plan (2020)
- Countywide Transportation Plan-Advancing Mobility (2021)
- Countywide Pedestrian Master Plan (2016)
- Countywide Bicycle Plan (2019)
- Three member agencies have created Local Road Safety Plans
 - City of Napa LRSP (2022)
 - Napa County LRSP (2022)
 - American Canyon LRSP (2022)

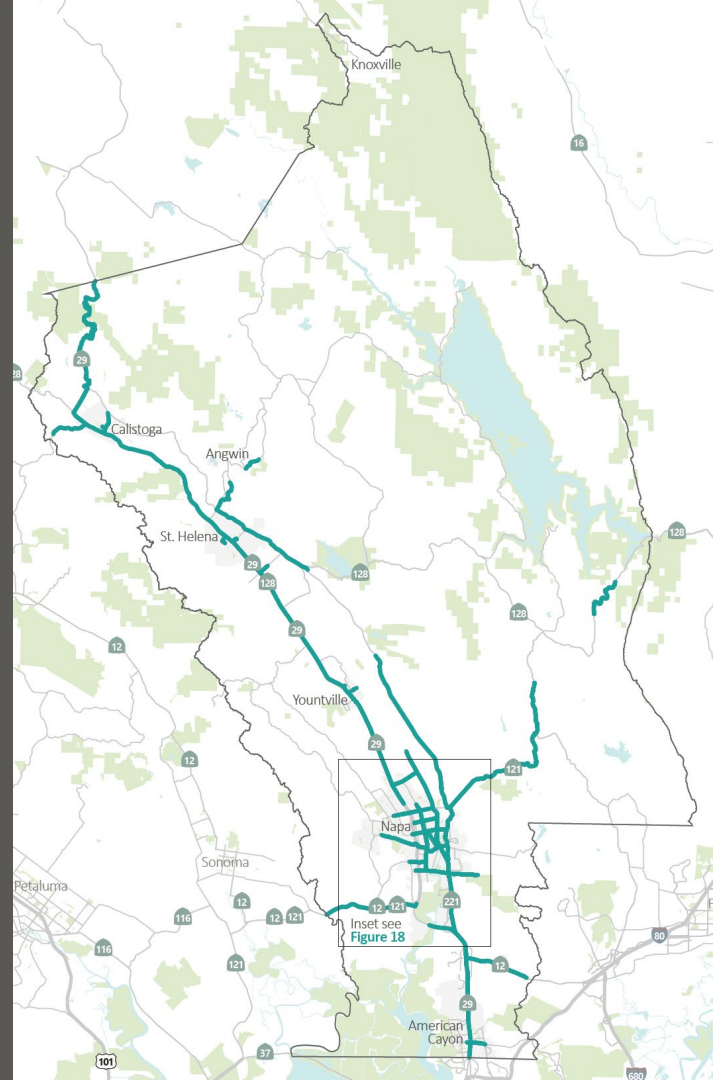


NAPA VALLEY
COMMUNITY-BASED
TRANSPORTATION
PLAN

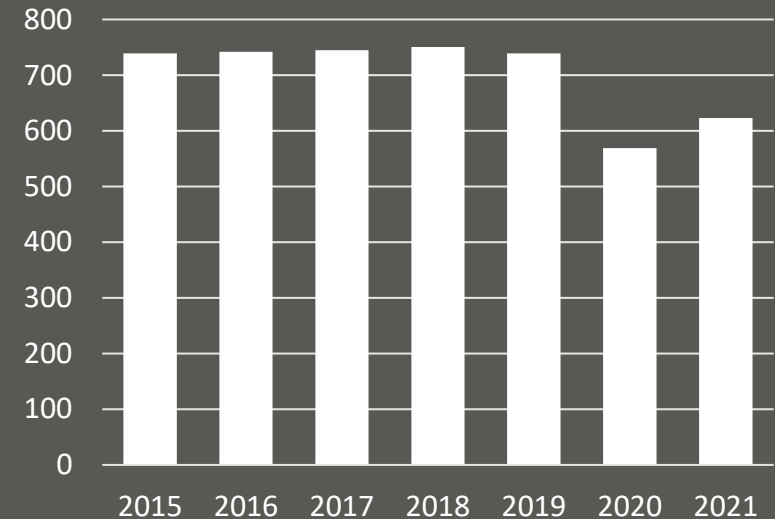
Collision Data

- 2015-2021 data for fatal and severe injury collisions

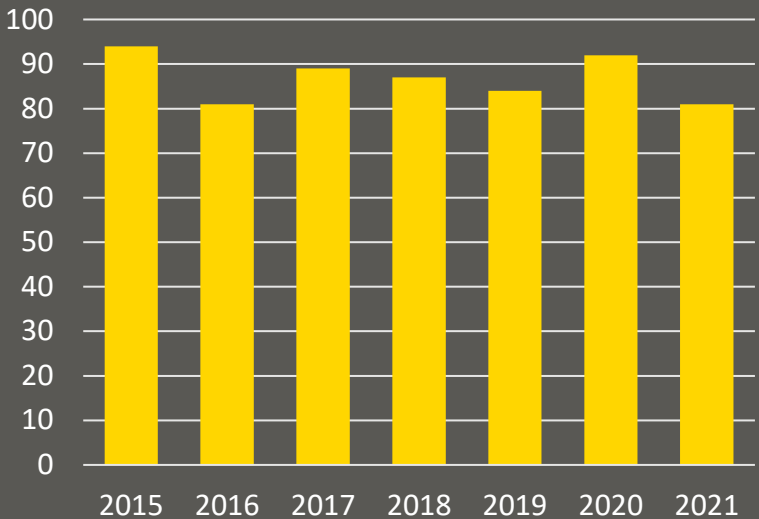
Countywide Map



Trends Over Time



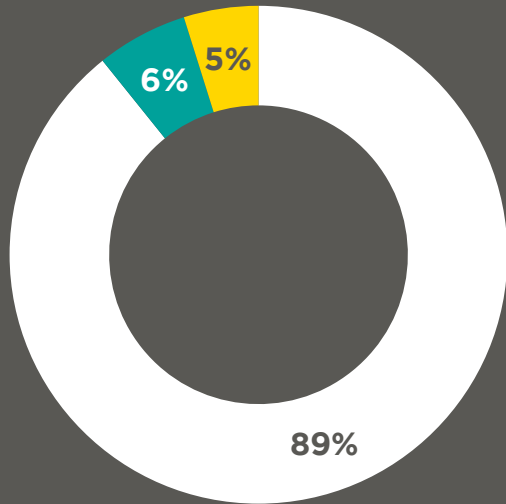
All Collisions
4,651 collisions



Killed or Severe Injury (KSI) Collisions

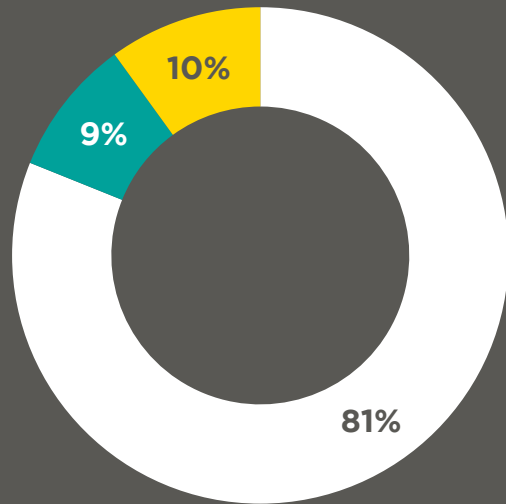
571 KSIs

Modal Breakdowns



All Collisions (2015-2021)

Collisions involving:
vehicles only
bicycles
pedestrians



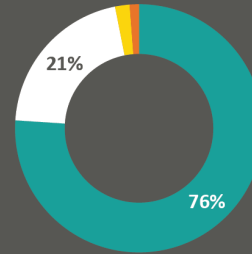
KSI Collisions (2015-2021)

Attitudinal Survey

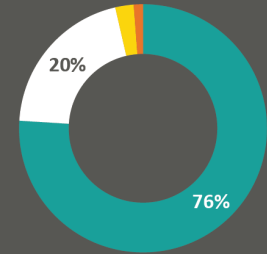
- Provided in English and Spanish
- 22 Questions
- April 20th – June 30th
- 585 Responses

People Agree that Roadway Safety is a Top Priority...

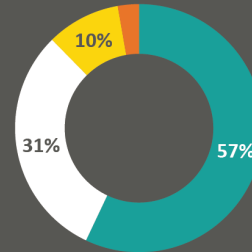
I support the goal of eliminating traffic fatalities and serious injuries on roads and streets in Napa Valley



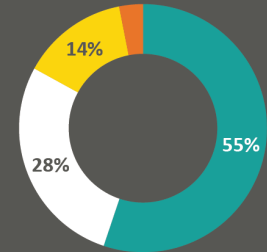
When making decisions about road or street design, safety should be the top priority.



Intersection changes reducing the possibility of crashes should be prioritized over those reducing delay



In downtowns or commercial corridors, space to walk, bike, and cross the street safely should be prioritized over parking



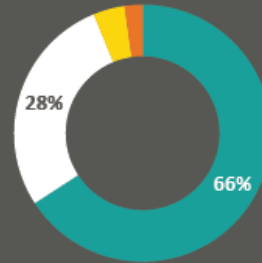
Strongly Agree Agree
Disagree Strongly Disagree

Attitudinal Survey

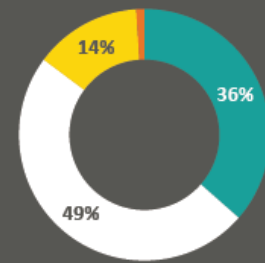
- Provided in English and Spanish
- 22 Questions
- April 20th – June 30th
- 585 Responses

However, Behavioral Changes Require a Mindset Shift

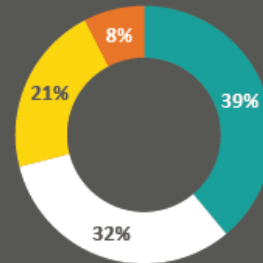
I am willing to change my behavior when driving to help reduce the risk of fatality or severe injury.



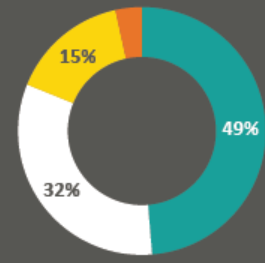
When I drive, I travel at or below the speed limit



I am willing to reduce my speed to 35 MPH on two-lane rural or country roads



In areas where children or elderly may be present, the roadway should be designed for cars to drive 20 MPH or slower.



Strongly Agree Agree
Disagree Strongly Disagree

List of 10 Profiles of Emphasis

1. Unsafe Speeds on Non-Urban Thoroughfares
2. Driving Under the Influence (DUI)
3. Broadside Collisions
4. Hit Object Collisions
5. Nighttime Collisions Along Major Roadways
6. Pedestrians Hit in Crosswalks at Intersections
7. Pedestrians Hit Crossing Outside Crosswalks of Walking in Road
8. Bicycle Collisions at Intersections
9. Highway Gateways
10. Collisions Along Highways Serving as Main Streets

Engineering Countermeasures

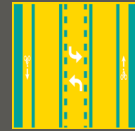
- Engineering countermeasures are paired with each profile
- A comprehensive toolbox organized by category is included in the Vision Zero Plan as Appendix A
 - Pedestrian improvements
 - Bike lanes and bike improvements
 - Intersection improvements
 - Signal improvements
 - Signing and striping improvements



High-Vis
Crosswalk



Bike
Box



Road
Diet



Prohibit
Turns During
Ped Phase



Curve
Advance
Warning Sign

Non- Engineering Countermeasures

- Improved Enforcements (i.e., targeted enforcement, automated red light cameras)
- Policy changes (i.e., programmatic speed limit modifications)
- “Routine Maintenance” changes (i.e., keep roadways clear of debris, integrate safety projects into capital projects by default)



Representative Projects

1. **American Canyon Road East**
from State Route 29 to Newell Drive
2. **Lincoln Avenue**
from State Route 128 to Silverado Trail
3. **State Route 128**
from Cedar Street/Petrified Forest Road to Pine Street
4. **Deer Park Road/Sanitarium Road**
5. **Howell Mountain Road**
from White Cottage Road to Sunset Drive
6. **Main Street**
Downtown St. Helena from Pratt Avenue to Charter Oak Avenue
7. **Trancas Street/Redwood Road**
from Dry Creek Road to the Napa River
8. **Soscol Avenue**
from Trancas Street to Imola Avenue
9. **Finnell Road**
from Yount Street to Vista Drive
10. **State Route 29/Madison Street**

Demonstration: Collision Data to Representative Project Main Street (St. Helena)



Profiles of Emphasis

Contextual factors align with multiple profiles

- 3. Broadside Collisions
- 5. Nighttime Collisions Along Major Roadways
- 6. Pedestrians Hit in Crosswalks at Intersections
- 7. Pedestrians Hit Crossing Outside Crosswalks of Walking in Road
- 10. Collisions Along Highways Serving as Main Streets



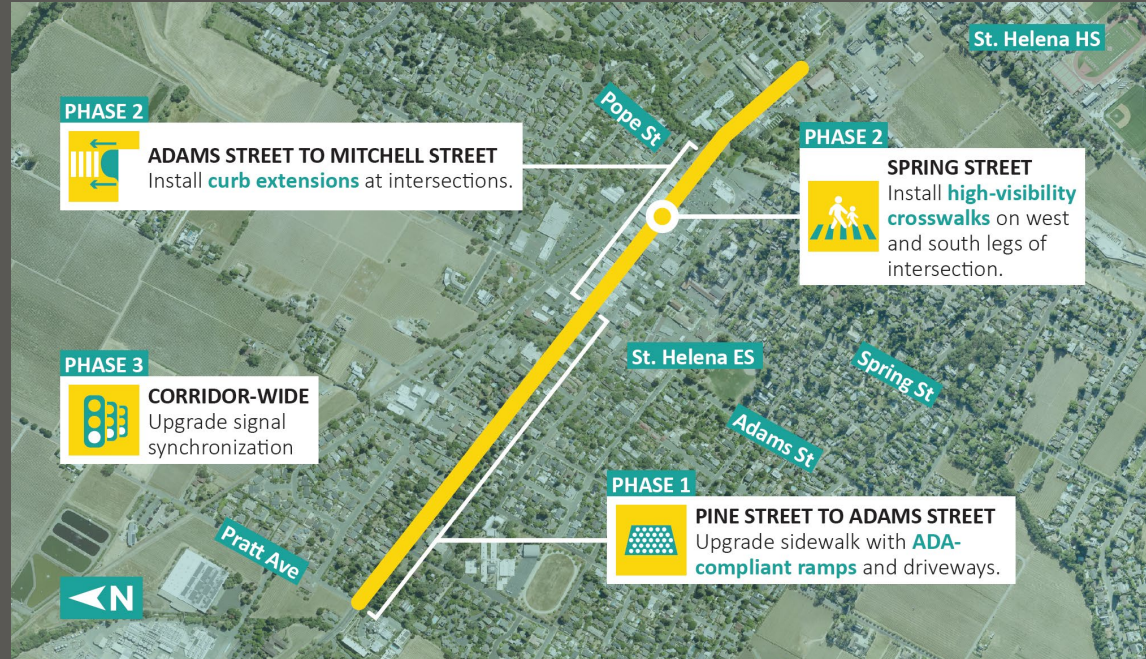
Profiles of Emphasis

Contextual factors align with multiple profiles

3. Broadside Collisions
intersection of minor roadways with major roadways/highways, SSSC, or unprotected left turns
5. Nighttime Collisions Along Major Roadways
inadequate lighting reduces visibility for motorists
6. Pedestrians Hit in Crosswalks at Intersections
intersection could use improved safety enhancements
7. Pedestrians Hit Crossing Outside Crosswalks of Walking in Road
unmet desire lines of pedestrians
10. Collisions Along Highways Serving as Main Streets
design speed does not match main street context

Representative Project

- Main Street from Pratt Avenue to Charter Oak Avenue
- Corridor signal improvements and pedestrian enhancements



Moving Forward

NVTA



Evaluation & Implementation

- Adopt Board resolution to institutionalize the safe system approach into all programs, plans, and policies
 - Seek to reduce speed, separate users in space and time, and provide redundancy



Evaluation & Implementation

- Member agencies to adopt resolution committing to zero deaths and severe injuries
 - Adopt resolution by end of 2023



Evaluation & Implementation

- Establish a Standing Regional Working Group to monitor progress
- Coordinate with member agencies to institutionalize safety
 - Identify how funding decisions will be made to prioritize Safe System aligned projects
 - Provide technical assistance and capacity building for internal staff, elected officials, and the advocacy community
 - Audit NVTA supported projects for Safe System consistency



Questions?



THANK YOU!

Diana Meehan
Principal Planner
dmeehan@nvta.ca.gov