



NVTA Vision Zero Biennial Data Update

Active Transportation Advisory Committee – Item 9.2

July 27, 2026

This Effort Updates the 2023 Plan

2023 Plan Process

The 2023 Vision Zero Plan was developed with stakeholder consultation, public input, and NVTB Board adoption.

All local jurisdictions passed resolutions of support of the Plan.

What We Did in 2023

The 2023 Vision Zero Plan included:

- Analysis of all injury collisions 2015-2021
- Identification of a High Injury Network (HIN)
- Collision Profiles
- Action Strategies

What We're Doing Now

This biennial update does not create a *new* plan.

Instead, it looks at the latest data to **assess progress** and **inform next steps**, to support investments that advance the goals of Vision Zero.

The 2023 Plan Commits to Vision Zero

The 2023 Plan is 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.”

With this commitment, NVTa and local jurisdictions:

- Align with the Safe System Approach, a nationally recognized framework
- Establish a shared commitment to eliminate traffic deaths and severe injuries
- Advance essential safety planning required for accessing grant funding such as Highway Safety Improvement Program (HSIP)

What is the Safe System Approach?



Death/serious injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility
is shared



Safety is
proactive



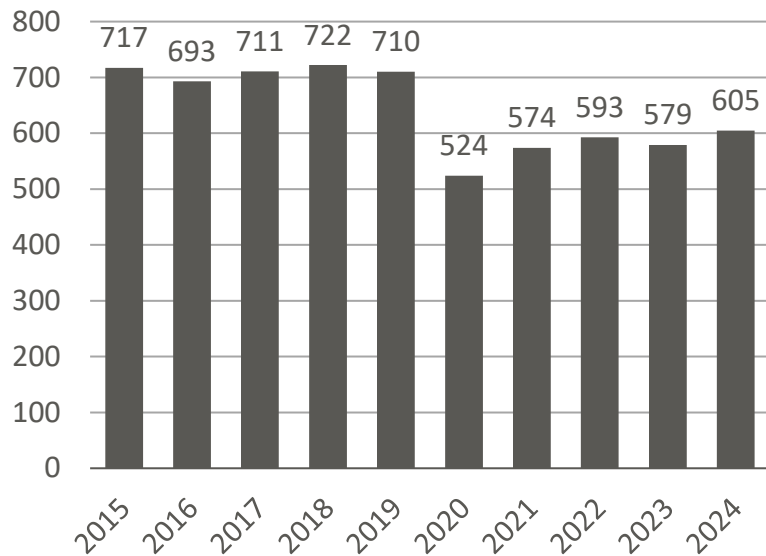
Redundancy
is crucial

Some Notes on Collision Data

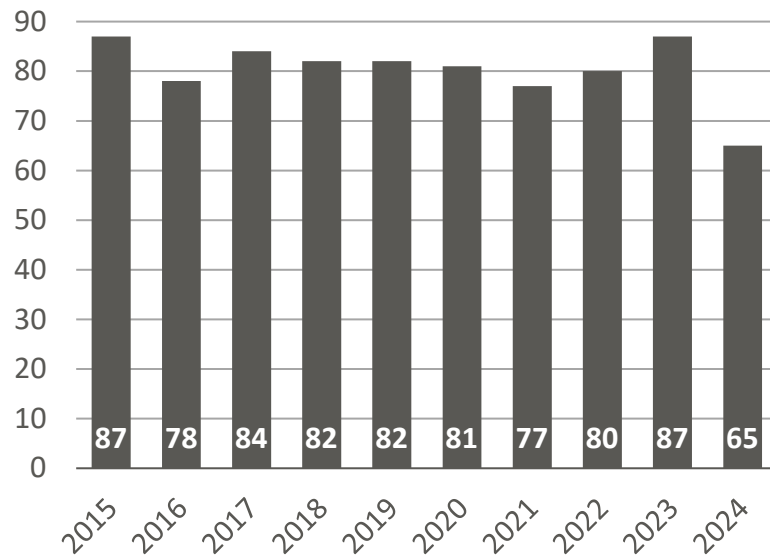
- The 2023 Plan analyzed **2015-2021** data.
- This update extends analysis to include **2022-2024** data, the most recent years available.
- The **2024 data is provisional**, meaning it is not final and more crash records could still be added or amended.
- The data includes **injury collisions only**.
Non-injury or property damage only collisions are not evaluated.
- “KSI” stands for killed and severely injured.

Yearly Trends

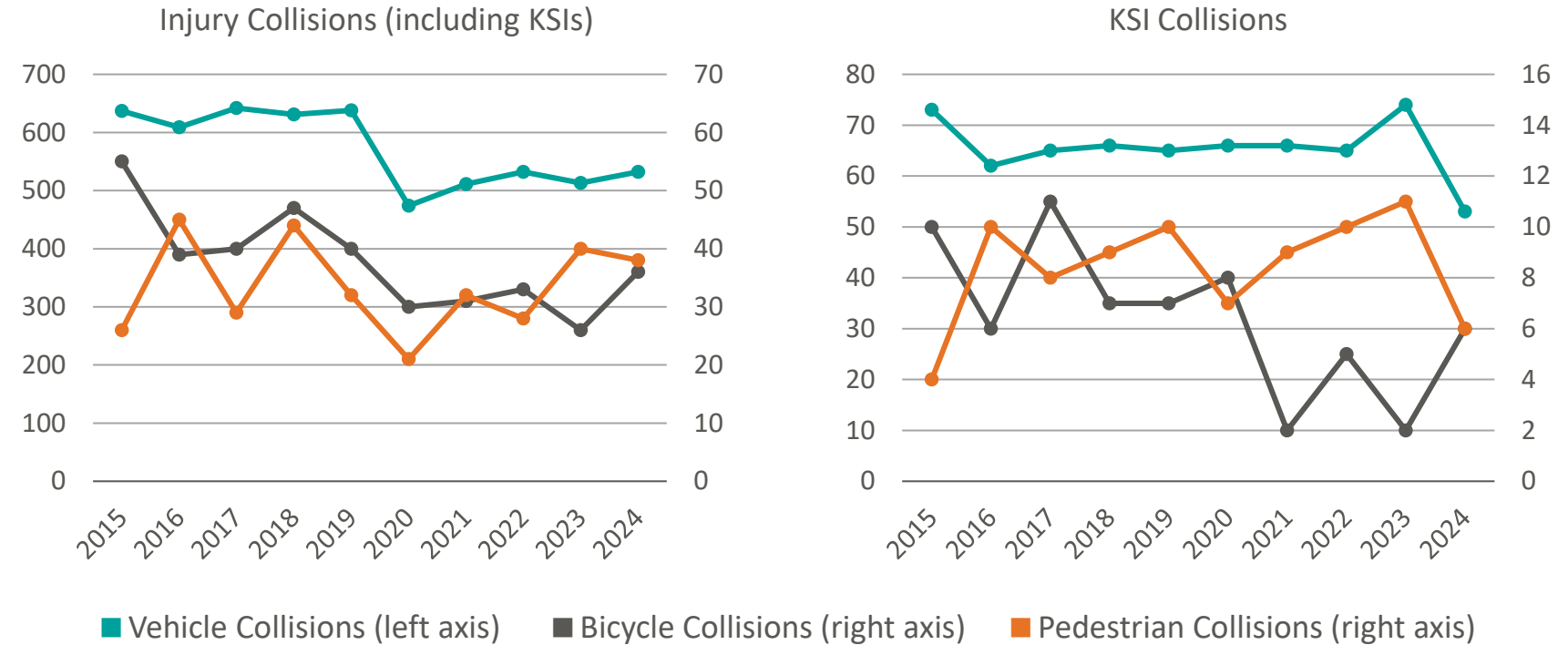
Injury Collisions



KSI Collisions

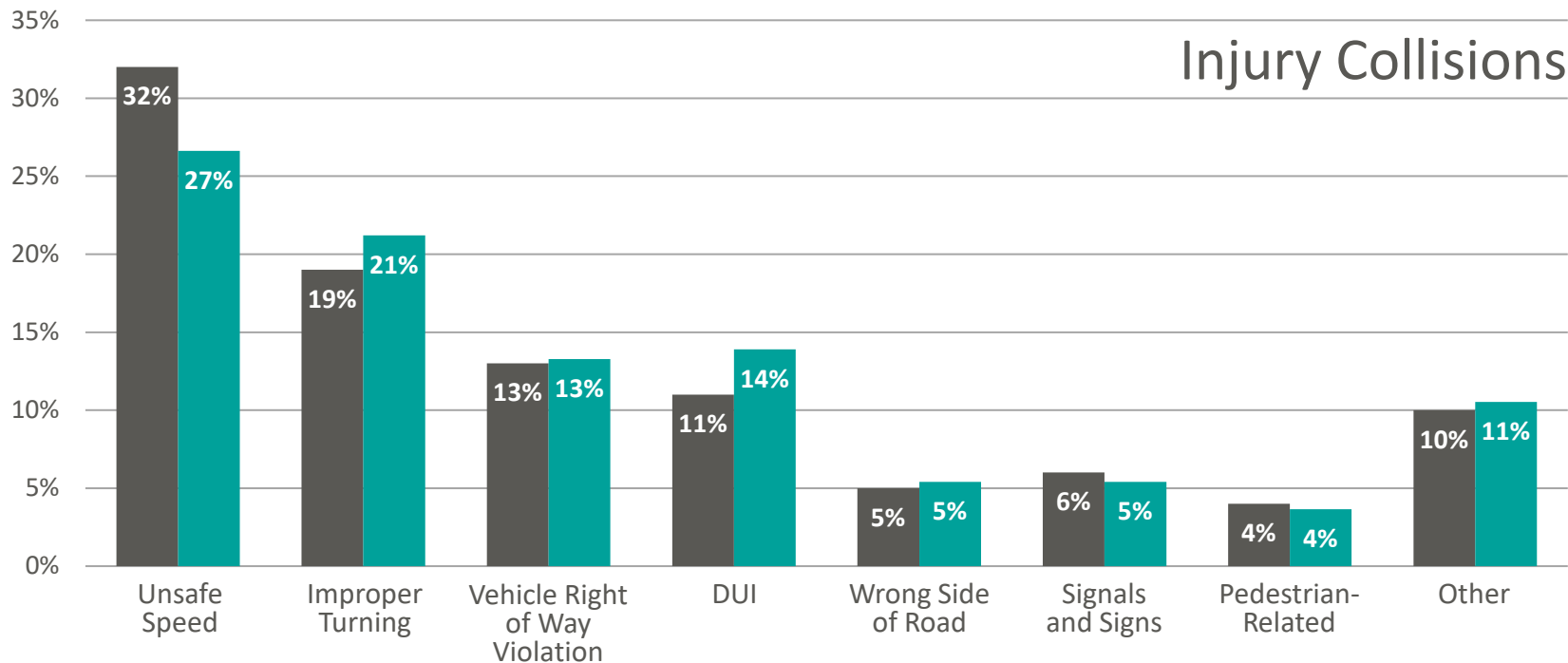


Yearly Trends



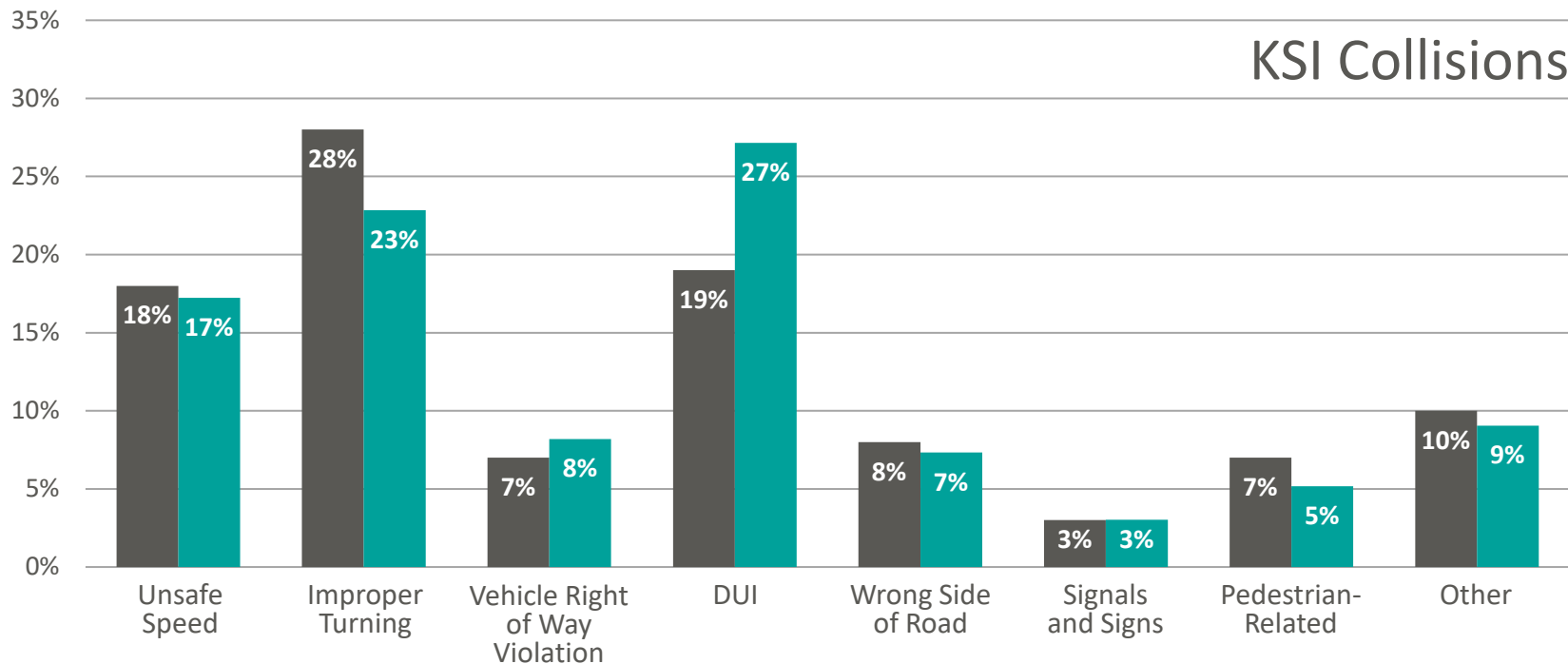
Primary Collision Factor (PCF)

■ 2015-2021
■ 2022-2024



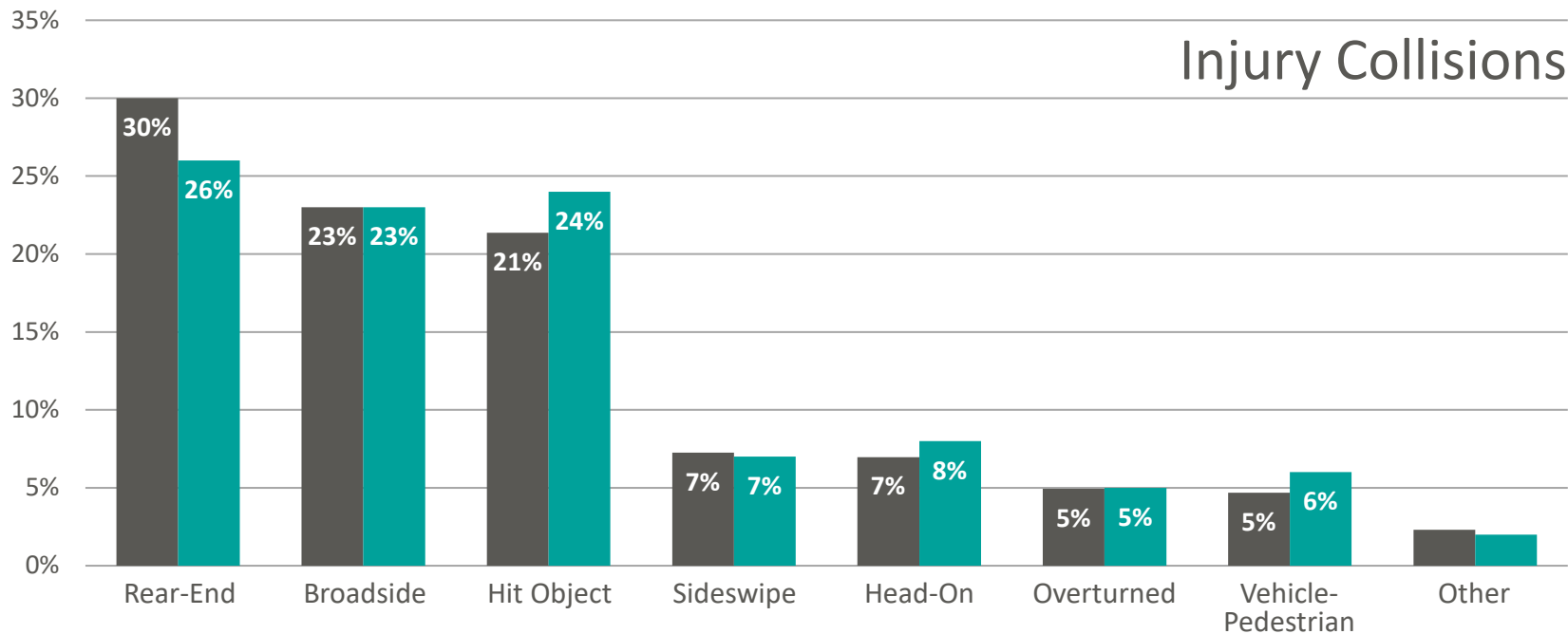
Primary Collision Factor (PCF)

■ 2015-2021
■ 2022-2024



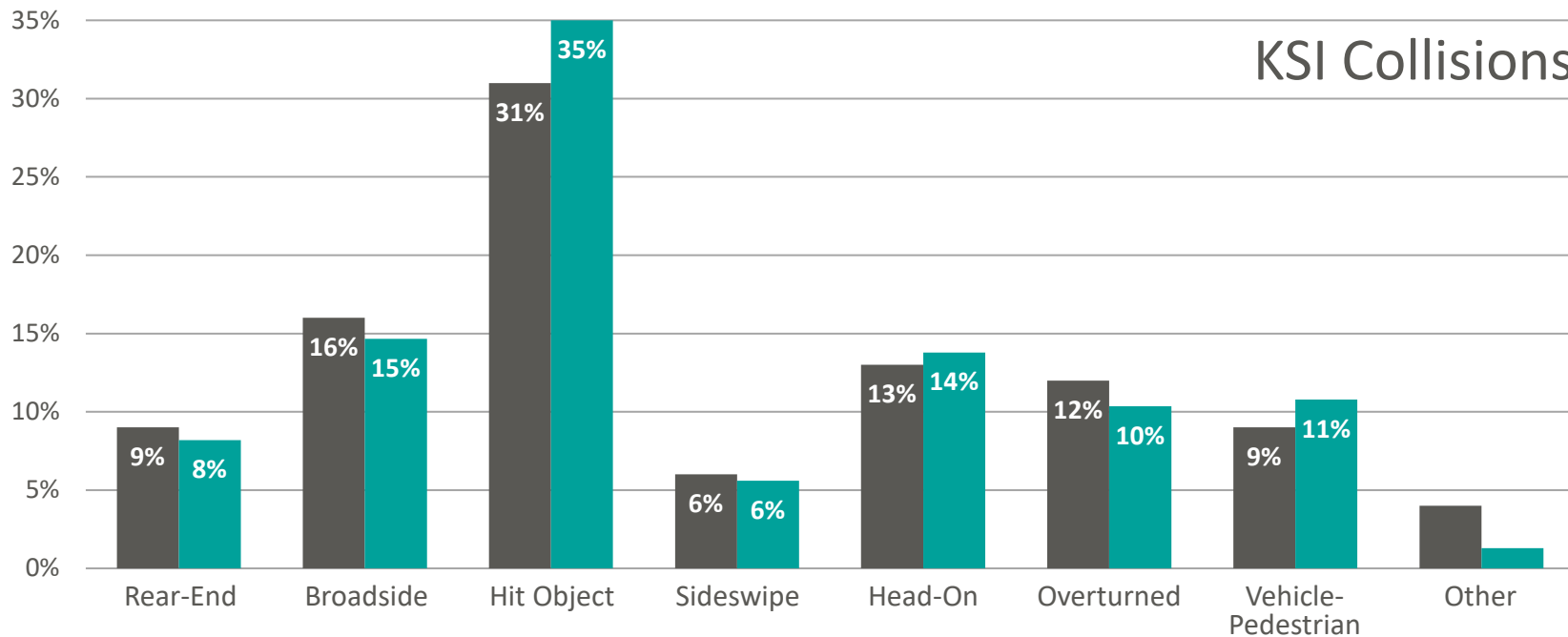
Collision Type

■ 2015-2021
■ 2022-2024



Collision Type

■ 2015-2021
■ 2022-2024



Office of Traffic Safety (OTS) Rankings

Napa County routinely ranks in top 10 statewide:

- Total Fatal and Injury collisions (5 out of 7)
- Alcohol-involved collisions (3 out of 7, #1 in 2018)
- Speeding-related collisions (5 out of 7, consecutively 2017-2022)

OTS Categories	2017	2018	2019	2020	2021	2022	2023
Total Fatal and Injury	9	6	8	14	9	9	38
Alcohol Involved	39	1	19	16	10	3	17
Had Been Drinking, Driver < 21	51	16	4	8	43	1	7
Had Been Drinking, Driver 21 – 34	37	1	26	8	7	5	33
Motorcycles	15	21	10	24	12	24	35
Pedestrians	48	18	40	48	16	16	23
Pedestrians < 15	53	22	17	37	4	55	24
Pedestrians 65+	14	44	34	15	13	16	7
Bicycle	18	8	11	11	17	17	31
Bicyclist < 15	44	19	9	13	21	4	55
Speeding	3	7	3	9	6	18	28
Nighttime	40	5	13	32	10	18	34

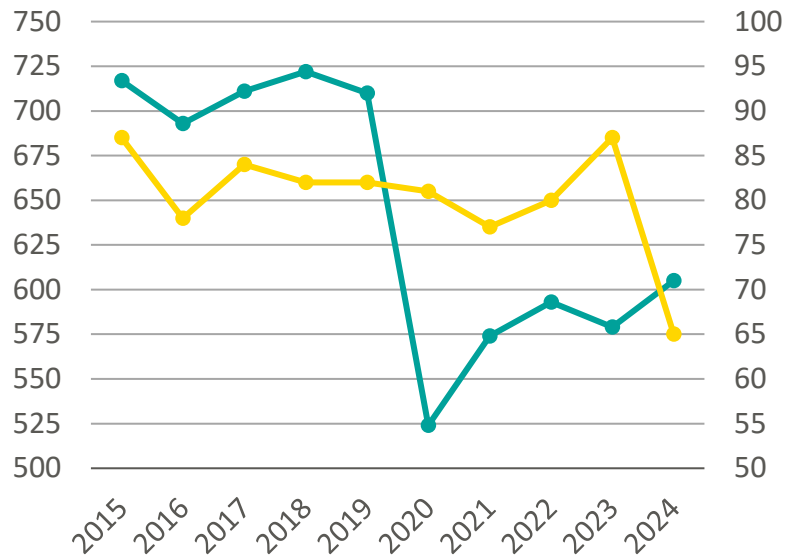
Key Takeaways



Overall Collisions Down, but not KSIs

Overall collision numbers have been lower since the pandemic, but are trending slightly upward.

KSI numbers have stayed roughly the same.



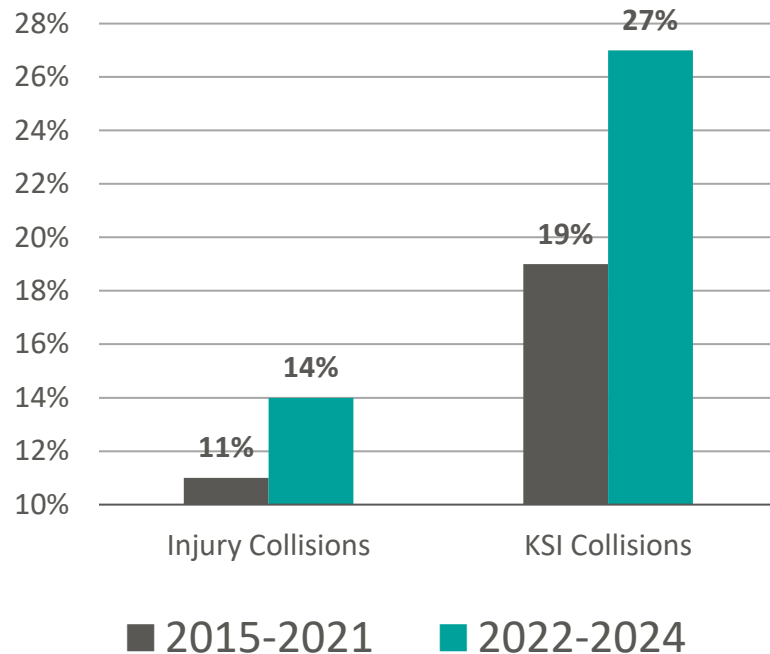
Key Takeaway - DUIs



DUIs Are on the Upswing

This chart shows injury crashes for which DUI was identified as a Primary Collision Factor (PCF).

This is the most noticeable trend in the PCF data.

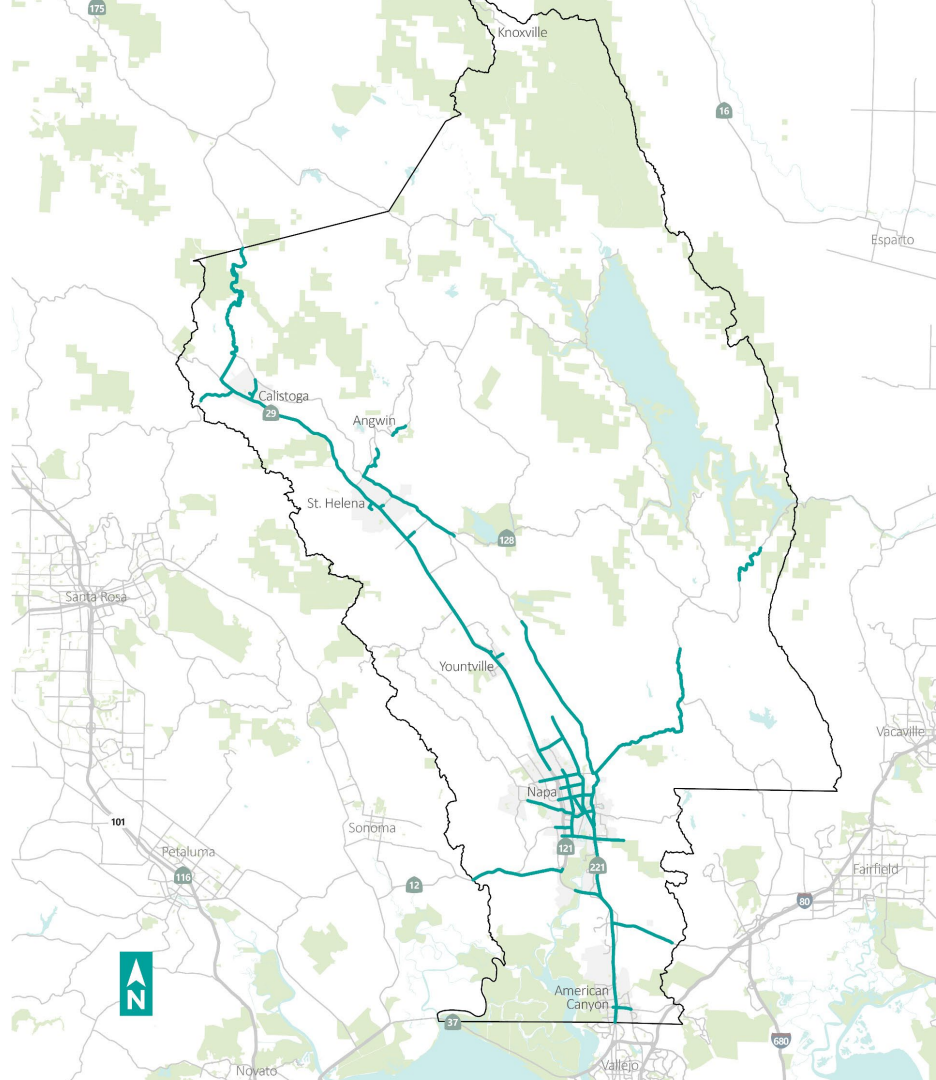


The HIN

The Countywide HIN was created as part of the 2023 Plan.

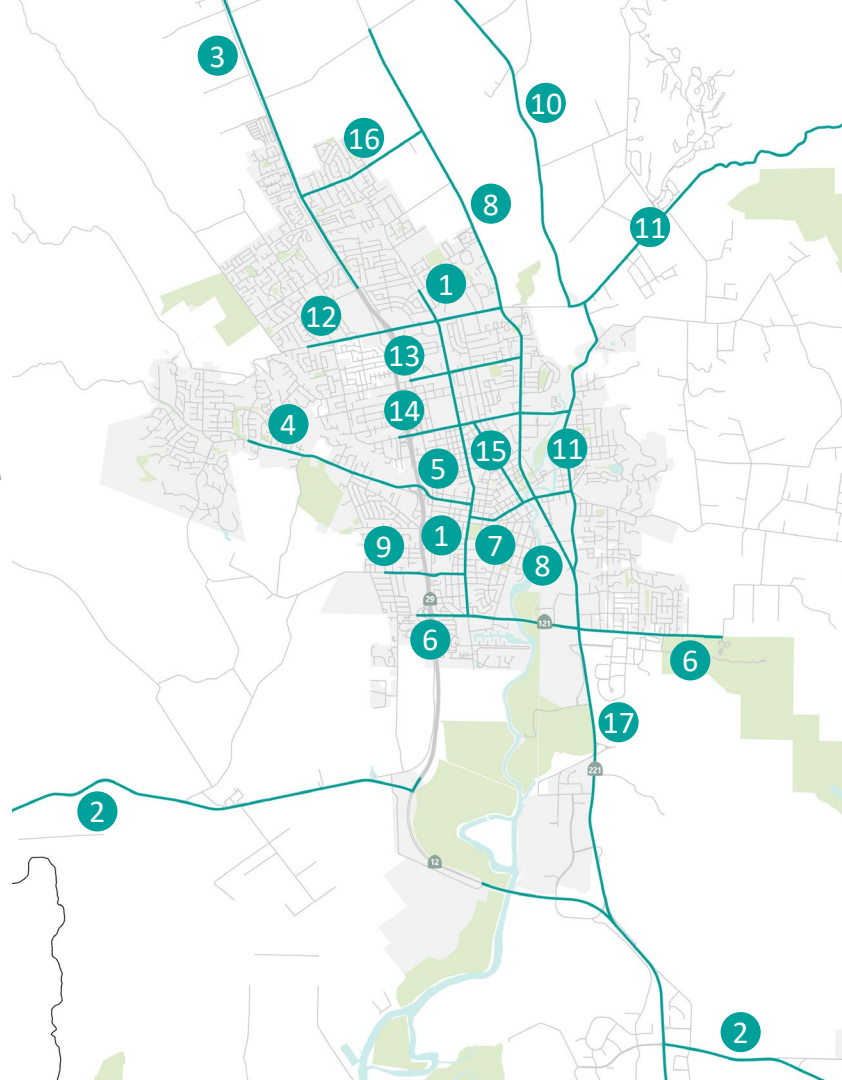
The HIN identifies the roadways with the highest levels of injury collisions.

It consists of **8%** of the roadway network, but is where 72% of injury collisions and 65% of KSI collisions occurred



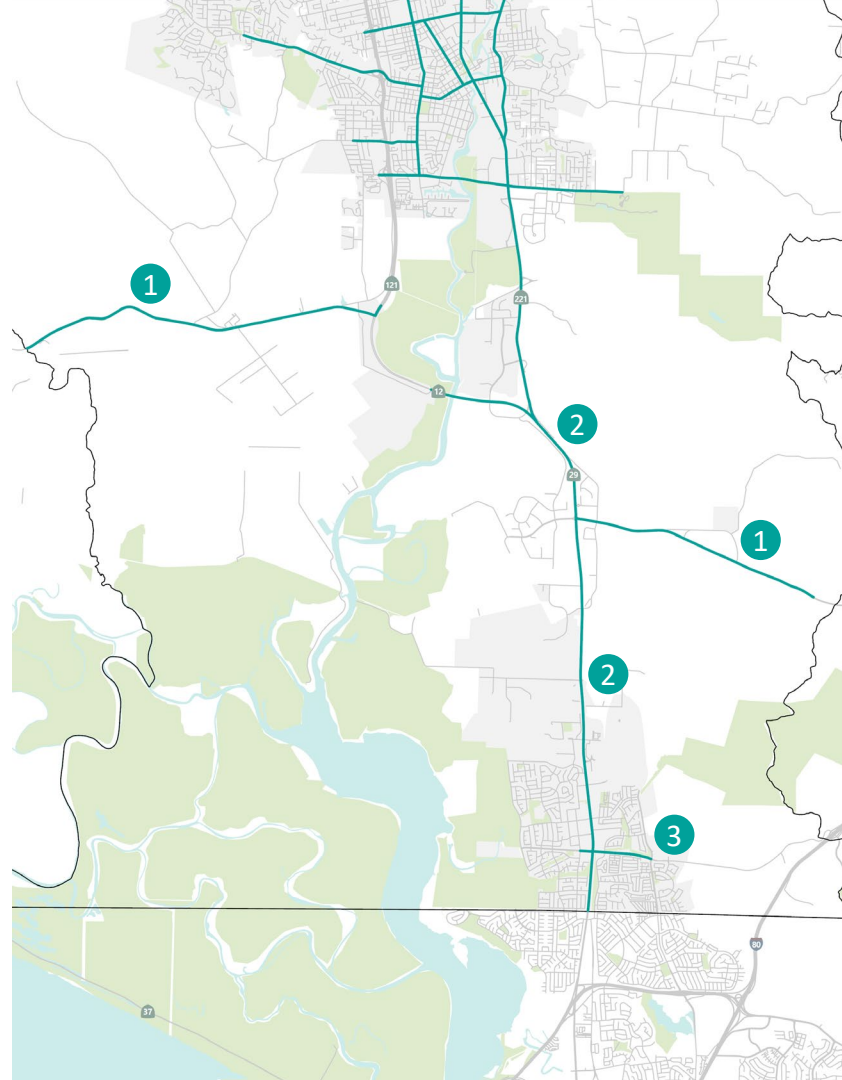
The HIN – City of Napa

- | | |
|-----------------------|----------------------------|
| 1. Jefferson St | 10. Silverado Tr |
| 2. SR-12 | 11. SR-121 |
| 3. SR-29 | 12. Trancas St/Redwood Ave |
| 4. Browns Valley Rd | 13. Pueblo Ave |
| 5. 1 st St | 14. Lincoln Ave |
| 6. SR-121/Imola Ave | 15. Main St |
| 7. 3 rd St | 16. Salvador Ave |
| 8. Soscol Ave | 17. SR-221 |
| 9. Old Sonoma Rd | |



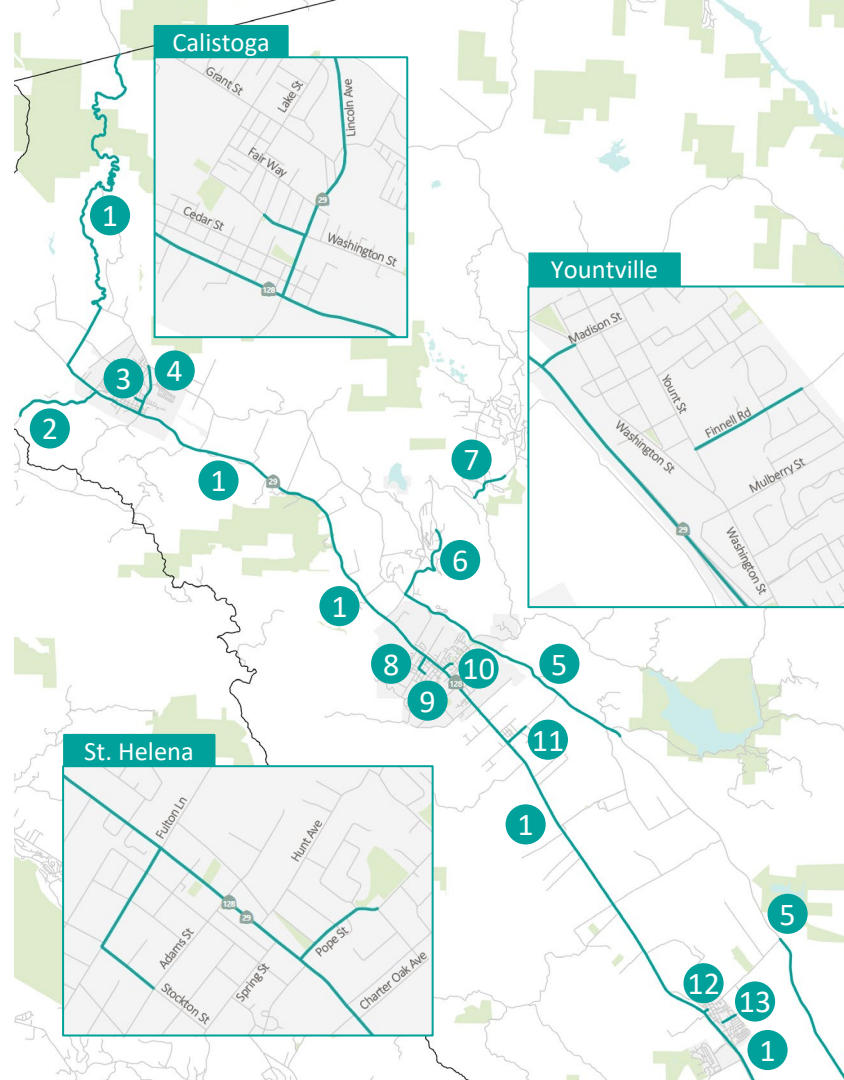
The HIN – South County

1. SR-12
2. SR-29
3. American Canyon Rd (from James Rd/Danrose Dr to Newell Dr/Flosden Rd)



The HIN – Upvalley

1. SR-29/SR-128
2. Petrified Forest Rd
3. Washington St
4. Lincoln Ave
5. Silverado Trail
6. Deer Park Rd
7. Howell Mountain Rd
8. Madrona Ave
9. Stockton St
10. Pope St
11. Zinfandel Ln
12. Madison St
13. Finnell Rd

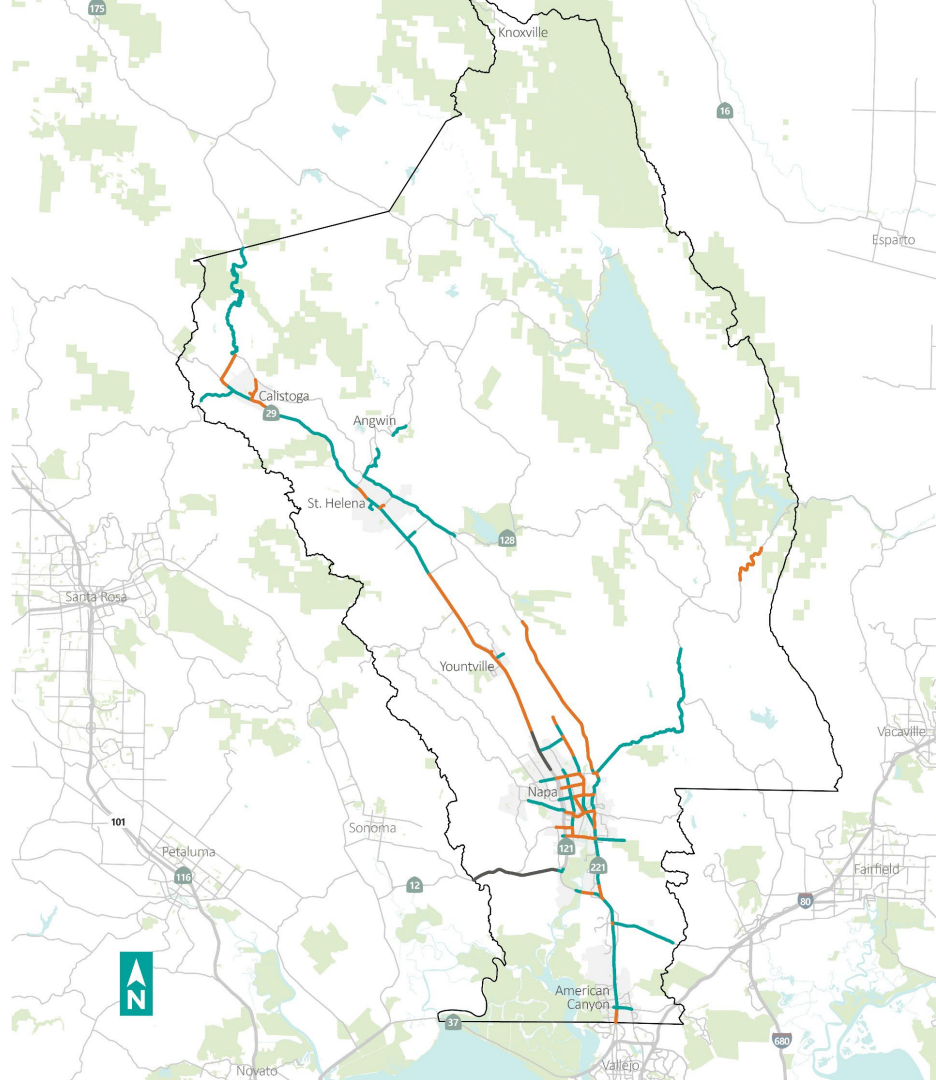


How Has the HIN Changed?

The map shows all the segments of the HIN where the annualized number of KSIs has increased, decreased, or stayed the same.

Almost all segments of the HIN saw decreases in the number of injury collisions overall.

■ Decrease ■ About the Same ■ Increase



How Has the HIN Changed?

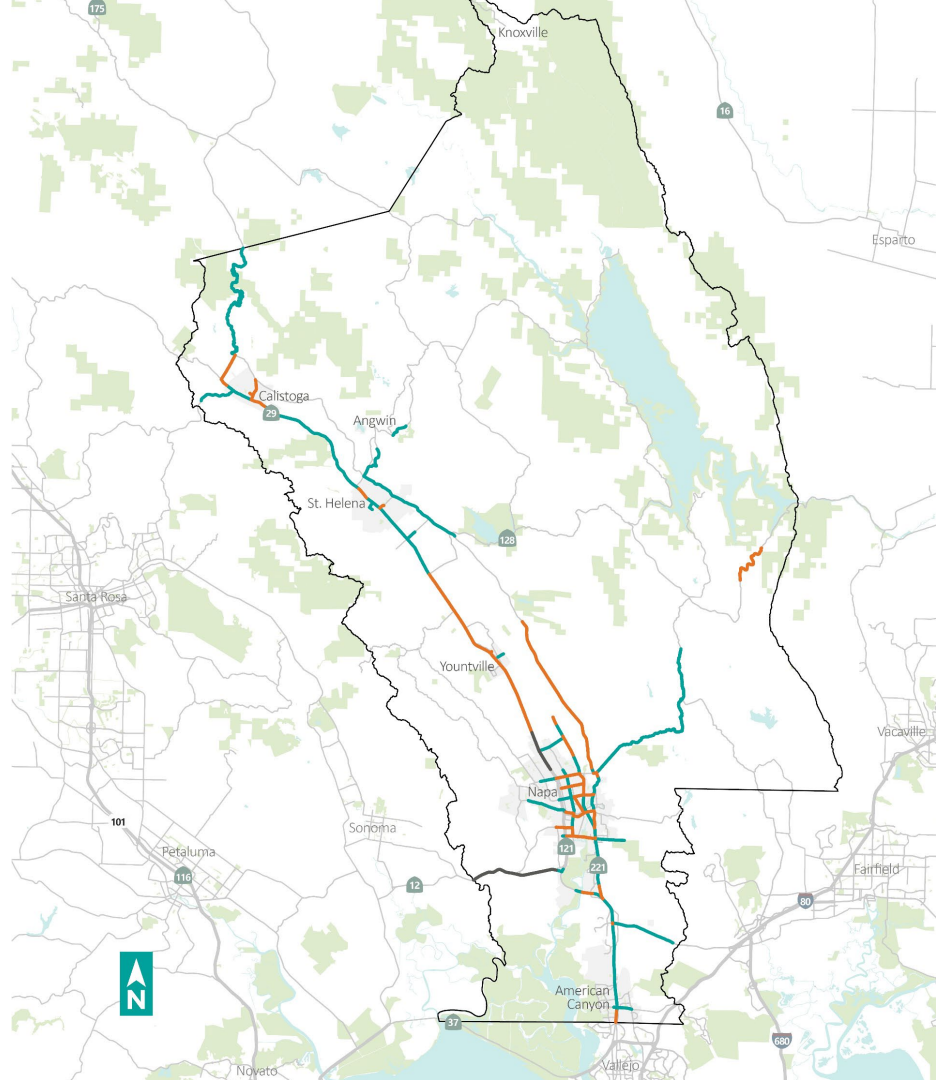
The HIN captured **72%** of 2015-2021 injury collisions.

It captures **66%** of 2022-2024 injury collisions.

The HIN captured **65%** of 2015-2021 KSI collisions.

It captures **61%** of 2022-2024 KSI collisions.

The HIN still largely reflective of overall collisions and inclusive of the new crash data.



Emerging Locations

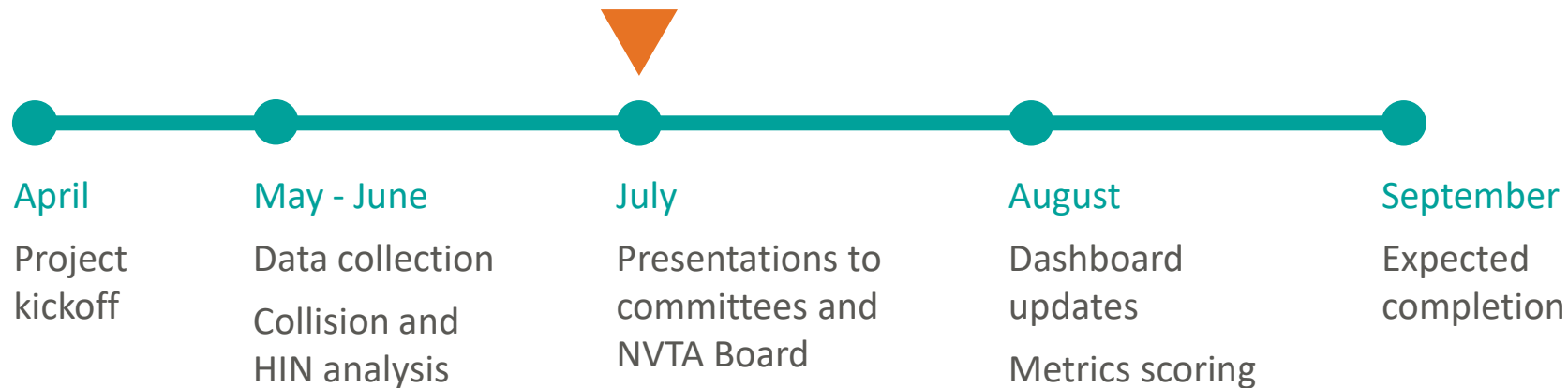
These are locations not on the existing HIN that saw:

- At least one KSI collision between 2022-2024
- An overall increase in the number of injury collisions

Additional analysis and evaluation is needed prior to a decision on whether to include any of these roadway segments to the HIN.

Street Name	From Street	To Street
Silverado Trl	Clover Flat Rd	Dunaweal Ln
James Rd/Danrose Dr	Crawford Wy	Knightsbridge Wy
Hagen Rd	Vichy Ave	1 st Ave
Howell Mountain Rd	White Cottage Rd	Ponderosa Dr
Soscol Ave	McKinstry St	Pearl St
Coombs St	1 st Ave	Division St
Jefferson St	River Park Blvd	Atrium Pkwy

Timeline for Data Update



Thank you!
Questions?