



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Technical Advisory Committee (TAC) Agenda Memo

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**TO:** Technical Advisory Committee  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Patrick Band, Associate Planner  
(707) 259-8781 / Email: [pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)  
**SUBJECT:** Vision Zero Biennial Progress Report

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

In October of 2023, the Napa Valley Transportation Authority (NVTA) Board of Directors adopted the NVTA Vision Zero Plan. The Plan identified and evaluated locations with higher rates of severe injuries and fatalities along the countywide roadway network based on collision records from 2015 through 2021, culminating in the identification of a Countywide High Injury Network (HIN). The Plan also evaluates risk factors associated with collisions that result in individuals being killed or severely injured (referred to as KSIs) and identified representative projects employing both engineering and programmatic countermeasures consistent with a Safe System Approach.

The Implementation, Evaluation, and Funding Strategies section of the Plan calls for regular updates and specifically identifies the value of a report card or similar data-driven approach to evaluating progress toward Plan goals.

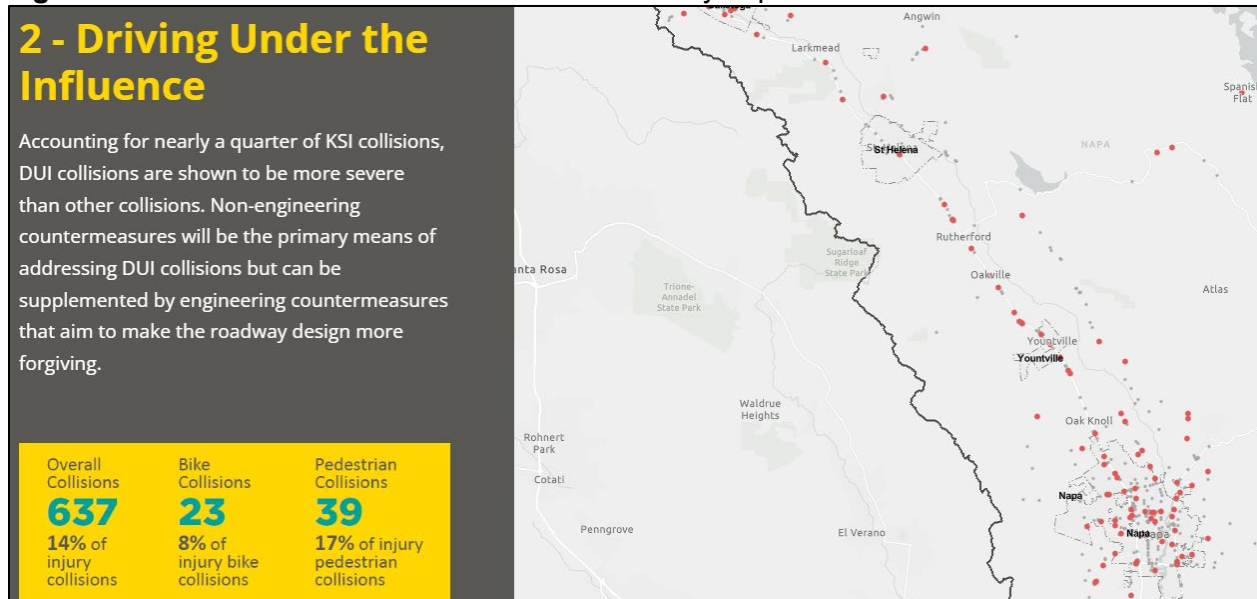
Two years after adoption of the Plan, staff is seeking discussion and feedback from the NVTA Technical Advisory Committee on a proposed Vision Zero Biennial Progress Report.

#### **BACKGROUND**

As part of the Vision Zero Plan, an online [GIS-based Storymap](#) was developed to visualize Plan elements, and provide both jurisdiction staff and the public an easily accessible

platform to explore collision data, High Injury Network corridors, collision profiles, and related elements of the Plan.

**Figure 1** – Screenshot from the Vision Zero Plan Storymap



Based on data from the UC Berkeley Transportation Injury Mapping System (TIMS), 178 fatal or severe injury collisions occurred in Napa County during the two-year period between January 1, 2020 and December 31, 2021, the final two years analyzed in the Vision Zero Plan. While a nearly identical number of collisions occurred in the subsequent two years (2022 through 2023), underlying details vary.

**Figure 2** – Comparing fatal or severe injury collisions for timeframes 2020-2021 and 2022-23.

<b>Total Crashes</b>	178	<b>Total Crashes</b>	177
<b>Total Victims</b>	38 Killed & 230 Injured	<b>Total Victims</b>	28 Killed & 279 Injured
<b>State Highway</b>	99 (55.6%)	<b>State Highway</b>	85 (48%)
<b>Ped Involved</b>	18 (10.1%)	<b>Ped Involved</b>	23 (13%)
<b>Bike Involved</b>	10 (5.6%)	<b>Bike Involved</b>	7 (4%)
<b>Motorcycle Involved</b>	50 (28.1%)	<b>Motorcycle Involved</b>	42 (23.7%)

To continue providing accurate information regarding KSI collisions to the public, and support investments in safety projects that reflect both long-term trends and more recently available data such as NHTA's recently completed Michelin Mobility Intelligence safety study, a limited database update to the Vision Zero Plan is recommended.

The following reflects the preliminary outline of elements of the Plan that will be updated under the proposed Biennial Progress Report.

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1. Completed Projects & Safety Investments - To demonstrate continued investments in safety consistent with the goals and strategies of the Plan, a list of completed projects that align with the Vision Zero Plan should be developed.
  2. Data & Technology – To ensure that future investments continue to align with the causes of severe injury and fatal collisions, update underlying crash data in the Storymap. Incorporate findings from NVTa's recently completed Michelin Mobility Intelligence (MMI) study.
  3. Revision to High Injury Network – Based on outcomes from data analysis, evaluate potential changes to the Countywide High Injury Network.

### **ATTACHMENTS**

None