



Napa Valley Vision Zero Plan
Active Transportation
Advisory Committee

Monday, September 25, 2023

INTRODUCTION

we are here



GATHER & ANALYZE
SAFETY DATA

PROFILES &
COUNTERMEASURES

DRAFT THE VISION
ZERO PLAN

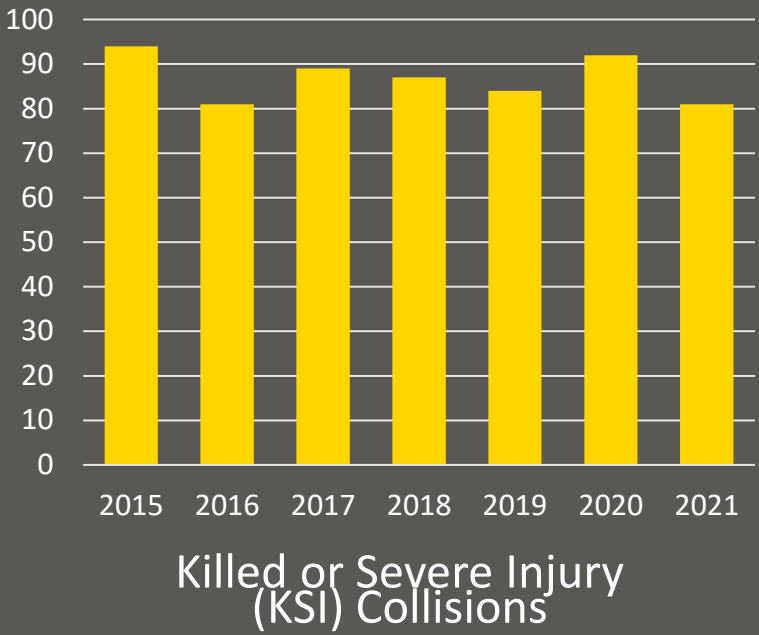
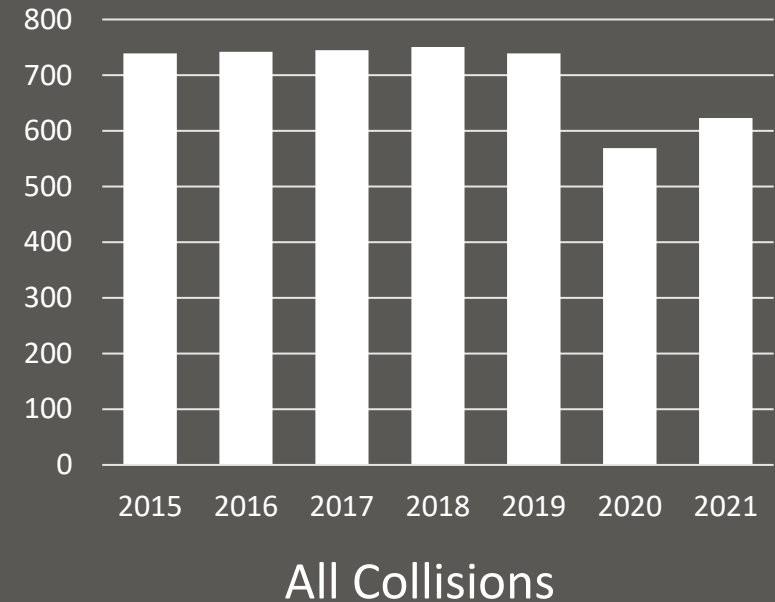
PLAN & VISION ZERO
POLICY ADOPTION



VISION STATEMENT

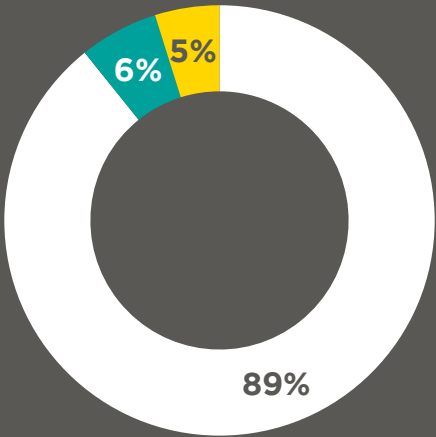
“Napa Valley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our streets by 2030”

Trends Over Time



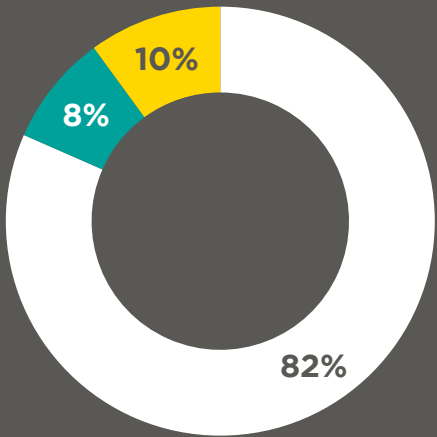
Modal Breakdowns

All Collisions



Vehicle
 Bike
 Ped

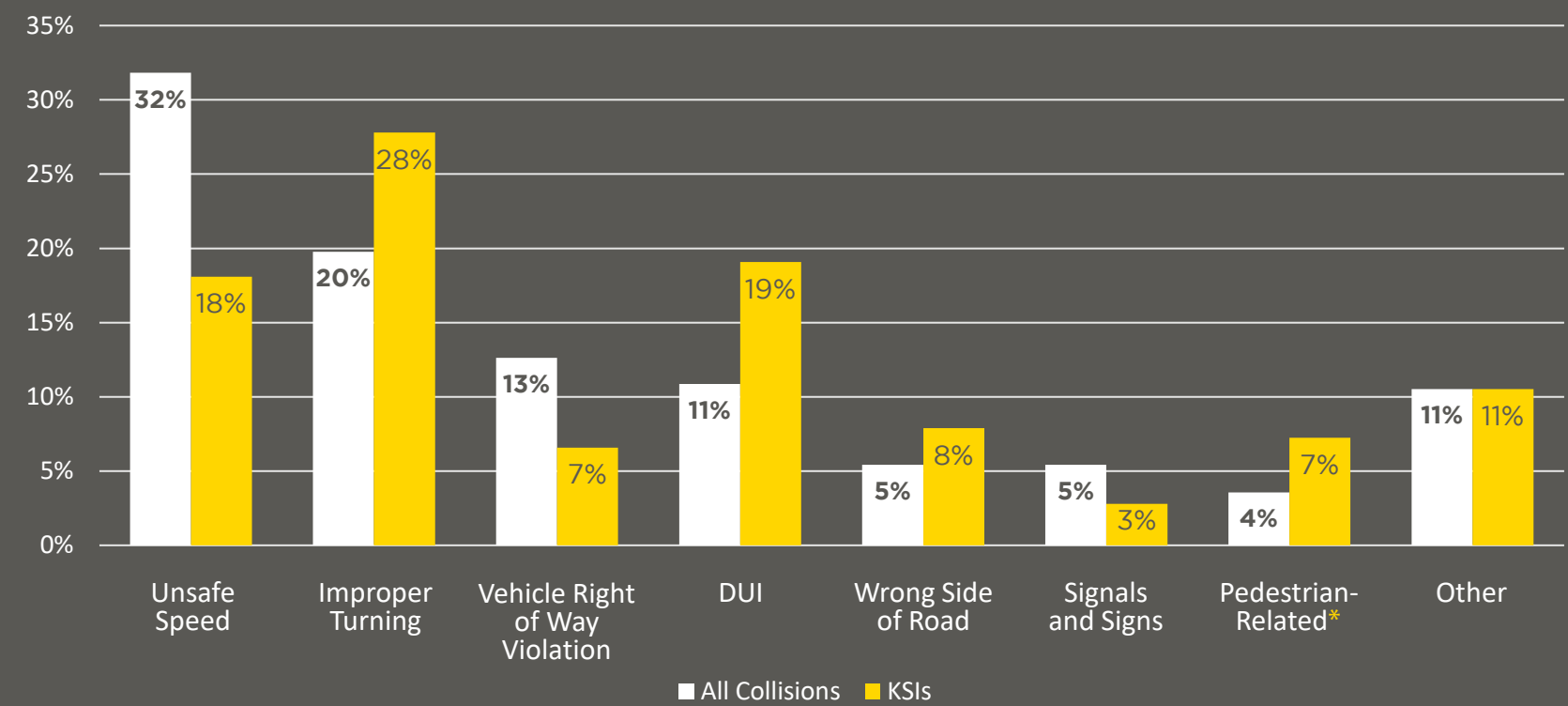
KSI Collisions



Vehicle
 Bike
 Ped

PRELIMINARY COLLISION FINDINGS

Share of Collisions by Primary Collision Factor (PCF)

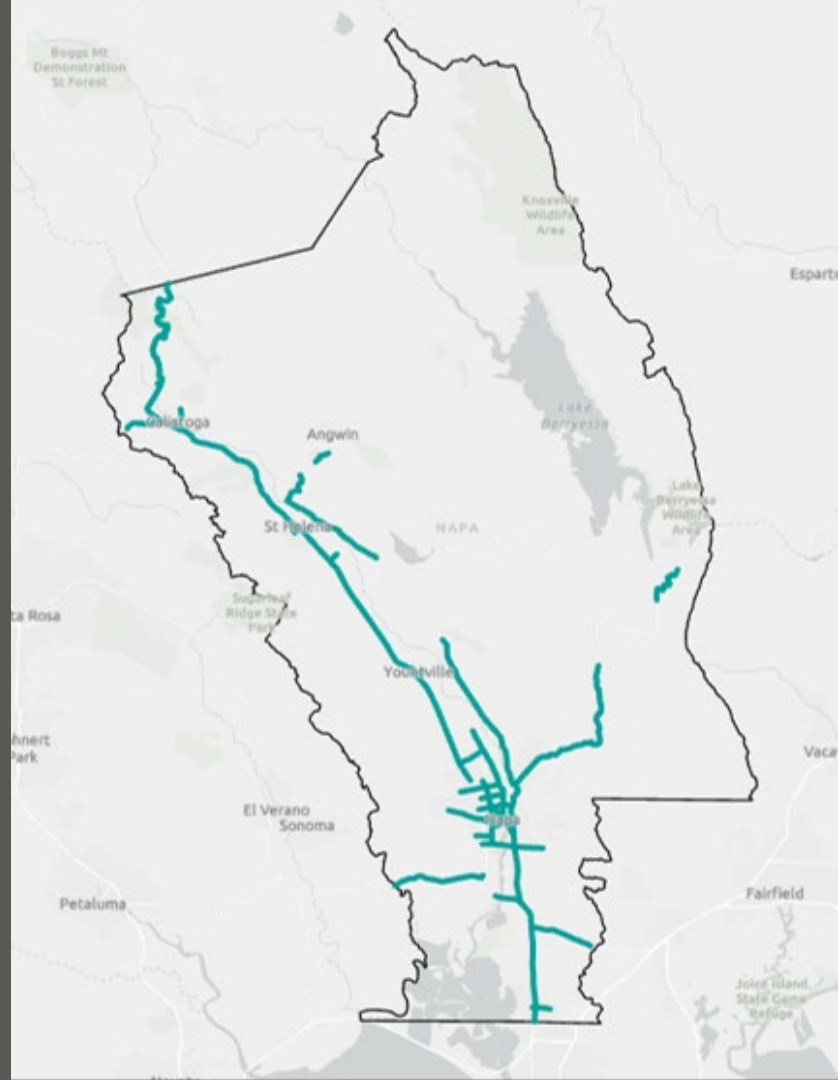


PRELIMINARY COLLISION FINDINGS

High Injury Network

2015-2021

Countywide Map



Collision Profiles

- The data covers collisions resulting in injuries between the years of 2015-2021
- We used collision data to find the most common and pressing characteristics of collisions in Napa Valley
- The collisions that fall into these profiles account for 77% of all collisions and 79% of KSI collisions

What's New?

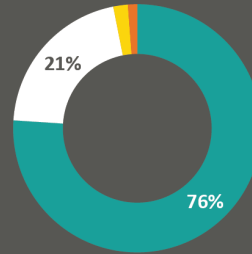
- Attitudinal Survey
- Implementation and Evaluation
- Representative Projects
- Vision Zero Action Plan

Attitudinal Survey

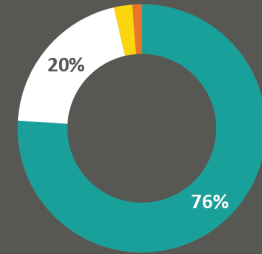
People Agree that Roadway Safety is a Top Priority...

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

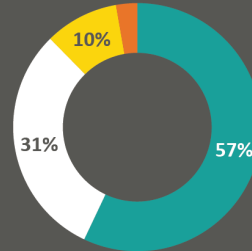
I support the goal of eliminating traffic fatalities and serious injuries on roads and streets in Napa Valley



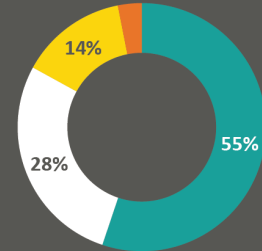
When making decisions about road or street design, safety should be the top priority.



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



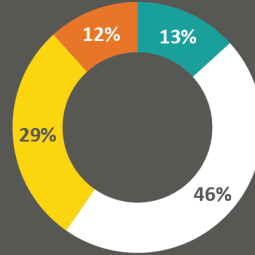
Strongly Agree Agree
Disagree Strongly Disagree

Attitudinal Survey

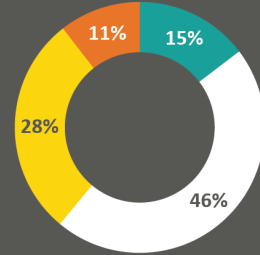
& They Agree that Safety Outcomes Can Be Improved

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- 585 Responses

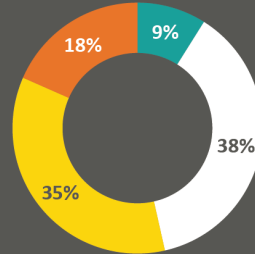
I feel safe walking along or crossing roadways in *downtown areas* with my family



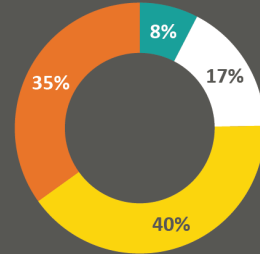
I feel safe walking along or crossing *neighborhood streets* with my family



I feel safe walking along or crossing *rural roadways* with my family



I feel safe walking along or crossing *highways* with my family



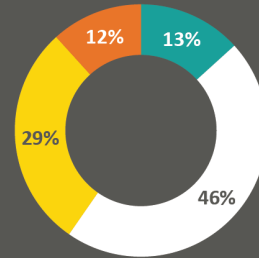
Strongly Agree Agree
Disagree Strongly Disagree

Attitudinal Survey

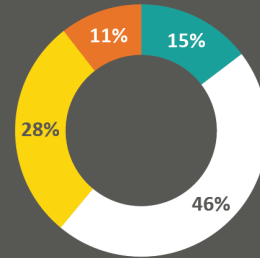
However, Behavioral Changes Require a Mindset Shift

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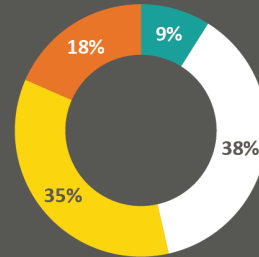
I am willing to change my behavior when driving to help reduce the risk of fatality or severe injury.



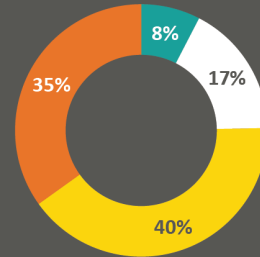
When I drive, I travel at or below the speed limit



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

Implementation

- Capital Projects
- Quick build Projects
- Policy Updates
- Community Education
- Funding



Evaluation

- Monitor Progress
- Continue Engagement Efforts
- Update the Plan Regularly



Representative Projects

- Ten Representative Projects
 - Collaboration with NVTA & Member Agencies
- Full List of Projects in Appendix B

Project
6

Main Street

Downtown St. Helena from
Pratt Avenue to Charter Oak Avenue

Main Street serves retail, restaurants, and hospitality uses in St. Helena. It is co-signed as State Route 29 (SR 29) and State Route 128 (SR 128), and the posted speed limit is 25 miles per hour. Main Street is unique in that there are driveways very closely spaced throughout the study area, and there are railroad tracks along the east side of the roadway near the south end.

The lively downtown area and residential uses at the north end of the segment promotes walkability. Striping high visibility crossings, upgrading the sidewalk to included ADA compliant curb ramps, and installing curb extensions enhance pedestrian safety along the corridor. Part of this project is already funded through MTC'S OBAG3 funding and the Community Development Block Grant.

COLLISION PROFILES

3 5 6 7 10

JURISDICTION

St. Helena

MODE



ESTIMATED COST

\$\$\$\$

COLLISION HISTORY

58
injury
collisions

4
KSI
collisions

TIMELINE

1-5 years

ON HIN?

Yes



Action Plan

- Strategies Organized Around Safe System Elements

How to Read This Action Plan

Guiding goal for the following subset of Actions

Action Number

Description of key steps in the action

Estimated implementation timeline

- » Near-term: 1-5 years
- » Medium-term: 5-10 years
- » Long-term 10+ years
- » Ongoing: already in progress, and will continue

Agencies leading implementation

Agencies supporting implementation

Method(s) for monitoring and communicating action implementation progress

Systemic resources needed to implement the action

Parts of the planning process which inform action development

Strategy 2

Update roadway design standards and policies for implementation of safety related projects

2B

Bundle projects that are similar in scope to reduce costs and increase the efficiency of public outreach and engagement.

Timeline Ongoing

Lead Agency

- » Member Agency Planning Department
- » Member Agency Public Works Department

Supporting Partners
NVTA

Evaluation Framework

Prioritize projects along the HIN that are similar in nature.

Implementation Needs

- Staff Capacity
- Collaboration
- Funding

Evaluation Input

- Public Feedback

Draft Comments Due!

When? **Wednesday September 27**

Format? **Use provided comment matrix**

Time? **12:00 noon**

Submit to: dmeehan@nvta.ca.gov

Questions/Feedback?