



Monday, July 27, 2026

Agenda Item 9.2

Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC)

Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Vision Zero Data Update – Preliminary Findings

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

In October 2023, the Napa Valley Vision Zero Plan was adopted by the Napa Valley Transportation Authority (NVRTA) Board of Directors. The Plan provides a roadmap for infrastructure and programmatic changes to increase roadway safety.

As we approach the three-year mark following adoption of the Plan, this “data update” seeks to evaluate the most recently available injury collision data and additional planning work completed since 2023, assesses progress on action items from the 2023 Plan, and identify opportunities to ensure that projects and programs aimed at reducing traffic-related injuries and fatalities are focused on addressing the key factors that lead to such incidents.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND

Vision Zero encompasses a range of safety strategies to reduce and eliminate fatal and severe road crashes using the nationally recognized “Safe Systems Approach.” By

shifting how we think about and respond to roadways and user safety, this approach seeks to:

- Establish and support a culture of safety over expediency
- Deepen collaboration between public agencies and local residents
- Focus transportation planning, design, and operations to anticipate human mistakes
- Identify and address key factors that lead to severe and fatal collisions

This effort was kicked off in April, with data collection, collision analysis, and analysis of the High Injury Network (HIN) being performed in April and May. The project team is presenting findings from this stage of work to NVTA committees and the Board in July. Following these presentations, the project team will incorporate feedback as they revise the public-facing dashboard, assess progress towards action items, and produce a final report outlining the outcomes from this biennial update. The process is expected to conclude in September.

Data Sources

Both the 2023 Vision Zero Plan and this data update rely upon data collected by law enforcement agencies and reported through the Statewide Integrated Traffic Records System (SWITRS), operated by the California Highway Patrol. The Transportation Injury Mapping Service (TIMS) sources data from SWITRS, and provides it to agencies, researchers, and the public at no cost. TIMS includes injury collisions, but excludes collisions that result in property damage only (PDO) and no injuries. Both the 2023 Plan and this update are focused on injury collisions only and do not analyze non-injury or PDO crashes.

It is important to note that collision data may also include bias, as reports are based on a range of factors such as officer perceptions of race/gender of those involved, the accuracy of witness statements, limitations of the forms being used and/or data being collected, and other variables. There is currently limited academic research on the frequency and effect of reporting biases present in traffic collision data.

Overview of Collision Data Findings

The 2023 Vision Zero Plan utilized a 7-year window of crash data from 2015-2021. The current data update analyzes three years from 2022 through 2024. Data for 2024 is still considered “provisional” and may not reflect a fully complete record of all injury collisions. Nevertheless, it is included in this analysis to assist in identifying potential trends in injury crashes within Napa County.

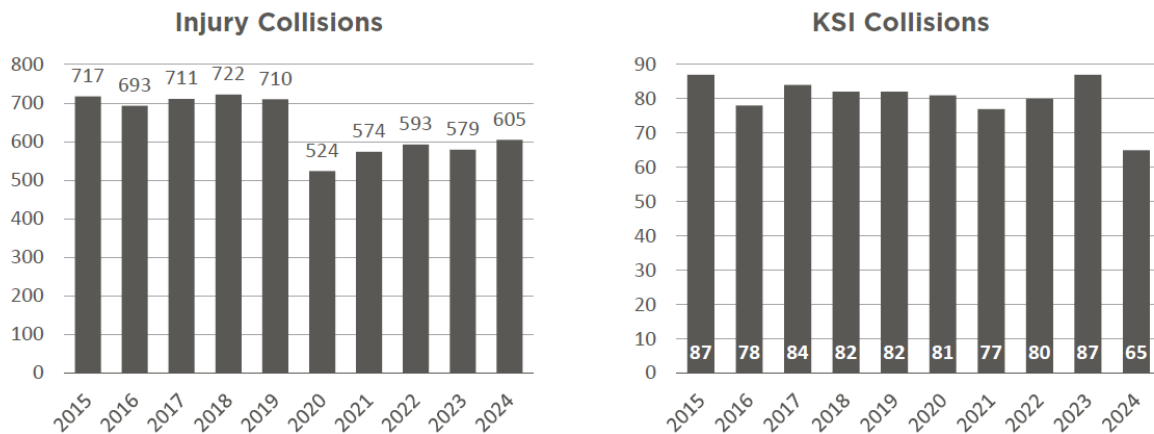
For consistency with the 2023 Plan, the current analysis is intentionally limited to injury collisions only. Injury and fatal collisions fall into four severity thresholds – from

“Complaint of Pain” to fatal – with severe injury and fatal crashes collectively being referred to as KSIs, or “Killed or Severely Injured”. KSI collisions are a key metric in evaluating roadway safety in both the original Vision Zero Plan and this update.

While overall injury collision counts have declined since the pandemic period, the number of KSI collisions has remained relatively unchanged, including through the height of the COVID-19 pandemic and the years following. While 2024 has a lower number of KSI collisions, this may be a result of incomplete data due to 2024 data being provisional.

COLLISION DATA

Yearly Trends

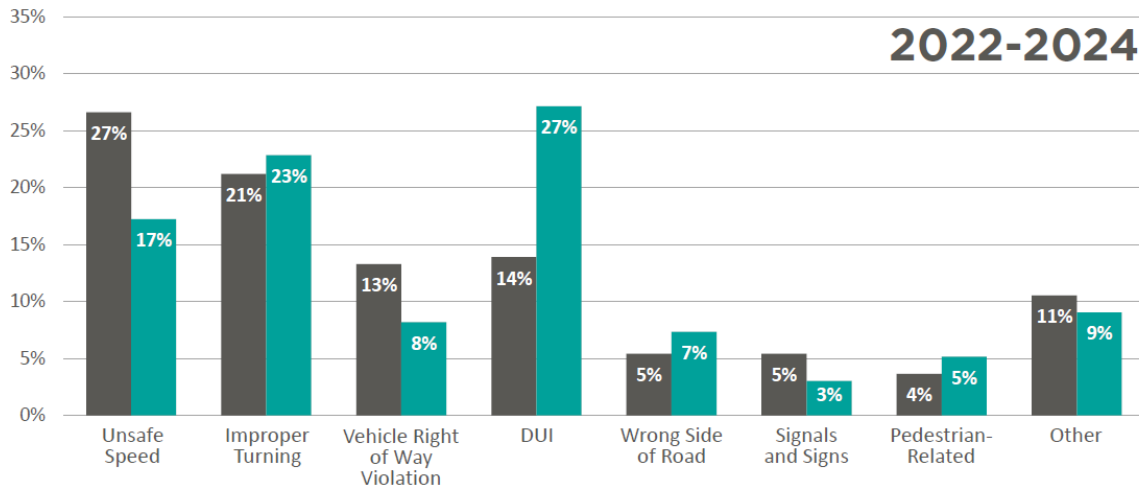


Despite the overall decrease in injury collisions, an increase in collisions involving driving under the influence (DUI), which tend to result in more severe collisions, is a notable trend in the most recent data. In fact, for 2022-2024, DUIs were the leading cause of KSI collisions. With this notable exception, the contributing causes, circumstances, and timing of collisions remained relatively similar to what they were in 2015-2021.

COLLISION DATA

Primary Collision Factor (PCF)

■ Injury Collisions
■ KSI Collisions

Office of Traffic Safety (OTS) Rankings

Each year, the California Office of Traffic Safety (OTS) develops rankings to allow jurisdictions to compare their traffic safety performance against peer jurisdictions, helping identify areas of relative strength and potential concern. The rankings compare all 58 counties in California on a per-capita basis, providing rough equivalency for counties that have vastly different populations and levels of urban/rural development.

Napa County has ranked in the top 10 (or roughly the top 20% of counties) for multiple years in several categories, including:

- Total Fatal and Injury collisions (five out of seven years)
- Alcohol-involved collisions (three out of seven years, including #1 in 2018)
- Speeding-related collisions (five out of seven years, consecutively from 2017-2022).

High Injury Network (HIN)

The 2023 Plan identified a countywide High Injury Network, which is the subset of roadways with the highest concentration of injury collisions. This network represented only 8% of the roadway network, but 71% of all injury collisions and 65% of KSI collisions between 2015-2021.

Analysis of 2022-2024 crash data identifies new locations outside the existing HIN that show worsening safety trends. These locations are defined by having at least one KSI collision between 2022–2024 and an overall increase in collisions, and include

segments along Silverado Trail, Soscol Avenue, Jefferson Street, and several others. These locations may warrant inclusion in a future HIN or targeted safety interventions if trends persist. Nevertheless, the current HIN continues to capture most collision activity, at 65% of injury collisions and 61% of KSI collisions. As such, these locations will continue to be monitored, but no changes to the HIN are being recommended as part of this update.

Michelin Mobility Intelligence (MMI) Study

Building on the work of the Vision Zero Plan, in 2024 NVTA was awarded an [Office of Traffic Safety](#) (OTS) Grant to collect and analyze data associated with severe driving behaviors in Napa County. While crash data is helpful in identifying roadway safety issues after they occur, this data doesn't provide an understanding of the type of behaviors such as speeding or erratic driving that take place prior to a crash, or when a crash goes un-reported.

The MMI Road Safety Risk Report's analysis completes the picture with telematics-based driving data that identifies these risky behaviors, and findings from this study confirm those of the 2023 Vision Zero Plan:

- The MMI Report identifies speeding as the dominant safety issue across the region, as does the 2023 Plan. Unsafe speed remains a top-three primary collision factor in analyzing crash data from 2022-2024, along with DUI and Improper Turning.
- The near-miss and risky behavior incidents flagged by the analysis matched both the general density and distribution of collisions in the TIMS dataset, and also geographically matched the HIN.
- The MMI Report identifies six school zones of highest risk; all six are on the HIN.
- The MMI Report identifies three focus areas of particular high risk; all three are on the HIN.

ATTACHMENT

- 1) High Injury Network Map – 2023 Vision Zero Plan Excerpt

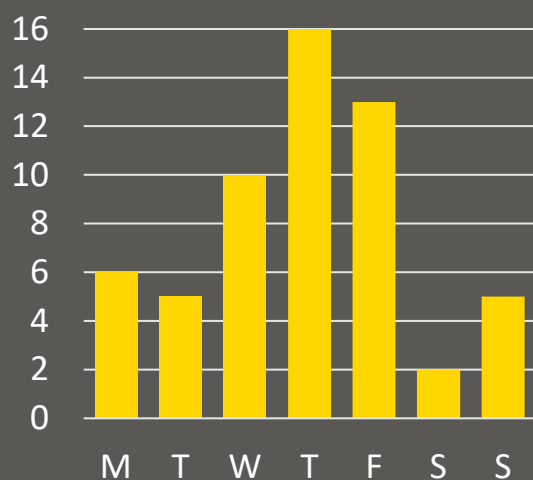
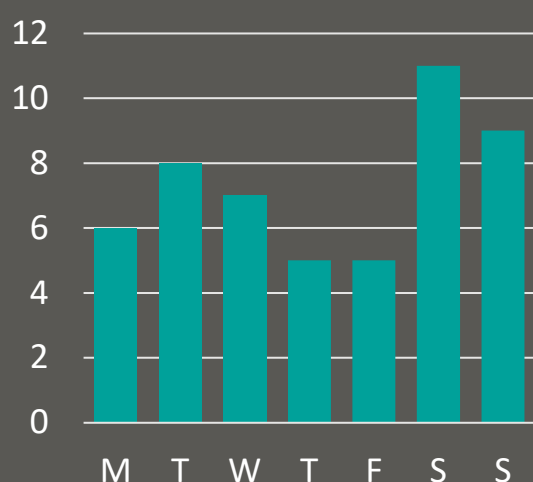
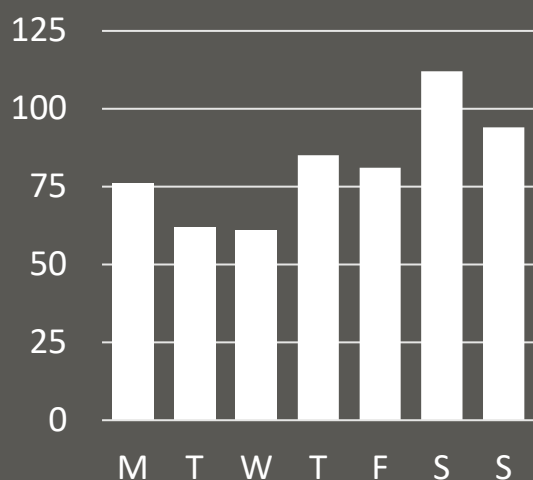
Figure 17

KSI Collisions
by Severity and
Day of Week,
2015-2021

All KSI Collisions

Bicycle KSI
Collisions

Pedestrian
KSI Collisions



Countywide High Injury Network

Almost three-quarters of all injury collisions and two-thirds of all KSI collisions in the region occur on just 8% of its roadways.

From the collision data, a Countywide High Injury Network was developed to identify the roadways with the highest levels of injury collisions, as shown on **Figure 18**.

The Countywide High Injury Network consists of just 8% of the roadway network of Napa Valley, but is the site of the vast majority of injury collisions. 4,651 collisions occurred during the study period. Of these, 3,357, or 72%, were located along the High Injury Network. 571 of these study period collisions were KSIs, of which 371, or 65%, were located along the network.

Figure 18
Countywide
High Injury
Network

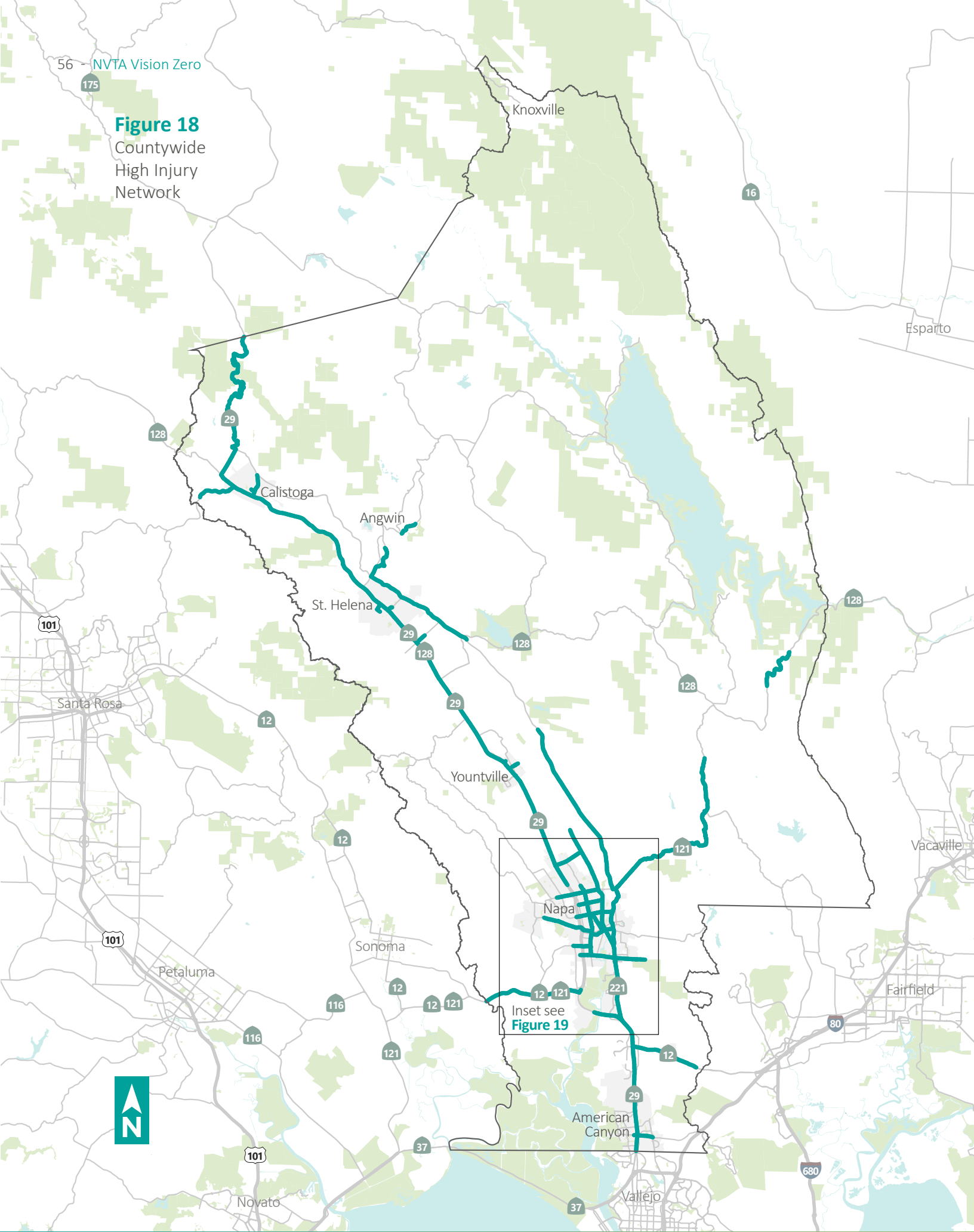


Figure 19

Countywide High Injury Network
(Napa Inset)

This map shows the Countywide High Injury Network in **teal**.

The City of Napa finalized its LRSP in 2022, which included a City-specific High Injury Network, composed of corridors and intersections (many of which fall along the corridors). Shown here highlighted in **yellow** are these high injury corridors and high injury intersections that do not fall along the corridors.

Much of the City's network overlaps with the Countywide network. However, the City network is not expected to be identical to the Countywide network, and deviations are caused by differing scales of analysis, different data years, and other factors.

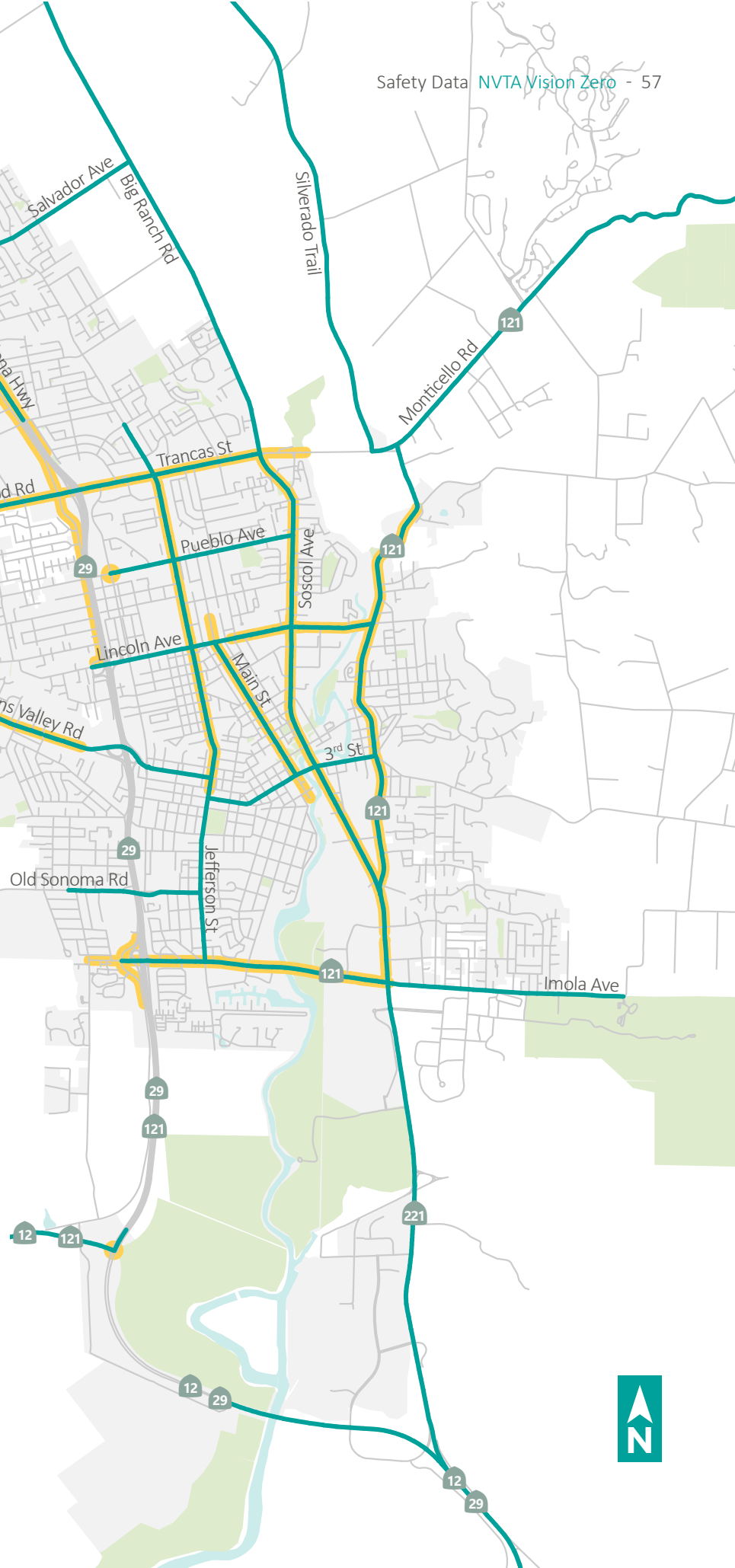


Figure 20

Countywide High Injury Network
(Calistoga, St. Helena, Yountville,
and American Canyon insets)

