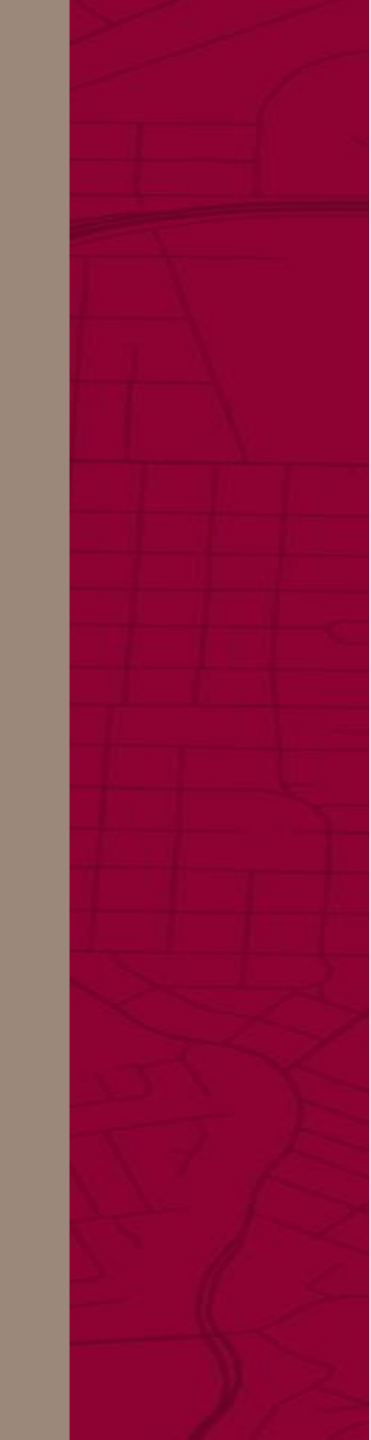




Vision Zero Implementation Plan Annual Update

Bicycle and Pedestrian Advisory Board

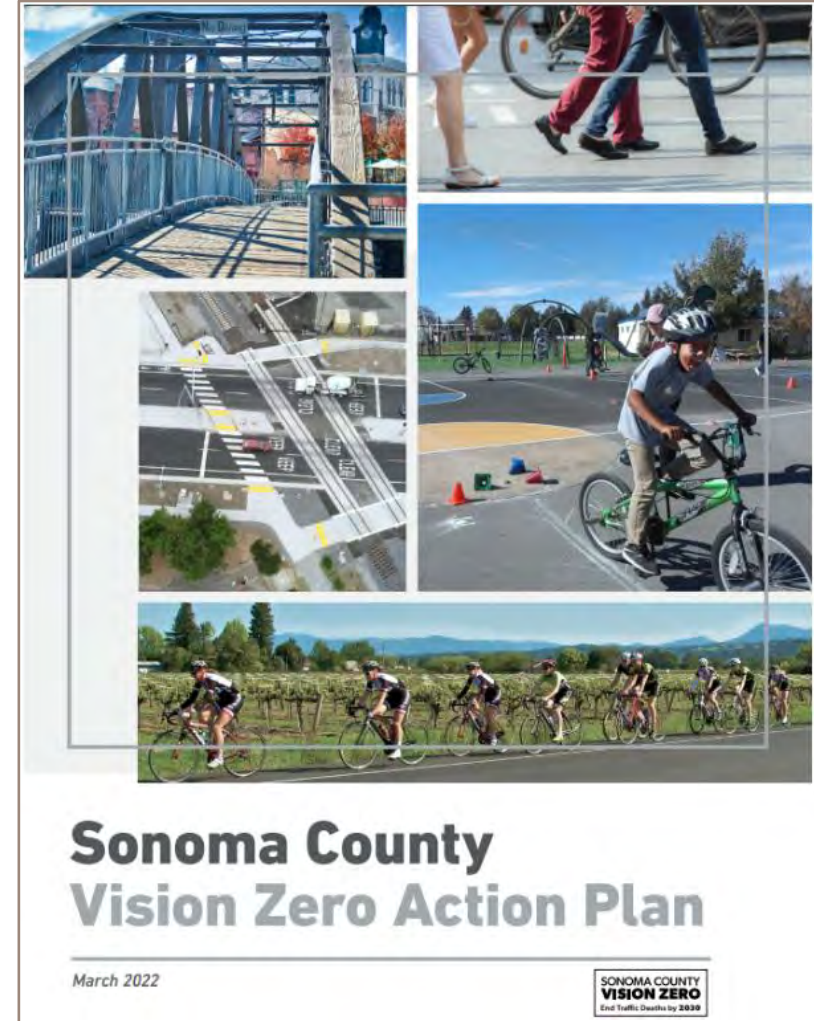
May 21, 2026



Vision Zero Implementation Plan Update

Background

- City Council adopted the Sonoma County Vision Zero Action Plan (VZAP) on July 26, 2022
- Target: zero traffic deaths and severe injuries on roadways in Santa Rosa by 2030.
- Created a Countywide Vision Zero Dashboard
- Six overarching goals:
 - Create Safer Speeds
 - Eliminate Impaired Driving
 - Create a Culture of Safety
 - Build Safe Streets for All
 - Make Vehicles Safer and Reduce Private Vehicle Use



VZ Implementation Plan

- City’s plan to implement the VZAP
- Background
- Goals
- Action Implementation Table
 - High-level actions listed as text
 - Specific supporting actions in tables
 - Metrics for each action
 - Timeframe for each action
 - Responsible department

Create Safe Speeds

The faster someone drives, the longer it takes to avoid hitting someone entering their path of travel and the more severe the impact of a crash will be. Unsafe speed is the top factor for all crashes in Sonoma County and the third most common crash factor for crashes resulting in a fatality or severe injury. Slowing drivers also makes streets more inviting for people walking and biking. Creating safe speeds is primarily about setting appropriate speed limits and then designing streets that encourage motorists to comply with limits, particularly in more developed areas where there are more people walking and biking.

Action - Review speeds and posted limits on the High Injury Network, set context appropriate speeds, and implement speed mitigation measures based on findings and legislative authority

Metric: Miles of roadways reviewed, miles of roadway needing speed mitigation measures, and miles of roadway treated.

Action	Timeframe	Department Responsible
Follow current California Vehicle Code and California Manual on Uniform Traffic Control Devices to determine radar enforceable speed limits on all streets throughout Santa Rosa	Ongoing	Transportation and Public Works (TPW)
Review and modify speed limits in downtown Santa Rosa as allowed under AB43	Now - March 2023 – ongoing	TPW
Identify additional areas of Santa Rosa to implement speed reductions when allowed under AB43 regulations	[timing is reliant on state update of regulations, which should happen no later than June 2024]	TPW

Update on VZAP Implementation (Attachment 2)

Create Safe Speeds

Action - Review speeds and posted limits on the High Injury Network, set context appropriate speeds, and implement speed mitigation measures based on findings and legislative authority

Metric: Miles of roadways reviewed, miles of roadway needing speed mitigation measures, and miles of roadway treated.

Action	Timeframe	Department Responsible	Implementation Update
<i>Follow current California Vehicle Code and California Manual on Uniform Traffic Control Devices to determine radar enforceable speed limits on all streets throughout Santa Rosa</i>	<i>Ongoing</i>	<i>Transportation and Public Works (TPW)</i>	<i>This is an ongoing task that TPW actively works on.</i>
<i>Review and modify speed limits in downtown Santa Rosa as allowed under AB43</i>	<i>Now - March 2023 – ongoing</i>	<i>TPW</i>	<i>In 2023, City staff reduced the speed limit <u>on</u> 15 segments of roadway. In 2024, an additional 39 street segments were reduced, with an additional 29 reduced in 2025.</i>
<i>Identify additional areas of Santa Rosa to implement speed reductions when allowed under AB43 regulations</i>	<i>[Ongoing]</i>	<i>TPW</i>	<i>Additional speed limit reductions will be considered on an annual basis.</i>
<i>Implement low-cost methods to reduce speeds (trailers, signs, striping), prioritizing</i>	<i>Ongoing</i>	<i>TPW</i>	<i>This is an ongoing task that TPW actively works on.</i>

City Active/Ongoing VZAP Implementation

- Next round of setting and evaluating speeds citywide
- Implementing speed reduction strategies on High Injury Network (trailers, signs, striping, lane narrowing)
- Coordination with SRTS coordinator
- Tracking grants for quick-build and other infrastructure projects
- Pavement maintenance now tied to ATP projects
- Installation of Leading Pedestrian Intervals
- Fill open positions in Capital Projects Team
- Coordinating with Recology to improve street sweeping
- Hiring of Deputy Director of Transportation Safety
- Updating traffic design standards

Upcoming VZAP Implementation

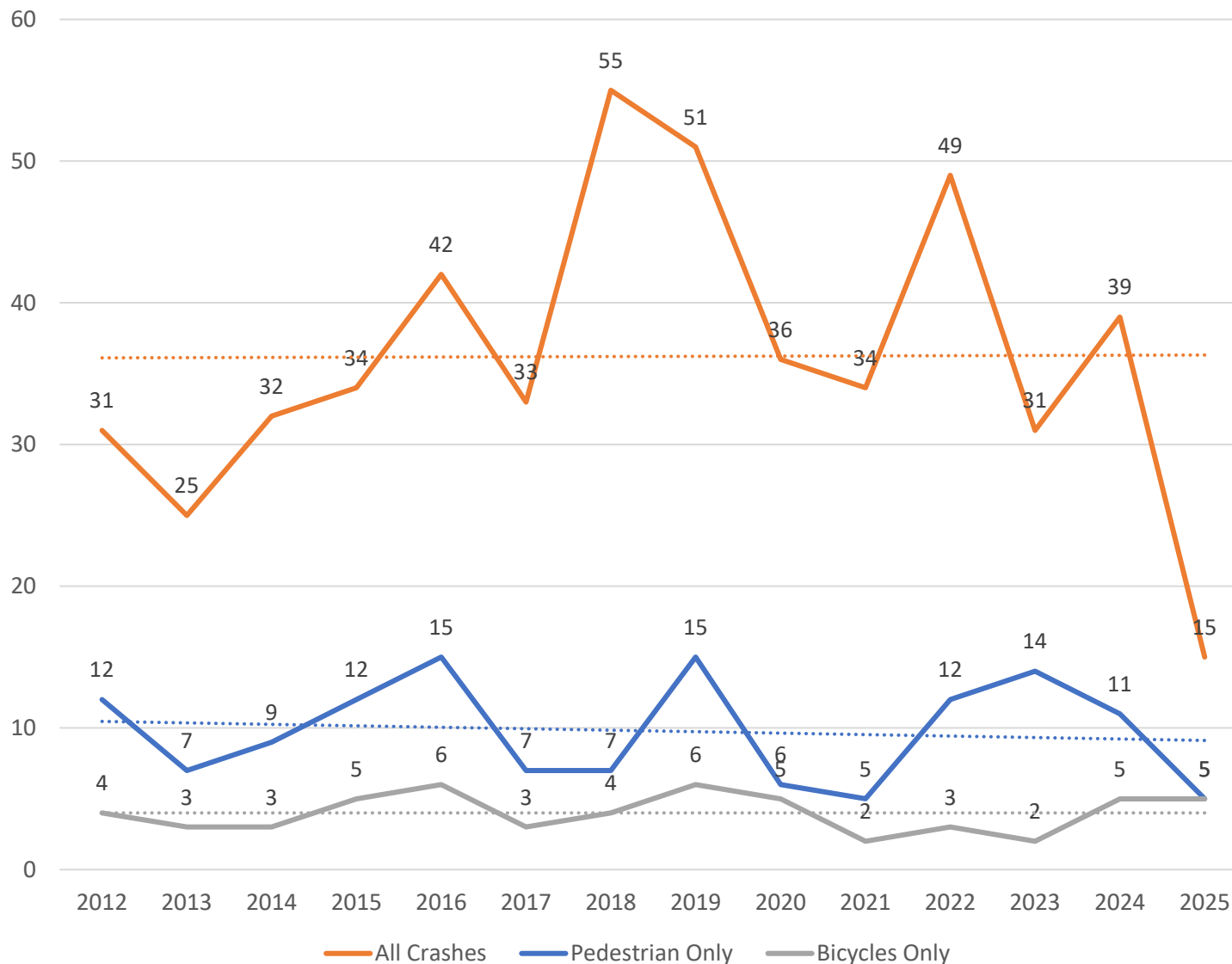
- KSI Crash Response
 - Attachment 3 is the template of the Rapid Engineering Site Review
- On-call contract for active transportation projects





Collision Data Update

Fatal and Serious Injury Crashes on Local Streets



- **Since 2018 Peak:**
 - 72% decrease in all crashes
 - 66% decrease in ped crashes
 - 17% decrease in bike crashes
- **Since 2024 Calendar Year:**
 - 62% decrease in all crashes
 - 54% decrease in ped crashes
 - Stagnant bike crashes





Before/After Project Collision Data

Before/After Project Collision Data

Methodology

- 2 years pre-construction
- 2 years post-construction (or as close as possible)
- All collision severities directly on corridor
- Narrow down to:
 - Total Collisions
 - Total Peds
 - Total Bikes
 - Total Fatal
 - Total Severe

Corridors Ready to Track

- E Street between Sonoma Avenue and College Avenue
- Santa Rosa Avenue between Sonoma Avenue and Maple Avenue
- Santa Rosa Avenue between 1st Street and Sonoma Avenue
- Armory Drive between Ridgway Avenue and Elliott Avenue
- Steele Lane between Meyers Drive and Rowe Drive
- Mendocino Avenue between 4th Street and 10th Street
- 4th Street between E Street and Bryden Lane
- Sonoma Avenue between E Street and Bobelaine Drive

E Street and Santa Rosa Avenue

Before/ After	Month/Year	Total Collisions	Total Peds	Total Bikes	Total Fatal	Total Severe
E Street between Sonoma Avenue and College Avenue						
Before	6/17 through 6/18	19	2	0	0	0
Before	6/18 through 6/19	11	1	2	0	0
After	12/20 through 12/21	5	1	0	0	0
After	12/21 through 12/22	8	1	0	0	0
Santa Rosa Avenue between Sonoma Avenue and Maple Avenue						
Before	6/21 through 6/22	3	0	0	0	0
Before	6/22 through 6/23	5	0	1	0	0
After	9/24 through 9/25	2	0	0	0	0
After	9/25 through 3/26*	4	1	1	0	0
Santa Rosa Avenue between 1st Street and Sonoma Avenue						
Before	10/22 through 10/23	3	0	1	0	0
Before	10/23 through 10/24	6	0	0	0	0
After	10/24 through 10/25	3	1	0	0	1
After	10/25 through 3/26*	1	0	0	0	0

*A second year of full post-construction data is not available yet

Armory Drive, Steele Lane, Mendocino Ave

Before/ After	Month/Year	Total Collisions	Total Peds	Total Bikes	Total Fatal	Total Severe
Armory Drive between Ridgway Avenue and Elliott Avenue						
Before	5/22 through 5/23	0	0	0	0	0
Before	5/23 through 5/24	3	0	1	0	0
After	5/24 through 5/25	2	0	0	0	0
After	5/25 through 3/26*	0	0	0	0	0
Steele Lane between Meyers Drive and Rowe Drive						
Before	7/22 through 7/23	3	0	0	0	0
Before	7/23 through 7/24	2	0	0	0	0
After	8/24 through 8/25	1	0	0	0	0
After	8/25 through 3/26*	3	0	0	0	0
Mendocino Avenue between 4th Street and 10th Street						
Before	5/22 through 5/23	4	0	0	0	0
Before	5/23 through 5/24	4	0	0	0	0
After	11/24 through 11/25	3	1	0	0	0
After	11/25 through 3/26*	2	0	0	0	0

*A second year of full post-construction data is not available yet

4th Street and Sonoma Avenue

Before/ After	Month/Year	Total Collisions	Total Peds	Total Bikes	Total Fatal	Total Severe
4th Street between E Street and Bryden Lane						
Before	5/22 through 5/23	15	2	1	0	0
Before	5/23 through 5/24	15	0	0	0	2
After	11/24 through 11/25	11	1	0	0	1
After	11/25 through 3/26*	4	0	0	0	1
Sonoma Avenue between E Street and Bobelaine Drive						
Before	10/21 through 10/22	14	0	0	0	0
Before	10/22 through 10/23	3	1	0	0	0
After	8/24 through 8/25	19	1	2	0	1
After	8/25 through 3/26*	12	1	0	0	1

*A second year of full post-construction data is not available yet

Recommendation

- No action is required. Board may provide input on implementation of the Vision Zero Implementation Plan.

