

ATTACHMENT 2

Action Implementation Table

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
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)	This is an ongoing task that TPW actively works on.
Review and modify speed limits in downtown Santa Rosa as allowed under AB43	Now - March 2023 – ongoing	TPW	This task has begun and is in the process of being implemented.
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	This is an ongoing consideration in TPW and will be implemented moving forward as regulations allow.
Implement low-cost methods to reduce speeds (trailers, signs, striping), prioritizing implementation on high injury network	Ongoing	TPW	This is an ongoing task that TPW actively works on.

Action - Develop and adopt a process to reduce speed limits to 25 mph or below on local roads where appropriate, such as areas around schools, parks, senior centers, and transit stations.

Per CVC, a local authority may not lower a speed limit other than as authorized in a downtown business activity district until June 30, 2024 or when the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 of Chapter 2 of title 8 of the Government Code, or whichever is sooner.

<i>Action</i>	<i>Timeframe</i>	<i>Department Responsible</i>	<i>Implementation Update</i>
<i>Develop process to implement lower speed limits in areas outside of downtown when a tool for adjudicating infraction violations is available.</i>	<i>2023-2024 – ongoing</i>	<i>TPW</i>	<i>This is an ongoing consideration in TPW and will be implemented moving forward as regulations allow.</i>

Eliminate Impaired Driving

Action - Continue and expand law enforcement engagement with businesses around Responsible Beverage Service (RBS).

Metric: Regular meetings with Police Department.

<i>Action</i>	<i>Timeframe</i>	<i>Department Responsible</i>	<i>Implementation Update</i>
<i>Re-establish quarterly or bi-annual meetings with Police</i>	<i>within 6-9 months – ongoing</i>	<i>Traffic engineer</i>	<i>Quarterly meetings are beginning again in 2024. TPW staff will discuss expansion of RBS engagement and enforcement with Police at the next quarterly meeting.</i>

Action - Encourage safe wine, beer, and cannabis tourism by promoting ride share services, designated driver services, and walking wine tours.

<i>Action</i>	<i>Timeframe</i>	<i>Department Responsible</i>	<i>Implementation Update</i>
<i>To be developed</i>	<i>within 6-9 months – ongoing</i>	<i>County Bureau of Tourism</i>	<i>Discussion with the DUI Program Manager at the County’s Department of Health Services had in December 2023.</i>

			<i>The County provides free RBS training to all industry workers who require or want to be certified. County also provides cannabis ID training to dispensaries. The County further educates participants and promotes ride-share services and harm-reduction strategies.</i>
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Action - Support diversion programs like the Driving Under the Influence Program and DUI Court that focus on education and treatment over punishment

Action	Timeframe	Department Responsible	Implementation Update
<i>To be developed</i>	<i>within 6-9 months – ongoing</i>	<i>Department of Health Services and District Attorney Office as part of the county effort</i>	<i>Discussion with the DUI Program Manager at the County’s Department of Health Services had in December 2023. The DUI program is based on harm reduction that uses evidence-based curriculum to teach and promote safe substance use practices. DUI Program Manager actively works with DUI Court Program to encourage educational and therapeutic measures rather than strictly punitive models.</i>

Action - Support community-based drug and alcohol problem assessment and treatment programs such as Turning Point

Action	Timeframe	Department Responsible	Implementation Update
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<i>To be developed</i>	<i>within 6-9 months – ongoing</i>	<i>Department of Health Services and other agencies as part of the county effort</i>	<i>Discussion with the DUI Program Manager at the County's Department of Health Services had in December 2023.</i> <i>Turning Point has been closed but DUI Program Manager hopes to bring it back in early 2024. Clients are currently referred to various outside agencies that provide similar services.</i>
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Action - Expand and promote publicly subsidized transport services to include more night-time hours

<i>Action</i>	<i>Timeframe</i>	<i>Department Responsible</i>	<i>Implementation Update</i>
<i>Conversation with City Bus about expanding night-time service hours</i>	<i>6-9 months – ongoing</i>	<i>Active Transportation Planner (ATP) will initiate conversation with Rachel Ede at City Bus</i>	<i>Discussions are pending return to pre-COVID service. Implementation could be difficult due to high cost and low demand.</i>

Create a Culture of Safety

Action - Support Safe Routes to School (SRTS) program and school districts to promote safe, active transportation through education, school policies, and pick-up/drop-off procedures

Metric: [to be developed by Active Transportation Planner in conjunction with partner organizations.]

<i>Action</i>	<i>Timeframe</i>	<i>Responsible Departments</i>	<i>Implementation Update</i>
<i>Identify program weaknesses and gaps and what role city</i>	<i>6 – 9 months (once the ATP position is filled) – ongoing</i>	<i>ATP in lead role. Involves Schools (elementary, middle</i>	<i>ATP has worked with Safe Routes to School Coordinator</i>

<i>could play to support improvements</i>		<i>and high schools), School Districts, SCBC, SRTS to develop</i>	<i>and created a Safe Routes to School Task Force. Task Force meetings occur monthly and are open to the public.</i>
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Action - Work with media partners to more accurately report traffic crashes, to avoid victim blaming, and report crashes in the context of Vision Zero

Action	Timeframe	Responsible Departments	Implementation Update
<i>Improve police reports to remove survivor bias.</i>	<i>6 – 9 months – ongoing</i>	<i>Communication team (Jaime Smedes)--lead. Also involves ATP, Traffic Engineer and Police Department.</i>	<i>Quarterly meetings are beginning again in 2024. TPW staff will discuss coordination with media partners with Police at the next quarterly meeting. Communications team attends these meetings.</i>
<i>Outreach to media outlets</i>	<i>6 – 9 months – ongoing</i>	<i>Communication team (Jamie Smedes)--lead.</i>	<i>Quarterly meetings are beginning again in 2024. TPW staff will discuss coordination with media outlets with Police at the next quarterly meeting. Communications team attends these meetings.</i>

Action - Develop comprehensive engagement strategies that prioritize Equity Priority Communities (EPCs), create personal connections to Vision Zero, and encourage drivers to safely share the road with other users

Action	Timeframe	Responsible Departments	Implementation Update
<i>Identify overlap between Equity Priority Communities and High Injury Network to be able to develop engagement strategies appropriate to each</i>	<i>6-9 months – ongoing</i>	<i>Jaime Smedes, Beatriz Guerrero and Magali Telles (Communications and Community Engagement), and ATP.</i>	<i>This action has lagged due to staff turnover. Communications team and ATP to initiate in 2024.</i>

<i>community.</i>			
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Action - Promote educational campaigns for municipal, private vehicle fleet operators and contractors focused on discouraging distracted driving and encouraging safely sharing the road with people walking and bicycling

Metric: Implementation of supporting actions

Action	Timeframe	Responsible Departments	Implementation Update
Learn what training CityBus provides and/or requires for its operators (because they are well-trained)	6-9 months – ongoing	CityBus (Rachel Ede) and ATP	This is an ongoing task that TPW actively works on.
Develop a draft training manual for public (city and school districts) and private fleet operators (delivery, contractors, etc.)	6-9 months – ongoing	CityBus, ATP and Jaime Smedes	Discussions related to a draft training manual have been undertaken in response to the task listed above. No work on developing a training manual has begun.

Build and Maintain Safe Streets for All

Action - Implement low-cost quick-build projects to rapidly implement bicycle and pedestrian safety improvements along the HIN

Metric: Number of small and quick-build orders that get installed for bicycle and pedestrian safety.

Action	Timeframe	Responsible Departments	Implementation Update
Dutton Avenue quick build grants	Once funding can be found	TPW	TPW staff tracks grants on an ongoing basis.
Fill open positions	Underway	Human Resources (HR) and TPW	This is an ongoing task that TPW actively works on. The Transportation Planner and Active Transportation planner roles have been filled.

Develop priority list of quick-build projects	6-12 months (once ATP and Transportation Planner positions are filled) – ongoing	TPW	Staff has created an internal list of all Class IV projects adopted in existing long-range planning documents. Several quick-build projects from that list were included on the recent 2024/2025 BPAB Work Plan.
Install Leading Pedestrian Intervals at additional intersections	Ongoing	TPW	This is an ongoing task that TPW actively works on.

Action - Complete Local Road Safety Plans (LRSPs)

Metric: Number of completed LRSPs.

Action	Timeframe	Responsible Departments	Implementation Update
City Council approve LRSP with multiple corridors including several identified in Bicycle and Pedestrian Master Plan	done in July 2022	TPW	Task is complete.
Evaluate other corridors for future funding opportunities	Once ATP and TP positions are filled – ongoing	TPW	This is an ongoing task that TPW actively works on.

Action - Seek sustainable funding sources for projects designed to meet Vision Zero safety goals and prioritize projects in Equity Priority Communities (EPCs)

Metric: Dollars invested in Vision Zero infrastructure.

Action	Timeframe	Responsible Department	Implementation Update
Fill positions at TPW Capital Improvement Projects team (currently at 50% staffing)	ASAP	HR and TPW	This is an ongoing task that TPW actively works on.

<i>Submit VZ/Climate Action plan to SCTA for Go Sonoma funding</i>	<i>Submitted but was not funded.</i>	<i>TPW</i>	<i>Task is complete.</i>
<i>Seek Go Sonoma and other funding for projects</i>	<i>6-12 months – ongoing</i>	<i>TPW – Transportation Planner (TP)</i>	<i>This is an ongoing task that TPW actively works on.</i>

Action - Improve routine facility maintenance particularly along the High Injury Network (HIN)

Metric: Bi-annual check-ins by ATP with field crews.

<i>Action</i>	<i>Timeframe</i>	<i>Responsible Department</i>	<i>Implementation Update</i>
<i>Provide Street Field Services crews with maps of HIN. Could lead to better tracking and repair of maintenance problems.</i>	<i>4-10 months – ongoing</i>	<i>Jeremy Gundy, Deputy Director, Field Services; Traffic Engineering Technicians; Associate Engineer</i>	<i>ATP has completed this task and is in conversation to improve tracking procedures to identify improvements to the HIN.</i>
<i>Focus Streets Field Services crews on safety-related needs, worn striping, sign reflectivity and sidewalk problems</i>	<i>4-10 months – ongoing</i>	<i>Jeremy Gundy, Deputy Director, Field Services; Traffic Engineering Technicians; Associate Engineer</i>	<i>ATP working on an update meeting with Streets Field Services.</i>
<i>Talk to Recology to improve street sweeping to reduce debris in bike lanes</i>	<i>4-10 months – ongoing</i>	<i>Renae Gundy Zero Waste Coordinator City of Santa Rosa</i>	<i>TPW engaged in ongoing discussions with Recology.</i>

Action - Identify and implement road safety improvements through routine resurfacing processes

<i>Action</i>	<i>Timeframe</i>	<i>Responsible Department</i>	<i>Implementation Update</i>
<i>Integrate safety enhancements into the annual slurry seal and preventive maintenance contracts</i>	<i>Ongoing</i>	<i>ATP lead</i>	<i>This is an ongoing task that TPW actively works on.</i>

Action - Close gaps in bicycle and pedestrian on HIN and design facilities for all-ages and all abilities

Metric: Miles of new and upgraded bike and pedestrian facilities that connect to existing facilities; Increase in mileage of low stress bicycle facilities (separated paths, bicycle boulevards, and separated bikeways)

Action	Timeframe	Responsible Department	Implementation Update
Identify priority gaps to address.	12 months – ongoing	TPW with TP/ATP lead	This is an ongoing task that TPW actively works on.
Annually seek funding for projects that close gaps in bike/pedestrian network	6-9 months – ongoing	TPW with TP lead	This is an ongoing task that TPW actively works on.
Update the Bicycle and Pedestrian Master Plan to include a connected network of protected bike lanes.	Through participation in the SCTA countywide Active Transportation Plan and the update of the City’s General Plan – ongoing	TWP TP lead	Update to the 2018 Bicycle and Pedestrian Master Plan has begun.

Action - Deploy a toolbox of multi-modal safety design elements and countermeasures to systemically address high-risk intersections and corridors

Action	Timeframe	Responsible Department	Implementation Update
Prioritize steps from Bicycle and Pedestrian Master Plan Update 2018 and LRSP for addressing high-risk facilities.	6-9 months – ongoing	ATP lead	This is an ongoing task that TPW actively works on.

Action - Update street design standards to reflect the latest research and best practices around safety and Complete Streets, with an emphasis on serving diverse road users of all ages and abilities

Action	Timeframe	Responsible Department	Implementation Update
Update and circulate revised standards in 2023; update at	In progress. Will complete in 2023	Traffic engineer, Associate Traffic engineer	The City’s Street Design Guidelines are currently being

<i>regular intervals after that</i>			<i>updated.</i>
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Action - Establish a multidisciplinary rapid response team to evaluate and address fatal and severe injury crashes and crash sites

Metric: Regular meetings with Police Department.

Action	Timeframe	Responsible Department	Implementation Update
<i>Reestablish quarterly or biannual meetings with Police Department</i>	<i>9-12 months – ongoing</i>	<i>Traffic engineer</i>	<i>TPW does not have a rapid response team, but does conduct infrastructure analysis proceeding any fatal or severe injury cases with bicycles or pedestrians. This action will be a topic of conversation at the next quarterly meeting with the Policy Department.</i>

Action - Research and consider reinstating and expanding Automated Traffic Enforcement (ATE) as a strategy to reduce red light running

Metric: Regular meetings with Police Department.

Action	Timeframe	Responsible Department	Implementation Update
<i>Reestablish quarterly or biannual meetings with Police Department</i>	<i>9-12 months – ongoing</i>	<i>Traffic engineer</i>	<i>Quarterly meetings are beginning again in 2024. TPW staff will discuss expanding ATE with Police at the next quarterly meeting.</i>

Make Vehicles Safer and Reduce Private Vehicle Use

Action - Promote land use, TDM, and street design policies that reduce VMT (vehicle miles traveled) and dependence on single-occupancy vehicle trips

Metric: Track transit ridership and bicycled and pedestrian counts as a proxy for reduced VMT.

Action	Timeframe	Responsible Department	Implementation Update
Adopt station area plans and other development plans that reduce driving need	4 months (update of General Plan) – ongoing	ATP and TP work with Planning and Economic Development	This is an ongoing task that TPW actively works on.
Promote and work to ensure success of scooter and bike share programs	ongoing	ATP and TP	Work was ongoing until Bird suspended services in the city. ATP will give update of program to City Council to receive direction on next steps.
Work with developers of new projects to ensure quality bike parking, prioritized pedestrian access, and other bike/ped friendly infrastructure	6 – 9 months – ongoing	TP and ATP	This is an ongoing task that TPW actively works on.
Work with major employers on both commute trip reduction efforts and becoming bike-friendly workplaces	6 – 9 months – ongoing	ATP	Task will be initiated in 2024.

Action - Adopt guidelines for incorporating safety features in specifications for new municipal and private fleet vehicle purchases and retrofit large fleet vehicles with side guards

Metric: Establishment of guidelines.

Action	Timeframe	Responsible Department	Implementation Update
Learn about existing safety features on transit fleet vehicles	6-12 months – ongoing	ATP and Rachel Ede (CityBus)	Task will be initiated in 2024.
Develop purchasing guidelines for new vehicles	6-12 months – ongoing	ATP, Rachel Ede (CityBus), and [whoever at county is doing this]	Task will be initiated in 2024.

Improve Data for Effective Decision Making

Action - Enhance training for law enforcement personnel responsible for crash reporting to address the unique attributes required to accurately report circumstances of crashes involving bicyclists, pedestrians, and other vulnerable road users

Metric: Regular meetings with Police Department.

Action	Timeframe	Responsible Department	Implementation Update
Reestablish quarterly or biannual meetings with Police Department	12 months – ongoing	Traffic engineer	Quarterly meetings are beginning again in 2024. TPW staff will discuss enhanced training for law enforcement personnel with Police at the next quarterly meeting.

Action - Use hospital trauma, health center, and Portrait of Sonoma County data to develop a more comprehensive understanding of crashes and contributing factors

Action	Timeframe	Responsible Department	Implementation Update
Collect and present additional crash data in accessible way	12 months – ongoing	Medical centers and county DHS as part of countywide effort	TPW will connect with DHS staff to initiate task in 2024.

Action - Use regional data sources such as the Metropolitan Transportation Commission's Regional High Injury Network and Regional Safety Data System, and Caltrans District 4 location-based needs identified by their active transportation planning efforts to inform safety project development and funding decisions

Action	Timeframe	Responsible Department	Implementation Update
Develop system for accessing and evaluating this data	12 months – ongoing	ATP and TP with SCTA as part of countywide effort	Work in ongoing in partnership with SCTA.

Action - Provide annual citation data for infractions that potentially lead to severe injuries and deaths, such as impaired driving, speeding, and failure to yield

Action	Timeframe	Responsible Department	Implementation Update
Reestablish quarterly or biannual meetings with Police Department	12 months – ongoing	Traffic engineer	Quarterly meetings are beginning again in 2024. TPW staff will discuss citation procedures and updates with Police at the next quarterly meeting.

Action - Maintain and update the Sonoma County Vision Zero Data Dashboard for all crash and safety data on the Vision Zero website

Action	Timeframe	Responsible Department	Implementation Update
Maintain and updated dashboard	12 months – ongoing	SCTA, as part of countywide effort	Work in ongoing in partnership with SCTA.