

For Board Meeting of: May 21, 2026

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD

TO: CHAIR, VICE CHAIR, AND BOARD MEMBERS
FROM: TORINA WILSON, TRANSPORTATION PLANNER
SUBJECT: VISION ZERO IMPLEMENTATION PLAN ANNUAL UPDATE

AGENDA ACTION: NO ACTION

RECOMMENDATION

This item is provided for the Board's information and no action will be taken.

EXECUTIVE SUMMARY

Each year, Transportation and Public Works (TPW) staff presents an update on the Vision Zero Implementation Plan, annual collision data, and any other relevant updates related to reducing fatal and severe injury on the city's transportation network.

GOAL

The Vision Zero Implementation Plan supports two adopted Council goals.
Goal #2 – Invest in the Development and Maintenance of the City's Infrastructure
Goal #4 – Foster a Safe, Healthy, and Inclusive Community

BACKGROUND/PRIOR COUNCIL REVIEW

On July 21, 2022, the Bicycle and Pedestrian Advisory Board, by motion, established an Ad Hoc Committee consisting of Board Member Schwarz, Board Member Gerald, Board Member Narath, and Vice Chair Ridlington to work on a city-scale approach to implementing the multijurisdictional Sonoma County Vision Zero Action Plan (SCVZAP). Through a series of meetings in late 2022, the Board Ad Hoc committee met to discuss a Vision Zero Implementation Plan that outlined clear steps for City staff and partners to implement the SCVZAP in the City limits. City staff and the Ad Hoc Committee presented the draft Vision Zero Implementation Plan to the Board on January 19, 2023 and made a commitment to give annual updates on plan implementation, collision data, and other relevant updates related to reducing fatal and severe injury on the city's transportation network.

ANALYSIS

Vision Zero Implementation Plan Update

The Vision Zero Implementation Plan (see Attachment 1) focuses on six high-level goals identified in the SCVZAP, which include:

- Create Safer Speeds
- Eliminate Impaired Driving
- Create a Culture of Safety
- Build Safe Streets for All
- Make Vehicles Safer and Reduce Private Vehicle Use
- Improve Data for Effective Decision Making

Each of these high-level goals is supported through a series of actions, which include timeframes for implementation and a column stating the department responsible for implementing the action. Attachment 2 to this Staff Report includes the table of actions, timeframe, and department responsible, along with a new column that identifies work completed on each action.

Updates to the Action Implementation Table (Attachment 2) are similar to the updates presented to the Board in May 2025. The primary updates for 2026 are that City staff reduced posted speed limits on an additional 29 street segments and that staff formed a new Crash Response Team to respond to Killed or Serious Injury Collisions (KSI Collisions). The KSI Response Team is a group of public works, police, emergency medical services, and public health officials who will rapidly respond to the scene of a KSI collision within 72 hours of the incident. At the location of the incident, the group will use a “Rapid Engineering Site Review” to analyze the preliminary investigation results, document street conditions and how those conditions may have contributed to the collision, identify key risk factors that might contribute to a systemic issue, and determine next steps. The purpose of the KSI Crash Response Team is to ensure all KSI collisions are treated with the dignity they deserve and so City staff can understand what systemic roadway conditions may have contributed. The overall goal is for the City’s Vision Zero Coordinators to have a short-range, mid-range, and long-range plan to address any deficiencies in the transportation system to potentially reduce future collisions. A copy of the “Santa Rosa Rapid Engineering Site Review” template can be seen in Attachment 3.

Collision Data Update

Each year, City staff presents annual collision data to the Board to understand if there are trends to be observed in the rate of collisions each year. This year, collision data will be broken down into two sections: 1) annual collision data update and 2) comparison of before/after collision data for transportation safety projects completed in 2023 and 2024.

1. ANNUAL COLLISION DATA UPDATE

The collision data presented here is broken down into four parts:

- Table 1: All Santa Rosa streets and all modes, including State-owned highways and the over/underpasses that intersect them
- Table 2: Local Santa Rosa streets for all modes, excluding State-owned highways and the over/underpasses that intersect them
- Table 3: Local Santa Rosa streets for pedestrians only
- Table 4: Local Santa Rosa streets for bicycles only

A graph tabulating the data in Table 2 through Table 4 is shown below in Figure 1.

Table 1: Santa Rosa – All Streets and All Modes – 2012 to 2025*

Year	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury (estimated)	Total
2012	7	27	243	513	1244	2,034
2013	5	29	228	619	1394	2,275
2014	8	33	197	522	1241	2,001
2015	8	41	235	519	1304	2,107
2016	10	40	258	550	1379	2,237
2017	13	29	249	579	1395	2,265
2018	9	56	194	552	1380	2,191
2019	9	49	243	524	1350	2,175
2020	5	38	167	281	824	1,315
2021	6	37	108	180	590	921
2022	10	45	133	227	725	1,140
2023	1	42	165	308	842	1,358
2024	6	43	229	255	878	1,411
2025	4	21	69	104	336	534

*Note that the 2025 data is provisional and therefore likely misses some collisions in Q4 of 2025

Table 2: Santa Rosa – Local Streets Only, All Modes – 2012 to 2025*

	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury (estimated)	Total
2012	7	24	182	350	899	1,462
2013	5	20	181	459	1,049	1,714
2014	3	29	157	368	912	1,469
2015	5	29	200	408	1,032	1,674
2016	6	36	224	491	1,214	1,971
2017	6	27	226	525	1,253	2,037
2018	7	48	176	488	1,214	1,933
2019	5	46	222	464	1,208	1,945
2020	2	34	150	258	741	1,185
2021	3	31	89	163	506	792
2022	6	43	125	207	665	1,046

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2023	1	30	115	194	558	898
2024	5	34	181	185	669	1,074
2025	2	13	41	46	177	279
*Note that the 2025 data is provisional and therefore likely misses some collisions in Q4 of 2025						

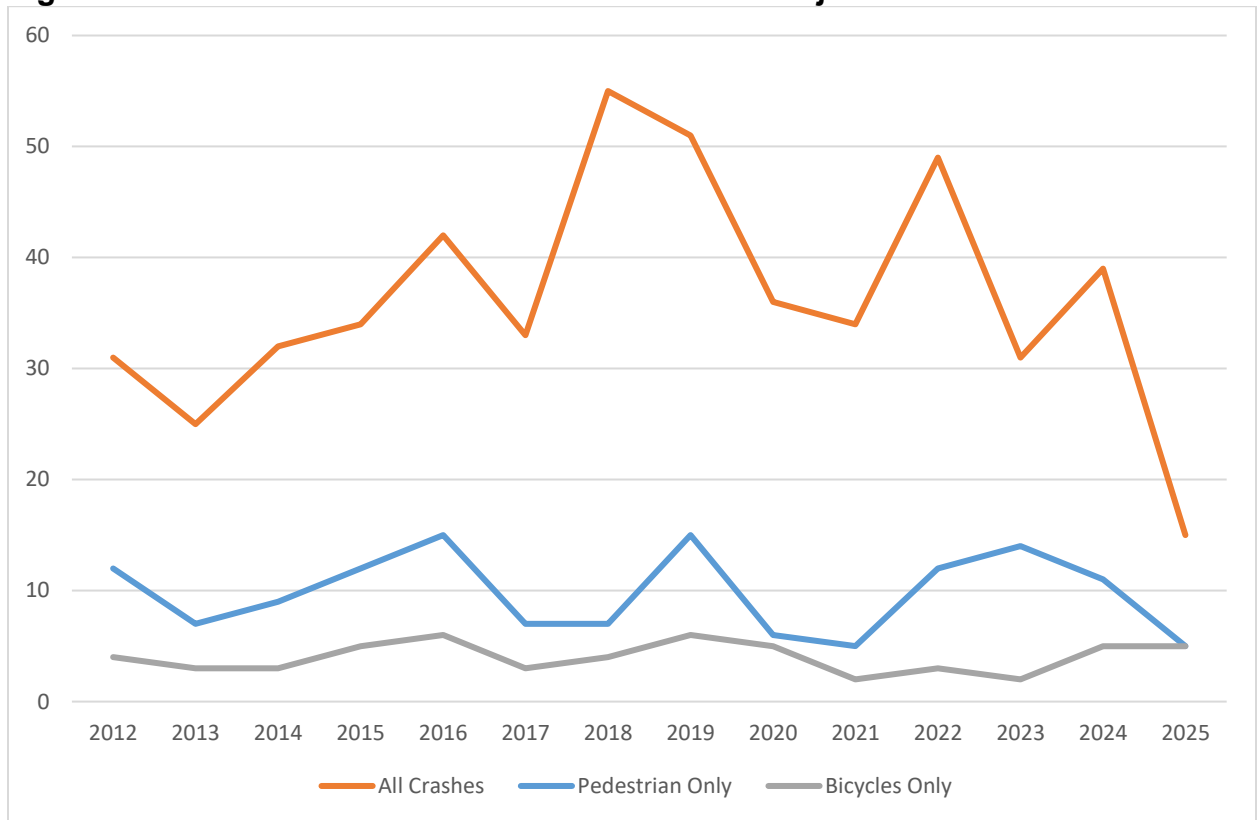
Table 3: Santa Rosa – Local Streets Only, Pedestrians Only – 2012 to 2025*

	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury (estimated)	Total
2012	4	8	23	34	125	208
2013	3	4	21	22	86	143
2014	2	7	13	24	83	138
2015	4	8	19	15	89	148
2016	3	12	24	27	122	203
2017	2	5	23	33	105	175
2018	2	5	17	18	78	130
2019	3	12	22	24	125	208
2020	0	6	10	12	56	93
2021	0	5	7	10	41	68
2022	2	10	11	7	65	108
2023	1	13	13	9	75	125
2024	3	8	14	9	68	113
2025	1	4	3	4	26	43
*Note that the 2025 data is provisional and therefore likely misses some collisions in Q4 of 2025						

Table 4: Santa Rosa – Local Streets Only, Bicycles Only – 2012 to 2025*

	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury (estimated)	Total
2012	1	3	44	24	114	190
2013	0	3	28	27	92	153
2014	0	3	26	18	75	125
2015	0	5	25	31	99	165
2016	0	6	27	20	89	148
2017	0	3	21	25	80	133
2018	1	3	19	21	72	120
2019	0	6	29	33	111	185
2020	0	5	12	14	54	90
2021	0	2	15	11	45	75
2022	0	3	10	8	36	60
2023	0	2	7	12	35	58
2024	0	5	20	8	57	95
2025	0	5	5	3	27	45
*Note that the 2025 data is provisional and therefore likely misses some collisions in Q4 of 2025						

Figure 1: Santa Rosa Local Streets Fatal & Serious Injuries 2012 to 2025



As illustrated in Tables 1 through 4 and Figure 1, there has been a significant decrease in all collisions for all modes between 2012 and 2025. Although the total number of collisions remains similar each year, there was a noticeable decrease in 2021, 2023, and 2025 after peaking between 2016 and 2019. Some of the reduction can be attributed to controllable factors, such as new infrastructure improvements or educational campaigns. Other factors are external, such as weather, individual behavior, or otherwise uncontrollable. Regardless the reason for a reduction in collisions, the City does anticipate this downward trend to continue as more projects are completed following the Safe Systems Approach – the idea that transportation projects should be designed to account for even uncontrollable factors by separating vulnerable road users in time and space, and lowering speeds.

2. BEFORE/AFTER COLLISION DATA FOR TRANSPORTATION SAFETY PROJECTS COMPLETED IN 2023 AND 2024

Given that the City is implementing more Safe Systems Approach projects, it will be critical to track collisions to determine if these projects are making a meaningful reduction in collisions. Before and after collision data is often compared a few years after a project is complete to ensure the data gathered is representative of conditions before construction and conditions after construction as users become familiar with the new infrastructure and become comfortable

using it. This Vision Zero Implementation Plan Update is the first year that project-specific collision data is being presented. Roadway segments tracked are listed below and the corresponding data is presented in Table 5.

- **E Street between Sonoma Avenue and College Avenue:** Road diet and Class IIB bike lanes, parking maintained
- **Santa Rosa Avenue between Sonoma Avenue and Maple Avenue:** Road diet and installation of Class IIB bike lanes, parking maintained and landscape median added, bulb-outs, z-crossings, and RRFBs
- **Santa Rosa Avenue between 1st Street and Sonoma Avenue:** Road diet, installation of two-way cycle track on west side, Class IV on east side, new bike only phase at signal on 1st Street, No RTOR added
- **Armory Drive between Ridgway Avenue and Elliott Avenue:** Road diet and installation of two-way cycle track on east side
- **Steele Lane between Meyers Drive and Rowe Drive:** Road diet and installation of Class II bike lane on south side and Class IV on north side, plus school drop off and bus parking maintained
- **Mendocino Avenue between 4th Street and 10th Street:** Road diet and installation of Class IIB bike lanes, parking maintained
- **4th Street between E Street and Bryden Lane:** Road diet, installation of Class IIB bike lanes on majority of section to maintain parking, small section of parking protected Class IV between E Street and Hope Street
- **Sonoma Avenue between E Street and Bobelaine Drive:** Road diet and installation of Class IIB bike lanes, parking maintained

Table 5: Before and After Collision Data of Vision Zero Projects

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
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
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
*Note that some projects have only been installed for 1 to 1.5 years and a second year of full data is not available yet						

FISCAL IMPACT

Discussion of this item does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

Pursuant to CEQA Guidelines Section 15378, the Vision Zero Implementation Plan is not a “project” subject to the California Environmental Quality Act (CEQA) because it does not have a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Vision Zero Implementation Plan
- Attachment 2 – Action Implementation Table
- Attachment 3 – Template-Rapid Engineering Site Review

PRESENTER(S)

Dan Hennessey, Director of Transportation and Public Works