

CITY OF SANTA ROSA  
BICYCLE AND PEDESTRIAN ADVISORY BOARD  
STAFF REPORT  
September 18, 2025

**SUBJECT**

Fiscal Year 2026/2027 Transportation and Public Works Work Plan

**ISSUE**

The Board may consider the Fiscal Year 2026/2027 Transportation and Public Works Work Plan for active transportation projects.

**STAFF PRESENTER**

Torina Wilson, Transportation Planner

**RECOMMENDATION**

No action is required. The Board may provide input on the Work Plan and project prioritization.

**BACKGROUND**

Each year, Transportation and Public Works (TPW) staff presents a proposed Work Plan for the Bicycle and Pedestrian Advisory Board (BPAB) to review. Annual Work Plans are created based on the active transportation projects that are in project development and the capacity of staff to work on the projects.

Staff presented the draft FY 2025/2026 Work Plan to the Board on October 17, 2024. The Board provided comments which were incorporated into the FY 2025/2026 Work Plan. In years prior, the BPAB has received an updated and “final” Work Plan presentation one or two months after providing feedback on the draft Work Plan. For the FY 2025/2026 Work Plan, however, City staff were working on the Active Transportation Plan and therefore changed the process for adopting the Work Plan. Instead of the BPAB receiving a presentation on a “final” Work Plan, City staff proposed moving forward with projects outlined in the Active Transportation Plan, and to complete projects that were already being pursued. The BPAB agreed with this approach and a “final” Work Plan was not presented. Regardless of this altered approach, projects were completed in FY 2024/2025 and can be viewed in Attachment 1.

In addition to the list of projects presented at the October 17, 2024 meeting, the BPAB discussed how future Work Plan updates could be improved to show a more complete picture of how active transportation projects are impacting the greater network. A specific request was made to present collision data in future Work Plan updates, which is included in this Staff Report as Attachment 2 and explained in the Analysis section below.

**ANALYSIS**

The Work Plan follows a specific procedure each year, including:

1. Transportation and Public Works uses the Work Plan to program active transportation projects and studies into the Capital Improvement Program (CIP) for the upcoming budget year.
2. Staff updates the Work Plan to include the status of all projects, specifically those in the newly adopted Active Transportation Plan. These projects are usually grant funded or incorporated into annual pavement preventive maintenance work.<sup>1</sup>

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<sup>1</sup> Note that not all active transportation projects will necessarily be completed through the TPW Work Plan as some projects will be implemented as new development occurs or through other City departments.

As noted in bullet #1 above, the TPW team uses the annual Work Plan to program active transportation projects and studies into the CIP for the upcoming budget year. As shown in Attachment 1, there are a series of bicycle and pedestrian projects that were completed after the presentation of the FY 2024/2025 Work Plan. The document also includes lists for:

- Projects under construction in the current FY 2025/2026
- Projects that are partially complete and will move forward at an unknown time
- Projects awaiting construction
- Projects with studies complete and/or are awaiting funding
- Projects in the planning and/or design phase

As part of this Work Plan presentation, staff compiled collision data for bicycles and pedestrians between January 2020 and June 2025, shown in Attachment 2. There were a total of 238 reported bicycle collisions in this time period, ranging from a low of 29 (for a partial year in 2025) to a high of 59. Reported incidents showed there were no fatal collisions but 24 severe injury collisions, 80 minor injury collisions, 59 complaints of pain collisions, and 75 no injury collisions. For pedestrians, there were 313 reported collisions over the same time period with a low of 32 (for a partial year in 2025) to a high of 64. Reported incidents showed there were 10 fatal collisions, 58 severe injury collisions, 81 minor injury collisions, 76 complaints of pain collisions, and 88 no injury collisions. There were no noticeable trends in the data other than 2024 being observed as the year with the highest number of bicycle and pedestrian collisions citywide. This data will be continually tracked as more low stress active transportation infrastructure is installed, ensuring that trends over time can be observed.

Lastly, staff has included a list of upcoming grants that have been applied to or anticipates applying to, in order to fund active transportation projects. (See Attachment 3.)

## **RECOMMENDATION**

No action is required. The Board may provide input on the Work Plan and project prioritization.

Attachment 1:	TPW Work Plan Projects
Attachment 2:	Bicycle and Pedestrian Collision Data
Attachment 3:	Status of Grant Programs