City of Santa Barbara
Transportation and Circulation Committee

Staff Report

DATE: April 24, 2025

TO: Transportation and Circulation Committee

FROM: Jessica W. Grant, Supervising Transportation Planner
Derrick Bailey, P.E., T.E., Principal Traffic Engineer

SUBJECT: Safe Streets for All Planning Effort – Review of the Safety Analysis and Past and Present Approach to Traffic Safety

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RECOMMENDATION:

That the Transportation and Circulation Committee (TCC) review and comment on the draft Safety Analysis and Past and Present Approach to Traffic Safety chapters of the Safe Streets for All Plan.

DISCUSSION:

The City of Santa Barbara (City) was awarded the Safe Streets For All (SS4A) Planning Grant in 2024 in the amount of $799,000 with a twenty percent City-matching monies to prepare a SS4A Action Plan (Action Plan). The goal of the Action Plan is to prevent traffic related fatalities and serious injuries within the City, while increasing safe, healthy, and equitable mobility for all by strategically identifying infrastructure improvements that remove barriers to safe mobility**.** In fall of 2024, the grant was executed with the federal government and grant funds were appropriated at City Council.

As part of the grant requirements, the Action Plan shall have at least the following chapters outlined below as required for grant funding:

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

Within the grant scope, the City will include chapters on the Past and Present Approach to Traffic Safety and Safe Routes to School.

Over the coming months, staff will release draft chapters, leading to the delivery of a full draft Action Plan in June 2026. The Action Plan must be completed by September 2026. The purpose of a rolling release of chapters is to provide ample time and opportunity for TCC to review and comment.

Staff are ready to share the draft Safety Analysis and Past and Present Approach to Traffic Safety chapters to the TCC as this provides the baseline and context for the Action Plan.

Staff are looking for feedback on graphics and narrative and overall presentation of the data. Staff will return later this year to ask for input on suggested countermeasures to include in the plan as a result of the traffic safety analysis data and community input.

The TCC is the primary committee in providing a final and formal recommendation to Council. However, Staff plan to bring these draft chapters before the Police and Fire Commission, and Neighborhood Advisory Committee for additional comments.

The tentative schedule of milestones for the Safe Streets for All Planning Effort is below:

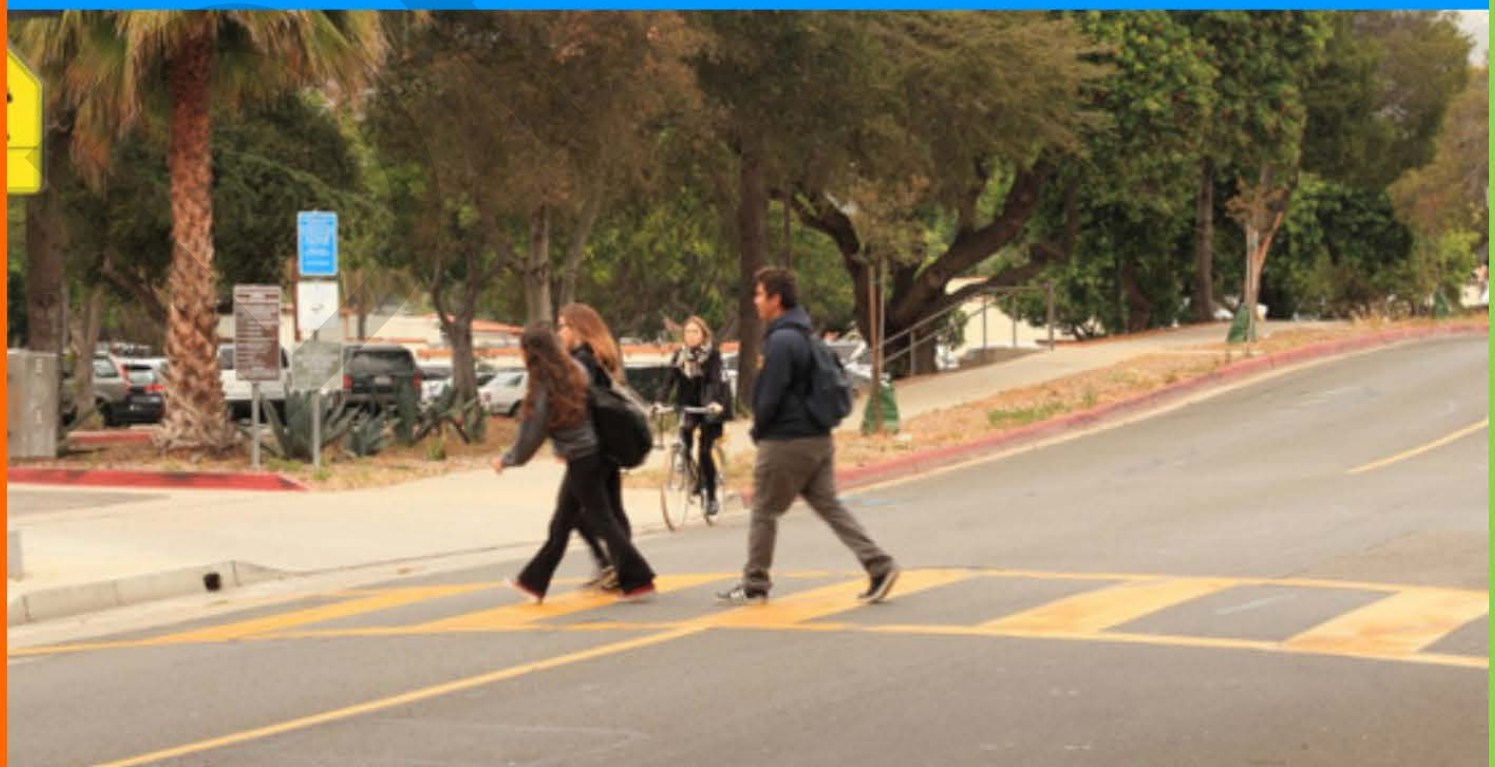
Timeframe	**Milestone**
September / October 2024	Awarded and Appropriated Grant Funds
November - March 2024	Initial Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2024 - April 2025	Collision Data Analysis from 2020-2024
May - June 2025	Initial Traffic Safety Survey Citywide
August / September 2025	Traffic Safety Countermeasures
August / September 2025	Equity Considerations
August / September 2025	Policy Analysis
September 2025	Follow Up Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2025	Safe Routes to School Analysis
October 2025 - February 2026	Project Selections and Review
January 2026	Follow Up Traffic Safety Survey Citywide
April 2026	Draft Safety Action Plan (TCC review and approval)
June 2026	Final Safety Action Plan (City Council review and approval)

ATTACHMENTS:

1. Draft Safety Analysis
2. Draft Past and Present Approach to Traffic Safety

SAFE STREETS FOR ALL ACTION PLAN

April 2025 – DRAFT PLAN



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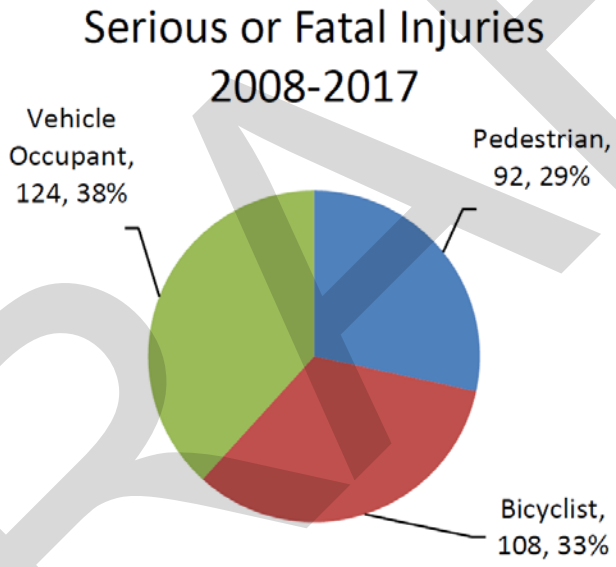
3) Safety Analysis

INTRODUCTION

On average, more than 3,700 people are killed and 16,000 are seriously injured in traffic collisions each year in California.[1] These numbers represent children, parents, spouses, relatives, and friends. Collisions are happening in every community in California, including the City of Santa Barbara. They are happening to people who are driving, and disproportionately, to people who walk and bicycle.

When City Council adopted the Vision Zero Strategy in 2018, there were 324 people that died or were seriously injured from traffic collisions while walking, bicycling, motorcycling, or driving from 2008 to 2017. Consistent with the State's collisions findings, pedestrians and bicyclists were disproportionally represented in collisions resulting in serious injury or death.



2018 Vision Zero Strategy

The Safe Streets for All Analysis expands on the Vision Zero collision analysis from 2008-2017 and evaluates a collision reporting period of five years starting on January 1, 2020, to December 31, 2024. The collision reporting period transitioned from a ten-year period to a five-year period because that is the common reporting period to be eligible for grant monies to address collision patterns and to be consistent with the State of California's methodology for establishing high injury networks. Specifically, the analysis covers: What type of crash is happening? Where is it happening? To whom is it happening? When is it happening? And most importantly, why is it happening? The first step towards developing

[1] Recommendation for California Statewide Guidance on High Injury Networks. cal-guidance-hin-090221.pdf, page 3.

meaningful community-supported solutions is to document existing conditions and patterns of collisions. The next step is to develop a High Injury Networks (HINs) Map in GIS. A HINs Map shows where people have been killed or seriously injured in traffic collisions and to visualize if there are collision hot spots. Finally, a systemic analysis is provided to address whether there are engineering, enforcement, or educational solutions to address the pattern of collisions.

ABOUT THE DATA

Data for this analysis came from collision reports taken by the Santa Barbara Police Department (SBPD) for collisions that happened between January 1, 2020, and December 31, 2024 (5 years).

UNDERSTANDING COLLISION SEVERITY

Collision reports contain the highest degree of injury experienced by parties involved. The degrees of injuries are categorized as follows:

FATAL: A person dies due to injuries sustained in the crash.

SEVERE INJURY: A person has major, visible injuries like broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."

OTHER VISIBLE INJURIES: Injuries, other than fatal or severe, which are evident to any person at the collision scene. A person has significant and visible injuries like bruises or minor lacerations.

COMPLAINT OF PAIN: A person has injuries that are not apparent from the outside. Examples include limps, neck pain, or confusion.

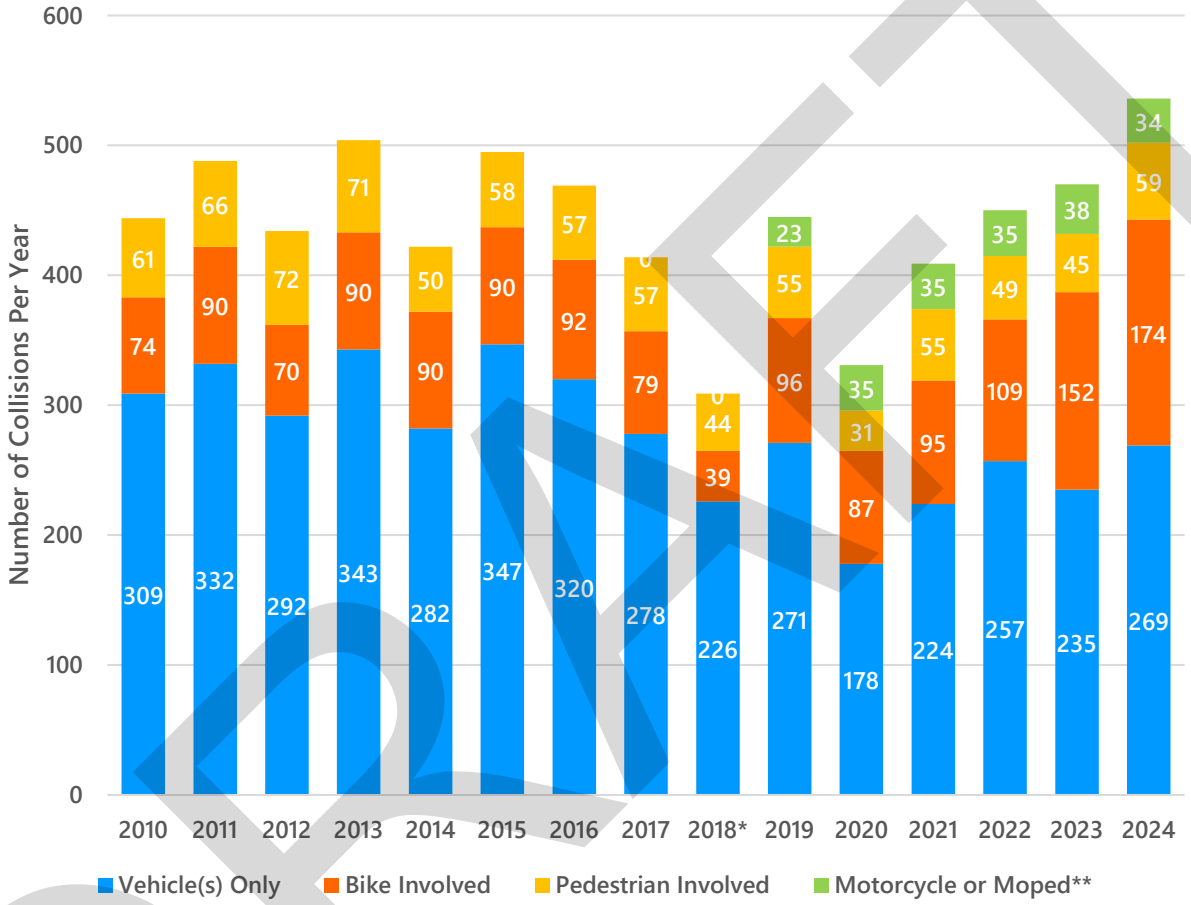
PROPERTY DAMAGE ONLY (PDO): No injuries were sustained.

For the purpose of this analysis, fatal and severe injury collisions are generally grouped together because the difference between death and a severe injury can depend on factors such as emergency response time or the victim's health rather than the collision type. Also, PDOs are excluded from this analysis as collision reports are taken less consistently for PDO collisions, meaning PDO data are less reliable for the purposes of identifying trends and patterns within collision data.

LONG TERM COLLISION TRENDS IN SANTA BARBARA

The frequency of collisions in Santa Barbara is trending upward (Figure 1).

Figure 1: 15 Year Trend: Number of Injury Collisions (All Severities) by Mode

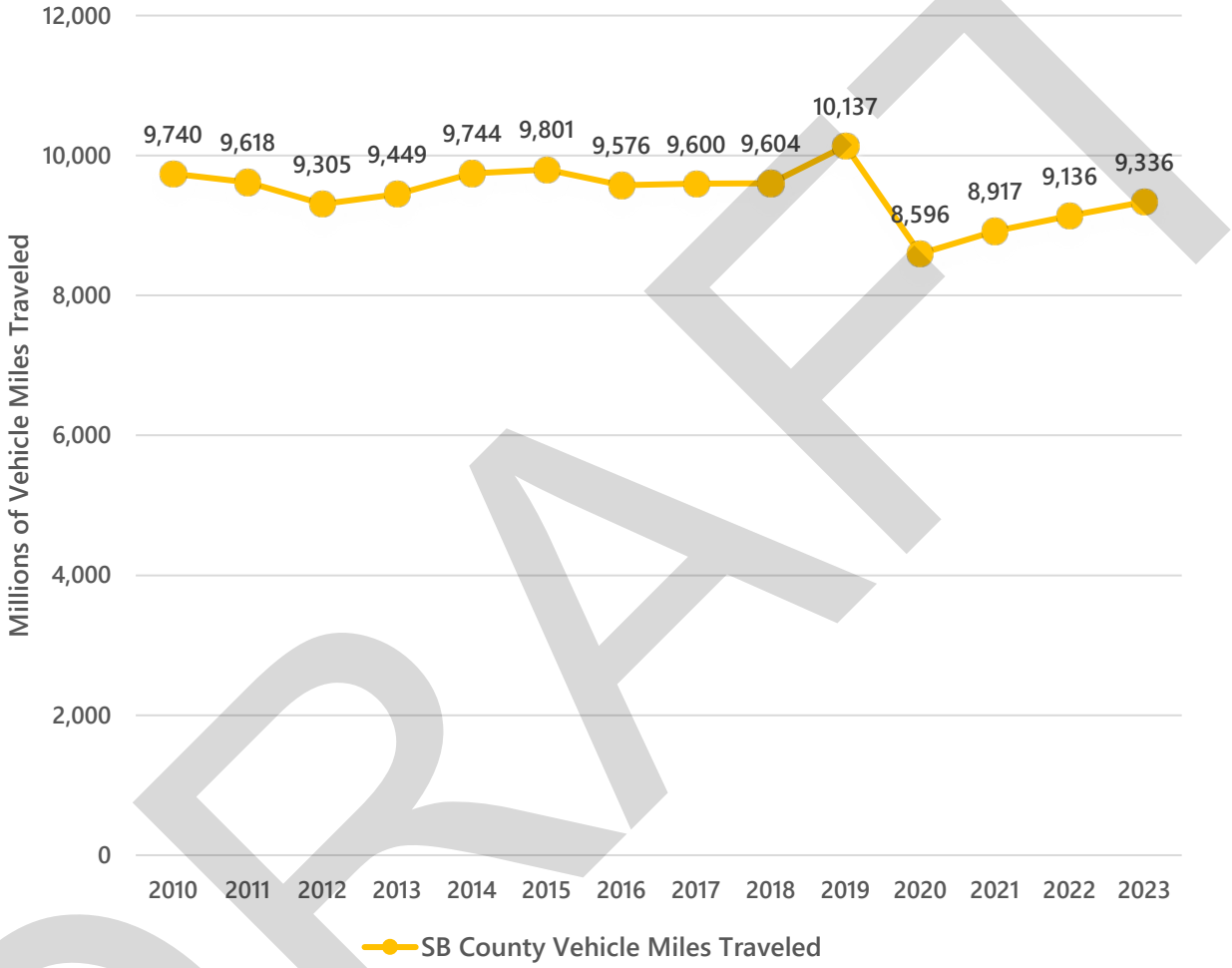


** Collision data for 2018 is incomplete due to transitioning between collision analysis databases*
*** Motorcycle and Moped Collisions Included in Vehicle Category Prior to 2019*
**** Note that bike vs pedestrian are included in bike involved*

Traffic collisions tend to follow rates of increased traffic, which in turn is typically caused by increases in population or economic activity. Figure 2 shows the trends in amount of traffic in Santa Barbara County. This data was obtained through the Santa Barbara Association of Governments. The data shows the amount of vehicle miles traveled on streets and highways in Santa Barbara County. Vehicles miles traveled is the sum (distance) of the amount of driving in Santa Barbara and is a good indicator of trends in traffic volumes in our region.

Traffic volumes and total distance traveled dropped in 2020 due to stay at home orders during the height of the COVID-19 pandemic. As of 2023, traffic was still below amounts before 2020.

Figure 2: Vehicle MIles Traveled in Santa Barbara County

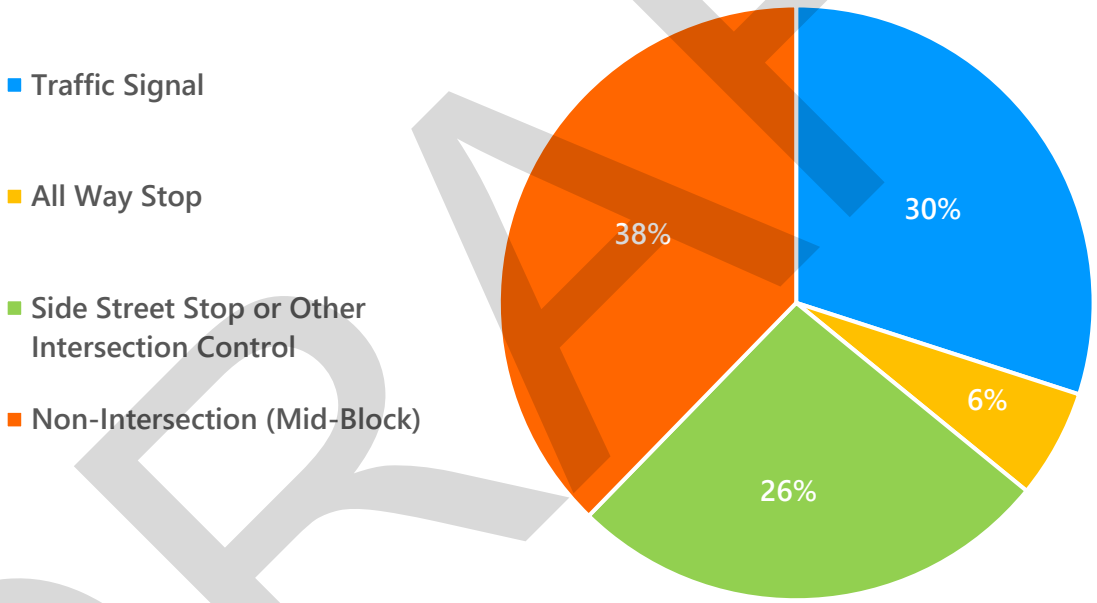


KNOWING WHERE TO FOCUS COLLISION REDUCTION EFFORTS

Where are Collisions Happening?

Most collisions in the City happen at intersections. Approximately 62% of injury collisions in Santa Barbara happen at intersections, and 38% happen at non-intersection locations (mid-block). 30% of intersection related collisions happen at intersections with traffic signals (Figure 3).

Figure 3: Location of Collisions Resulting in Injuries
(All Severities, 2020 to 2024)



Who Are The Victims?

Between 2020 and 2024, there were 2,196 reported collisions resulting in injuries. Figure 4 shows the share of severe and fatal injuries by mode, and Figure 5 shows the proportion of collisions by mode that result in severe or fatal injuries.

Figure 4: Share of Fatal and Severe Collisions by Travel Mode (2020 to 2024)

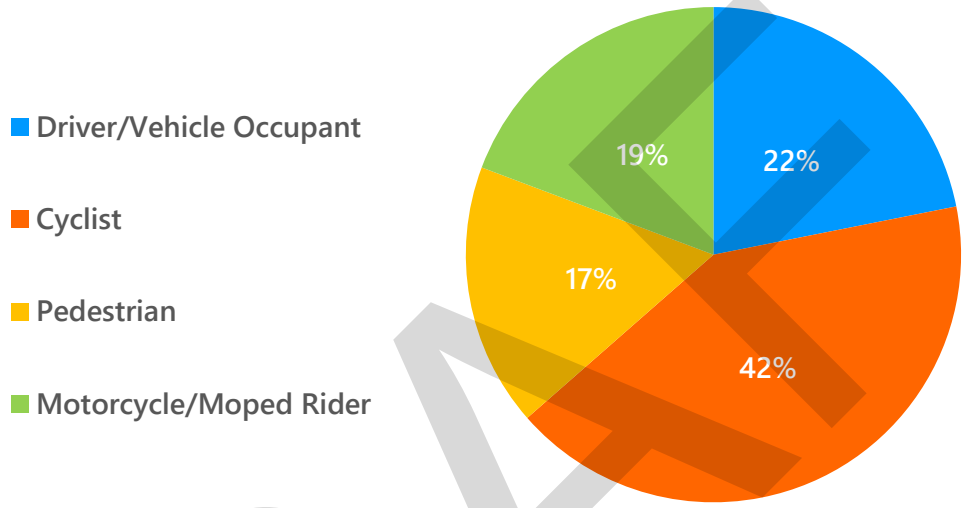
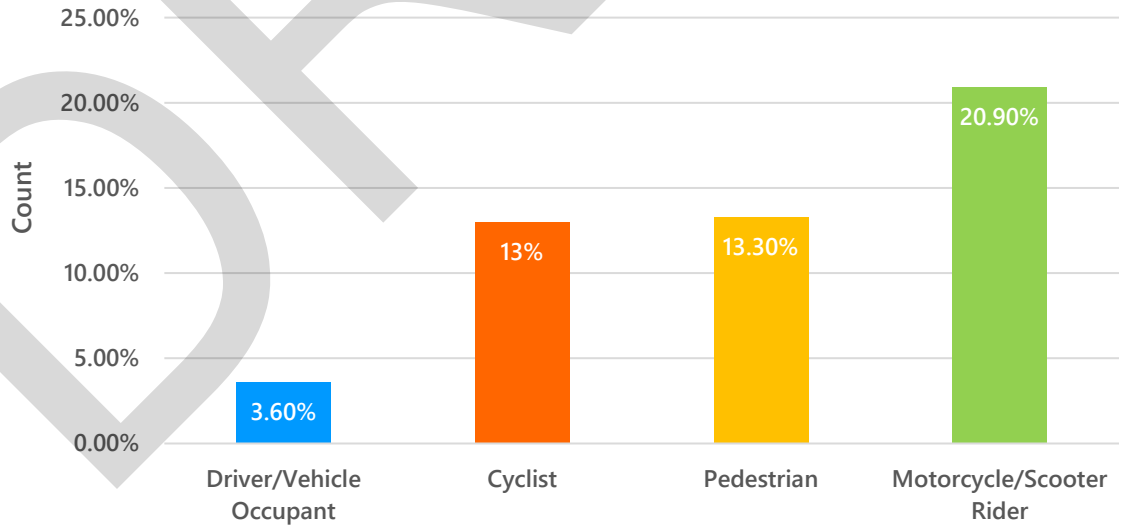


Figure 5: Reported Injury Collisions Resulting in Severe or Fatal Injury by Travel Mode (2020 to 2024)



Who Are Vulnerable Road Users?

People walking, biking, or any other form of rolling are all vulnerable road users. When traveling on foot or by bike, or by motorcycle, the human body has less protection from crash forces, especially if it comes into conflict with a motor vehicle. All three groups are overrepresented in the City's fatal and severe injury crashes (Table 1).

TABLE 1: ROAD USER AND COLLISION SEVERITY, 2020 TO 2024

Road User Involved	Collision Count				Share of Total Reported Injury Collisions	
	Fatal	Severe	Other Visible Injuries	Complaint of Pain	Share of Fatal and Severe Collisions	Share of All Injury Collisions
Pedestrian	4	29	114	83	17%	10%
Bicyclist	2	78	368	168	42%	28%
Motorcycle / Moped Driver	4	33	101	39	19%	8%
Vehicle Occupant	4	38	452	680	22%	54%
Total	**14**	**178**	**1035**	**970**	**100%**	**100%**

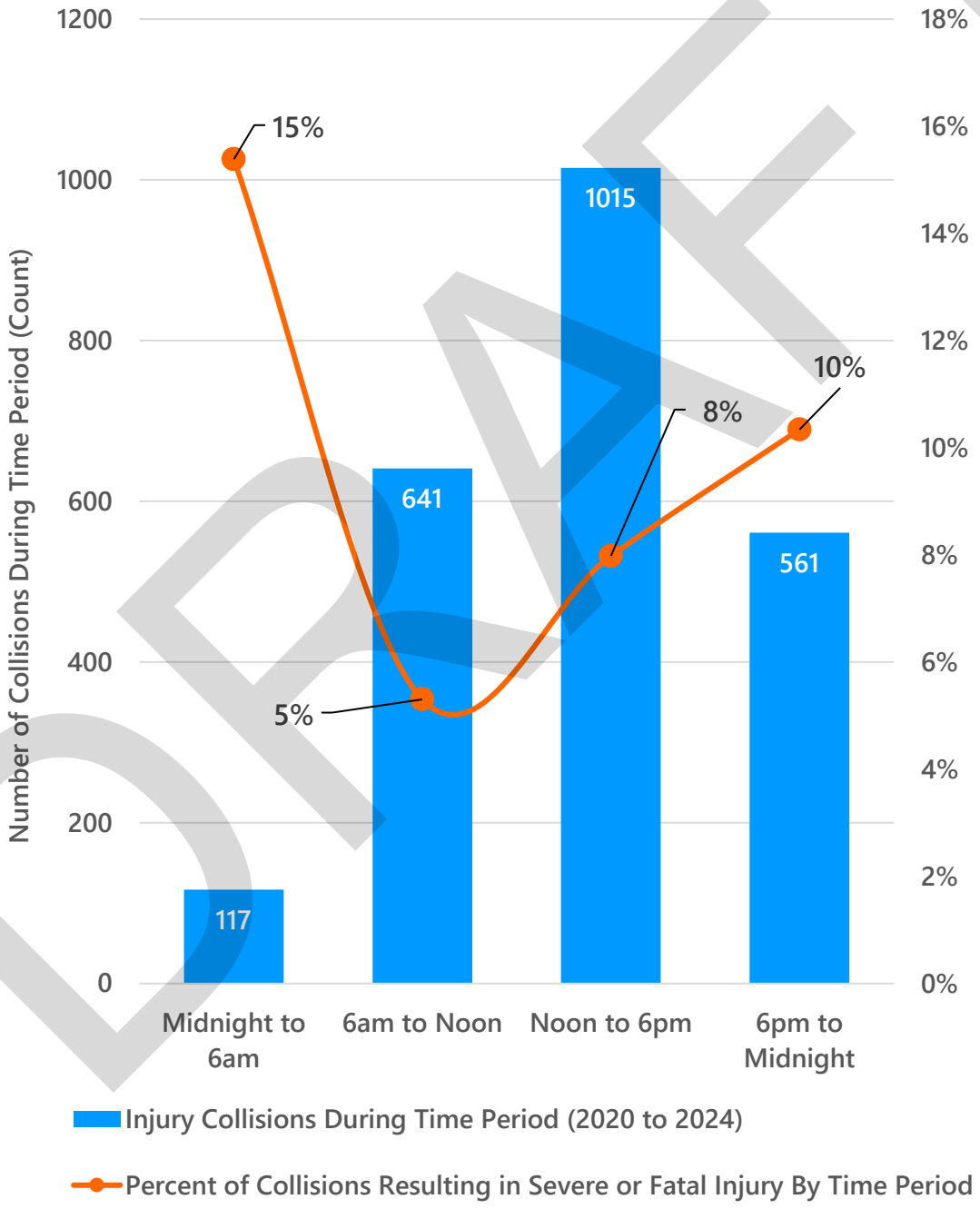
Specific data relating to pedestrian, bicyclist, and motorcycle involved collisions are below.



When Are Collisions Happening?

The highest number of injury collisions happen between noon and 6 p.m. The proportion of severe collisions increases between 6 p.m. to midnight, and midnight to 6 a.m.

Figure 6: Proportion of Collisions by Time of Day (2020 to 2024)



Why Are Collisions Happening?

Primary Collision Factor

The tables below show the top five primary collision factors for all collisions resulting in injuries, and collisions resulting in severe or fatal injuries. There are a total of 21 primary collision factors documented in collision records.

TABLE 1: TOP 5 PRIMARY COLLISION FACTORS VS. TYPE FOR ALL SEVERITIES

Primary Collision Factor	Description	Percentage of Total
Auto R/W Violation	Making a maneuver without respecting the right-of-way of another driver	16.8%
Improper Turning	Turning at a distance unnecessarily far from a curb, turning without using turn signals, or making a type of turn prohibited by signage	15.1%
Unsafe Speed	Driving at an unsafe speed for the conditions	14.4%
Unknown	Primary Collision Factor Could Not Be Determined	13.5%
Driving Under Influence	Driving or bicycling while under the influence of alcohol or drug	10.3%

* Percentages shown are percent of total collisions resulting in injuries.

TABLE 2: TOP 5 PRIMARY COLLISION FACTORS FOR COLLISIONS RESULTING IN SEVERE AND FATAL INJURIES

Primary Collision Factor	Description	Percentage of Total
Unsafe Speed	Driving at an unsafe speed for the conditions	16.2%
Unknown	Primary Collision Factor Could Not Be Determined	15.6%
Driving Under Influence	Driving or bicycling while under the influence of alcohol or drug	13.1%
Improper Turning	Turning at a distance unnecessarily far from a curb, turning without using turn signals, or making a type of turn prohibited by signage	11.5%
Auto R/W Violation	Making a maneuver without respecting the right-of-way of another driver	10.5%

* Percentages shown are percent of total collisions resulting in severe or fatal injuries.

Collision Type

The tables below show the top five collision types for all collisions resulting in injuries, and collisions resulting in severe or fatal injuries. There are a total of nine primary collision factors documented in collision records.

TABLE 3: TOP 5 COLLISION TYPES FOR ALL COLLISIONS RESULTING IN INJURIES	
Collision Type	**Percentage of Total**
Broadside (T-bone)	27.2%
Other (unique collision scenario but 94% of "other" collisions are bicycle involved)	21.0%
Rear-End	18.4%
Vehicle - Pedestrian	10.4%
Sideswipe	9.4%

TABLE 4: TOP 5 COLLISION TYPES FOR COLLISIONS RESULTING IN SEVERE OR FATAL INJURIES	
Collision Type	**Percentage of Total**
Other (unique collision scenario but 94% of "other" collisions are bicycle involved)	32.1%
Broadside (T-bone)	17.7%
Vehicle - Pedestrian	17.2%
Hit Object	9.4%
Rear-End	8.3%

Who Is At Fault?

Figures 7 and 8 below show the party at fault collisions between 2020 and 2024 for all collisions resulting in injuries, and collisions resulting in severe or fatal injuries. The table does not include solo bike or motorcycle/moped collisions. Data for solo collisions are shown in the bicyclist and motorcycle specific sections below. As shown in the figures above, drivers are most often at fault.

Figure 7: Party at Fault for Collision
(All Injury Severities, 2020 to 2024)

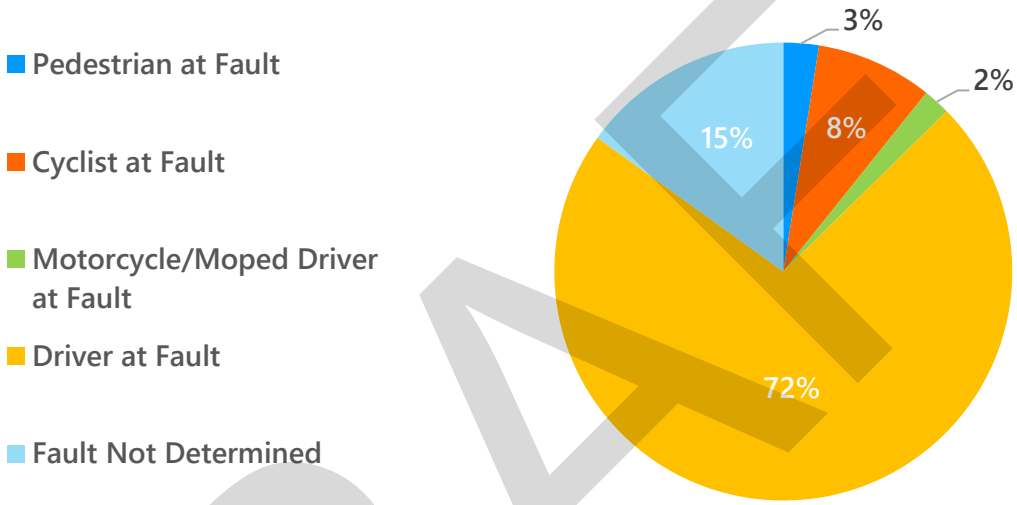
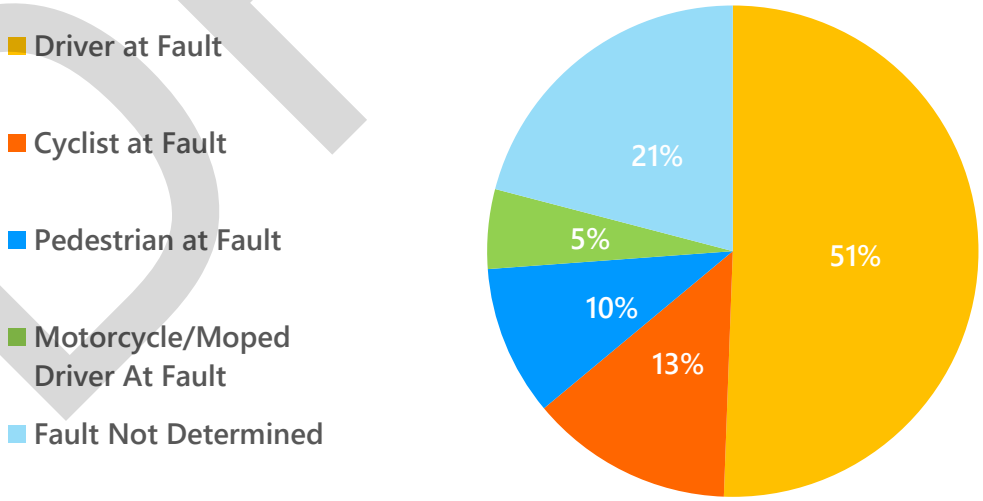


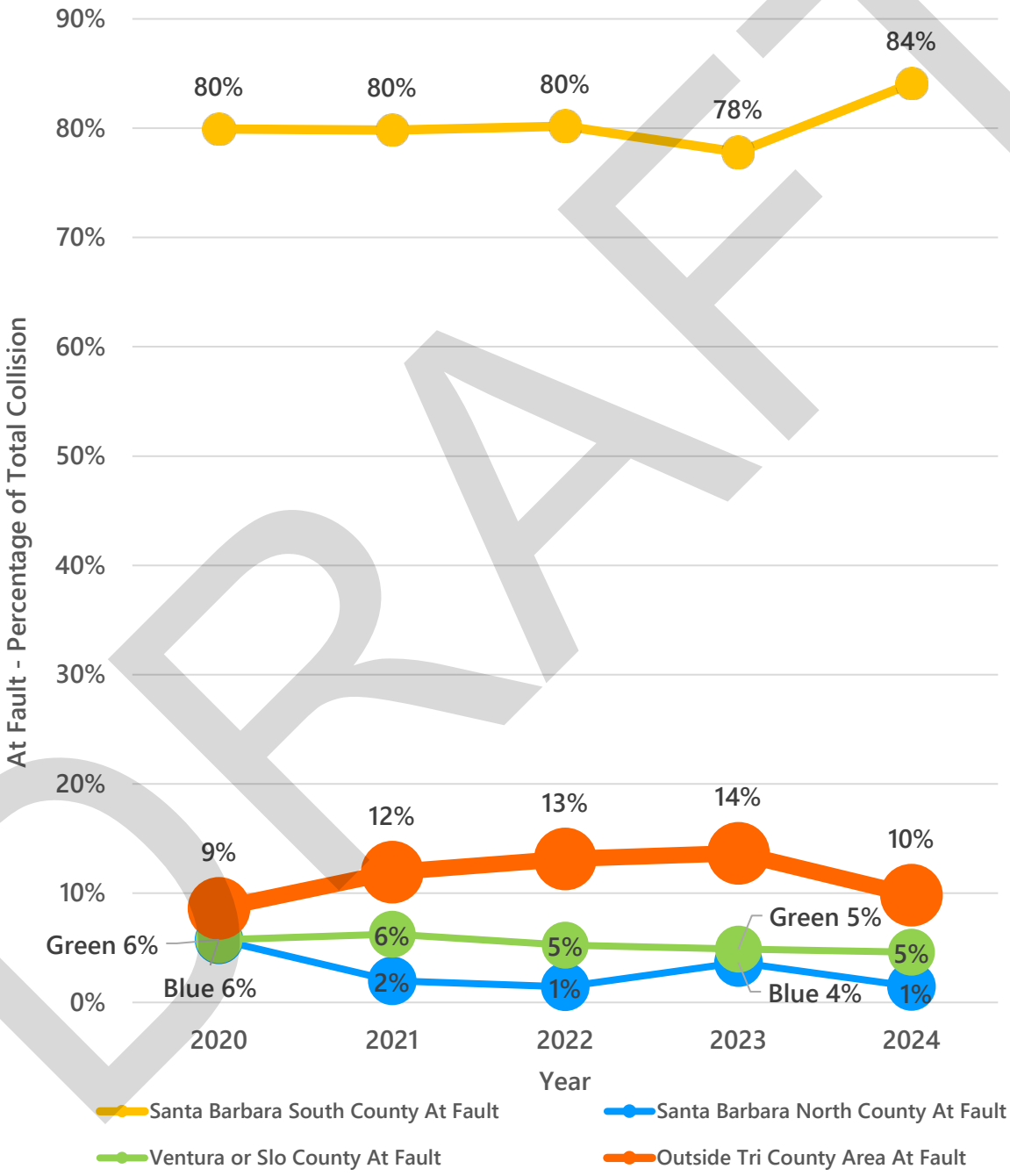
Figure 8: Party at Fault in Collisions Resulting in Severe or Fatal Injuries (2020-2024)



Where Are The At Fault Parties From?

Figure 9 below shows where the at fault parties home address is located for collisions where fault could be determined. Most collisions in the City are caused by people that live in the south county area of Santa Barbara.

Figure 9: Party at Fault by County Location (All Severities)



Pedestrian Involved Collision Data

As mentioned above, pedestrians are vulnerable road users. When pedestrians are involved in collisions, the severity of collisions tends to be higher because pedestrians have no protection.

Pedestrian Involved Collision Trends and Collision Severity

Figure 10 below shows the five-year trend in pedestrian involved collisions. Unlike vehicle involved or bicyclist involved collisions, pedestrian involved collisions have been relatively stable (except for 2020, which had fewer citywide collisions due to stay at home orders). However, pedestrians continue to be overrepresented in terms of severity of collisions.

Figure 10: Pedestrian Involved Collisions
(All Injury Severities)

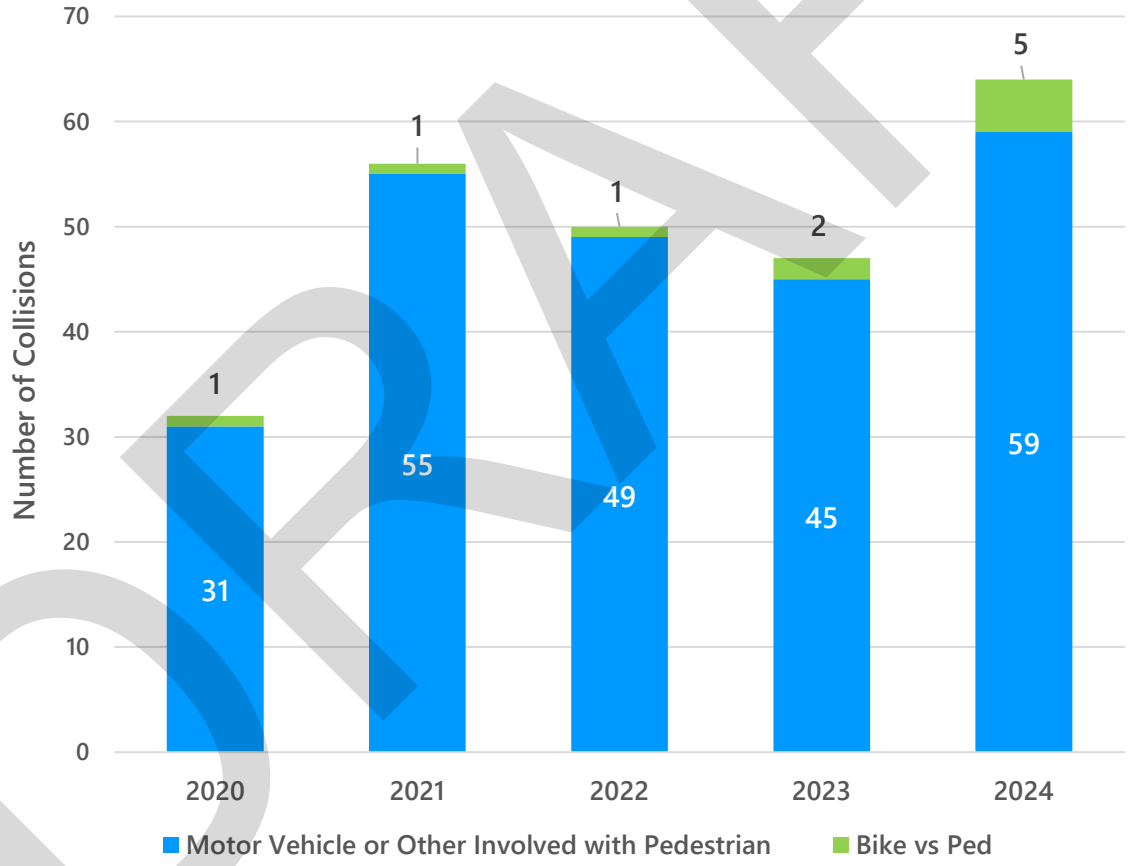
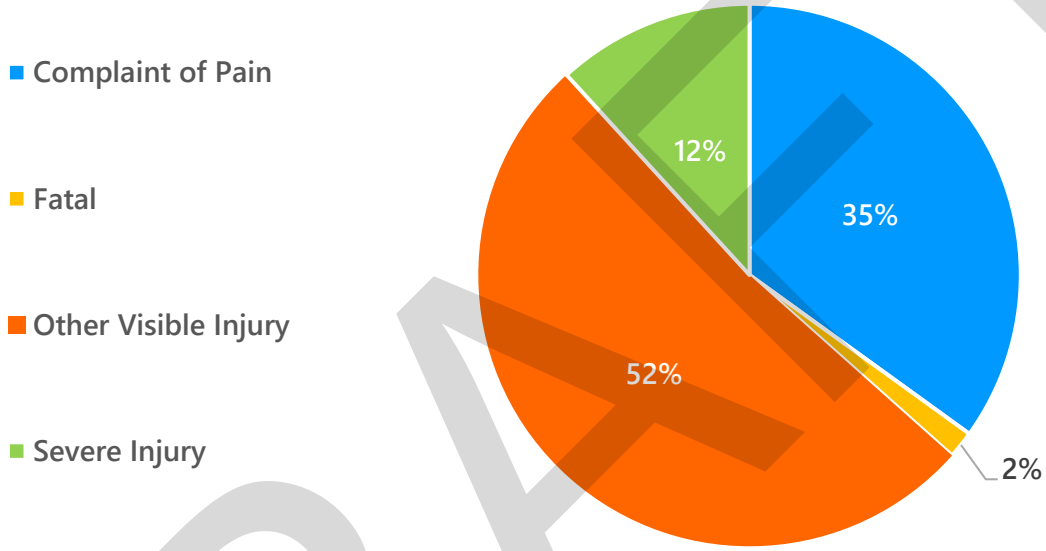


Figure 11 shows the proportions of degree of injuries for pedestrians involved in collisions between 2020 and 2024. For pedestrians, 13.3% of collisions result in either severe or fatal injuries. This compares to approximately 13% of bicyclist involved collisions resulting in severe or fatal injuries, 21.3% of motorcyclists, and about 3.7% for collisions involving only motor vehicles.

Figure 11: Proportion of Degree of Injuries for Pedestrian Involved Collisions (2020 to 2024)



Where Are Pedestrian Involved Collisions Happening?

Figure 12 below maps the individual pedestrian involved collisions that happened between 2020 and 2024. Figure 13 is a heat map of pedestrian involved collisions and illustrates where higher concentrations of pedestrian involved collisions have happened. The heat map is weighted for severity of collisions, so collisions resulting in more severe injuries will cause a darker color. The method for weighting collisions based on injury severity is described in more detail in the high injury network section of this report.

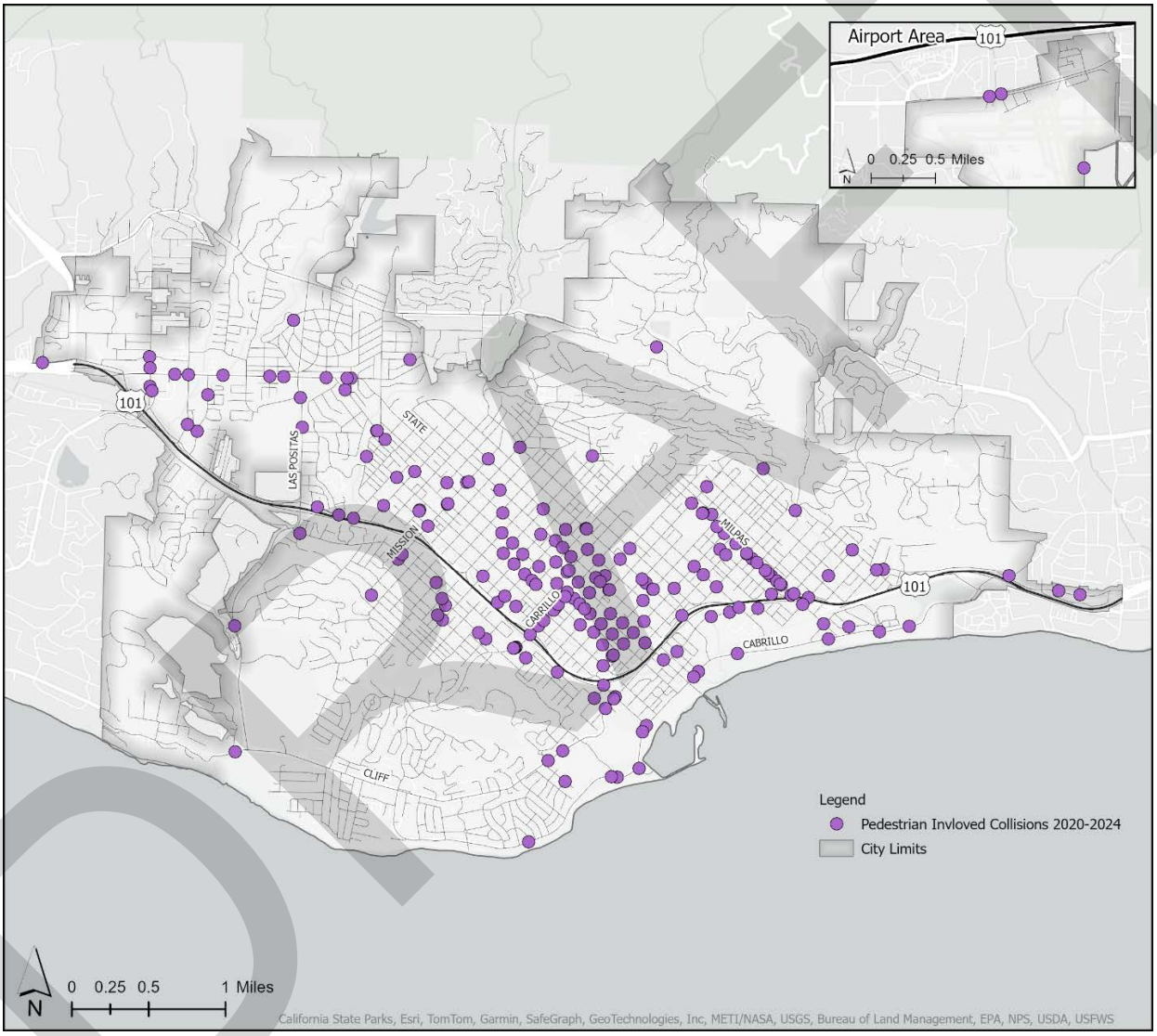


Figure 1: Map of Pedestrian Involved Collisions 2020 to 2024

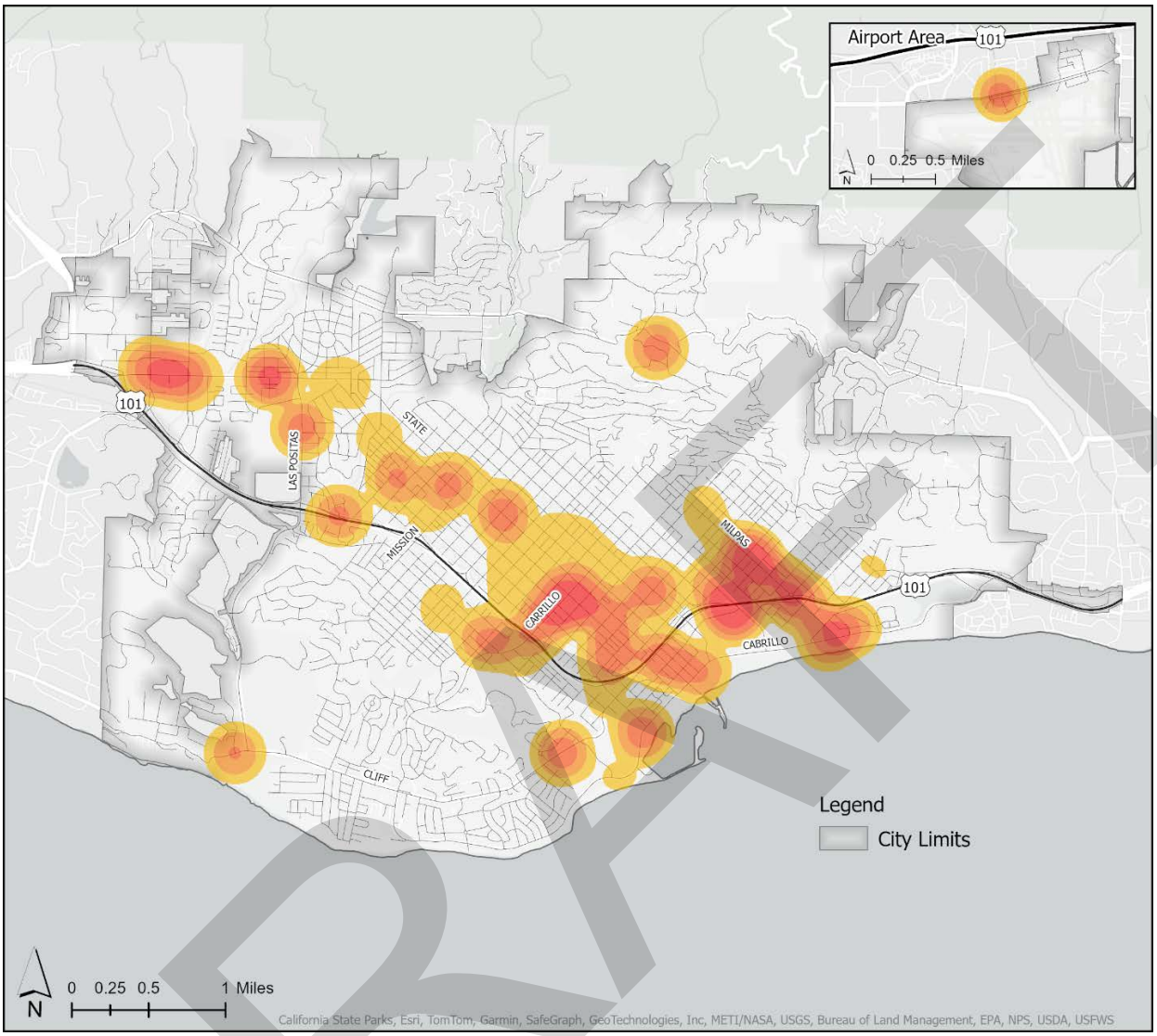


Figure 2: Heat Map of Pedestrian Involved Collisions, 2020 to 2024

Figure 14, below shows that the majority of pedestrian involved collisions happen at intersections. Figure 15 shows that the majority of pedestrians are hit crossing in a crosswalk at intersections.

Figure 14: Type of Intersection Control Where Pedestrian Involved Collisions Have Occurred (2020 to 2024)

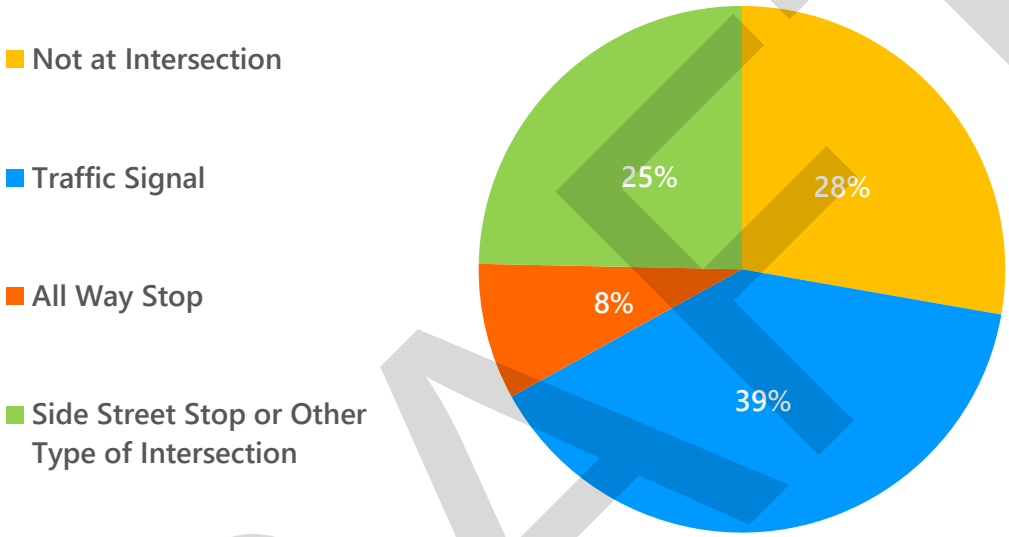
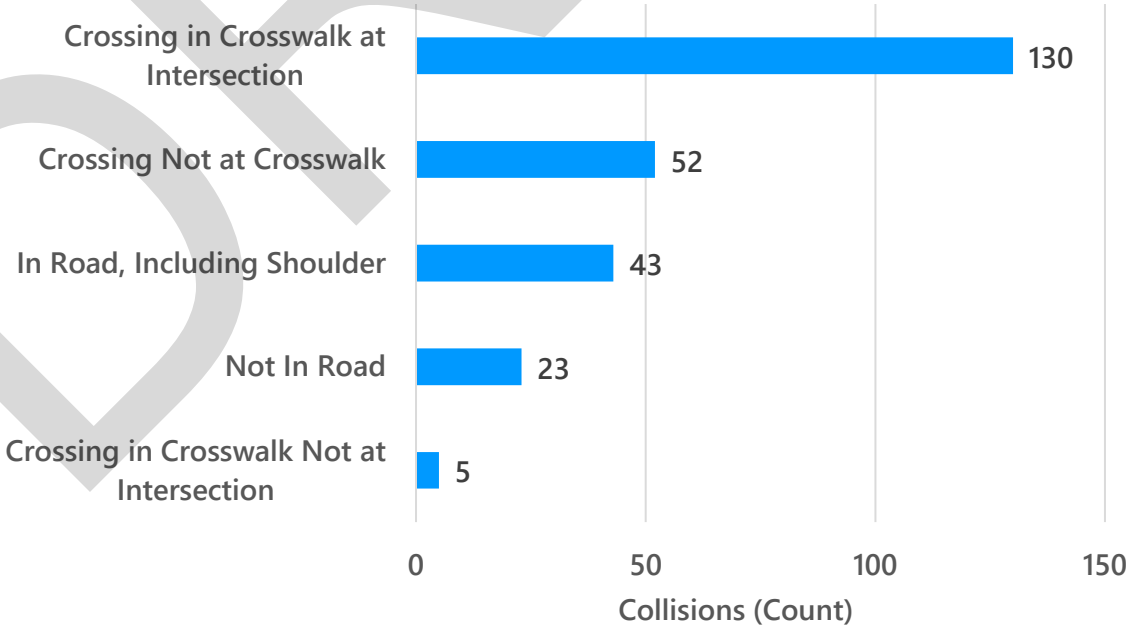


Figure 15: Location of Pedestrian Involved Collisions (Pedestrian Action, 2020 to 2024)



Who Is At Fault in Pedestrian Involved Collisions?

As shown in Figure 16, below, drivers are at fault a majority of the time with a pedestrian involved collision.

Figure 16: Party At Fault in Pedestrian Involved Collisions Where Fault Could Be Determined (2020 to 2024)

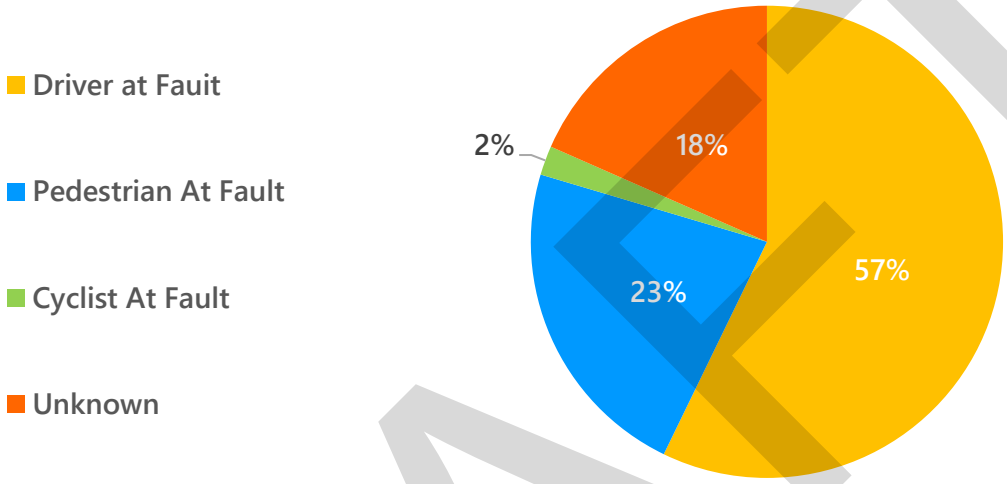


TABLE 6 – TOP 3 DRIVER MOVEMENTS PRECEDING PEDESTRIAN INVOLVED COLLISIONS	
Making Left Turn	31.3%
Proceeding Straight	28.7%
Making Right Turn	13%

Takeaways

While the number of pedestrian involved collisions has been stable, pedestrians are overrepresented in the number of collisions resulting in severe or fatal injuries. Other takeaways:

- Drivers are at fault in the majority of pedestrian involved collisions (57%).
- The majority of pedestrian involved collisions happen at intersections (72%).
- Of the collisions that happen at intersections:
  - 39% of total pedestrian involved happen at traffic signals.
  - 25% of total pedestrian involved collisions happen at intersections with two-way stop signs or other types of intersections.
  - 8% of total pedestrian involved collisions happen at all-way stop intersections.

BICYCLIST INVOLVED COLLISION DATA

Bicyclist Involved Collision Trends and Collision Severity

Figure 17 below shows the five-year trend of bicycle involved collisions in Santa Barbara, including the number of standard bikes and number of e-bikes. Note that prior to 2022, e-bikes were not tracked as a specific type of vehicle in the statewide collision record keeping system.

Figure 17: Bicycle Involved Collisions (All Injury Severities)

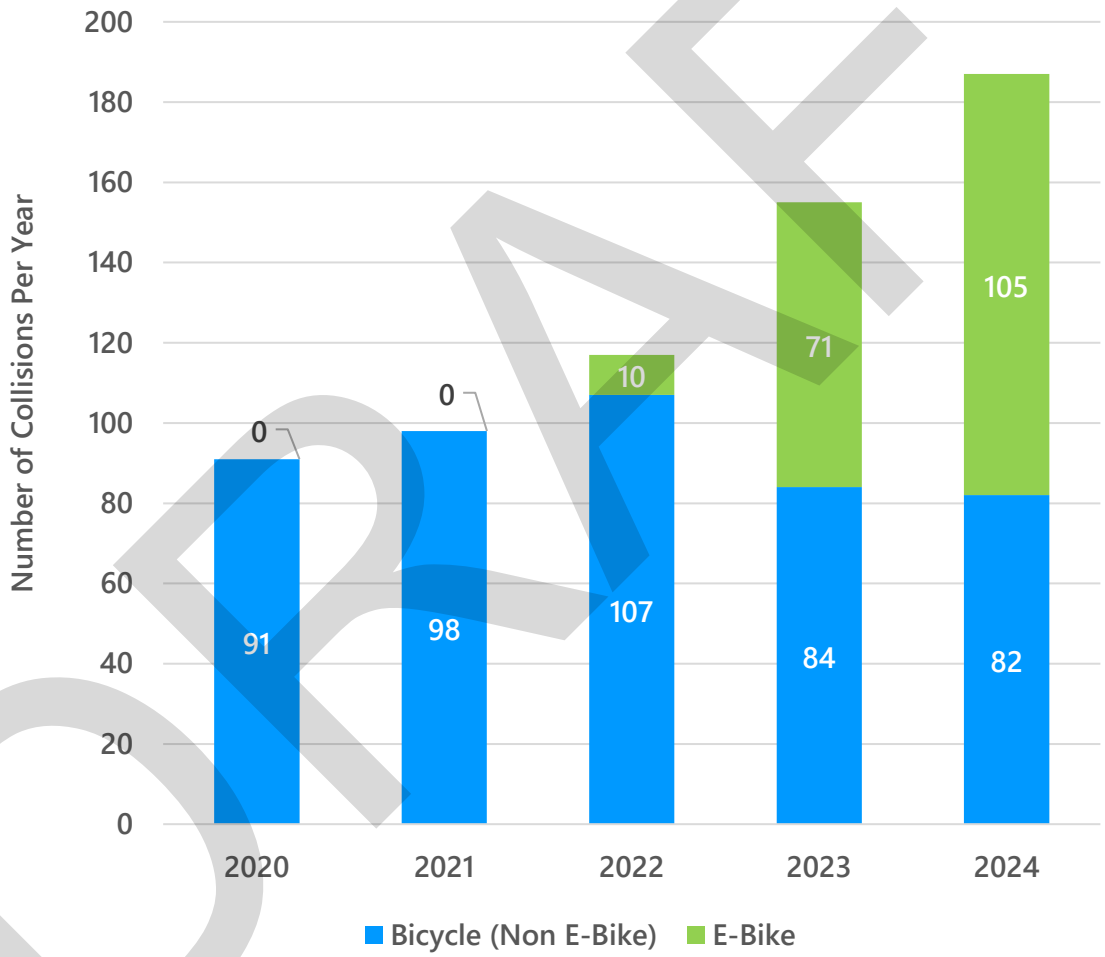


Figure 18 below shows who the other party involved in the bicycle involved collision is.

Figure 18: Who Is the Other Party in Bicycle Involved Collisions?

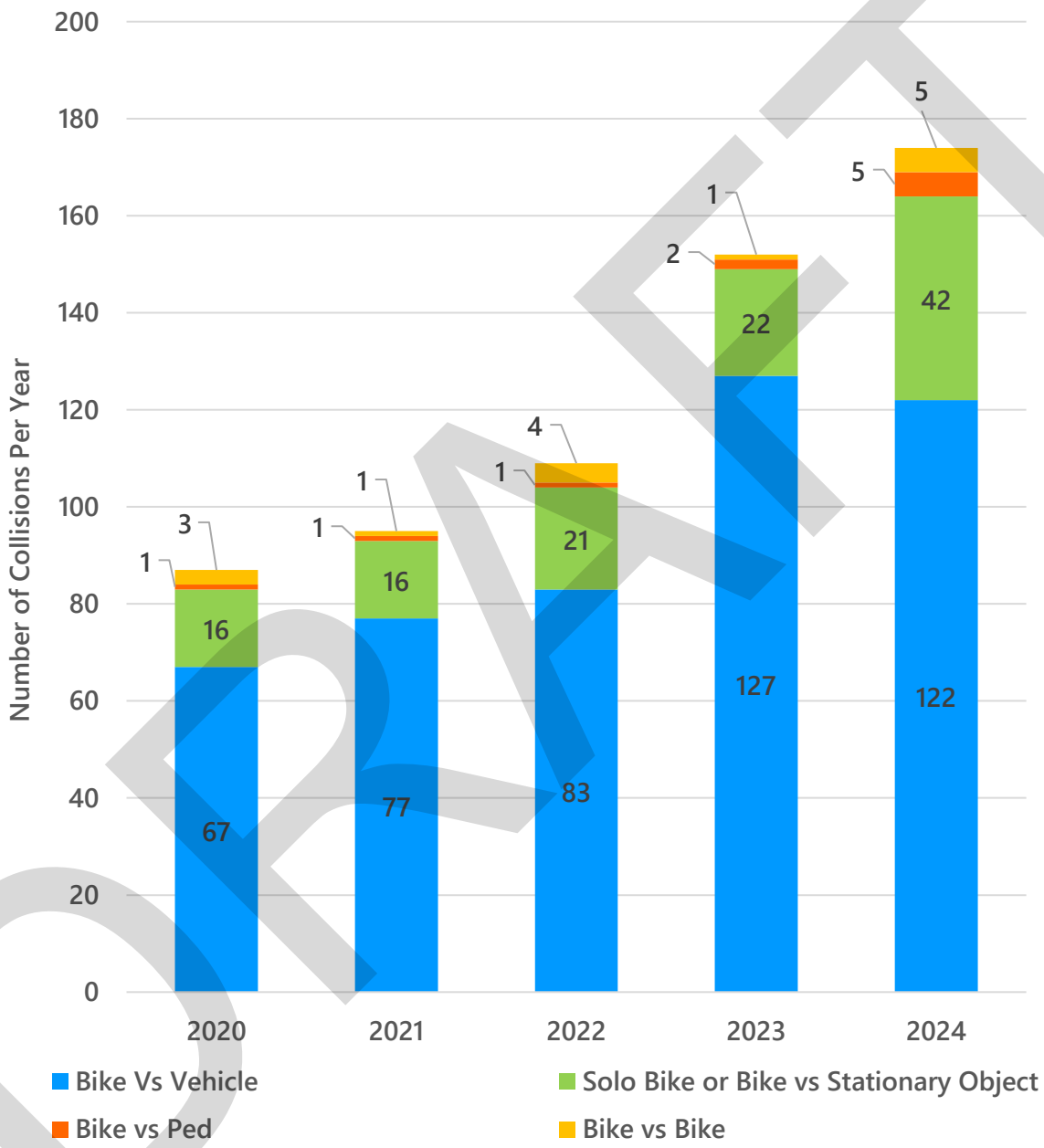
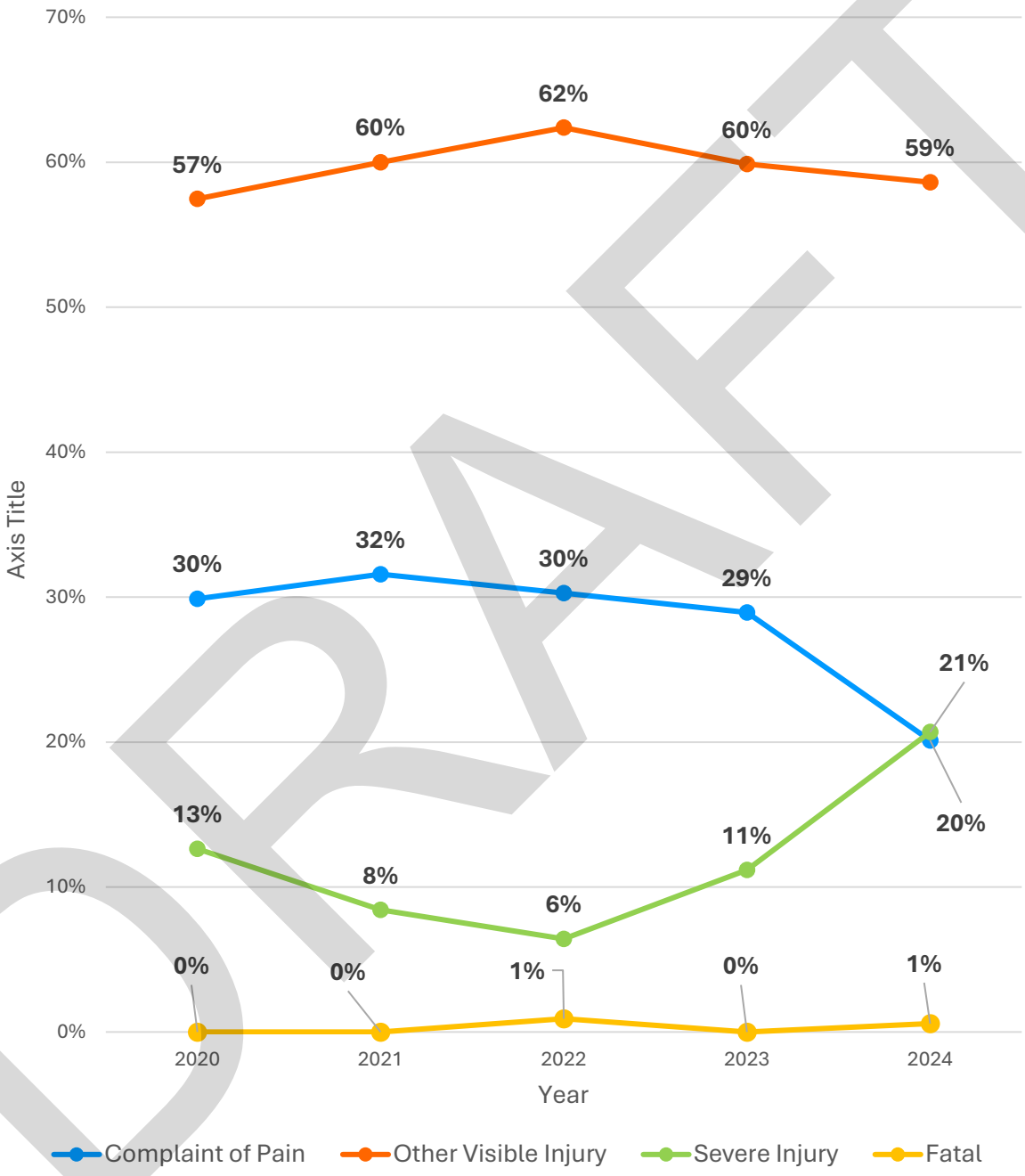


Figure 19 below shows in the severity of bicycle involved collisions over time.

Figure 19: Proportion of Bicycle Involved Collisions by Severity



Where Are Bicyclist Involved Collisions Happening?

Figure 20 below maps the individual bicycle involved collisions that happened between 2020 and 2024. Figure 21 is a heat map of bicycle involved collisions and illustrates where higher concentrations of bicycle involved collisions have happened. The heat map is weighted for severity of collisions, so collisions resulting in more severe injuries will cause a darker color. The method for weighting collisions based on injury severity is described in more detail in the high injury network section of this report.

Figure 22 illustrates the proportion of bicycle involved collisions at intersections versus non-intersection locations.

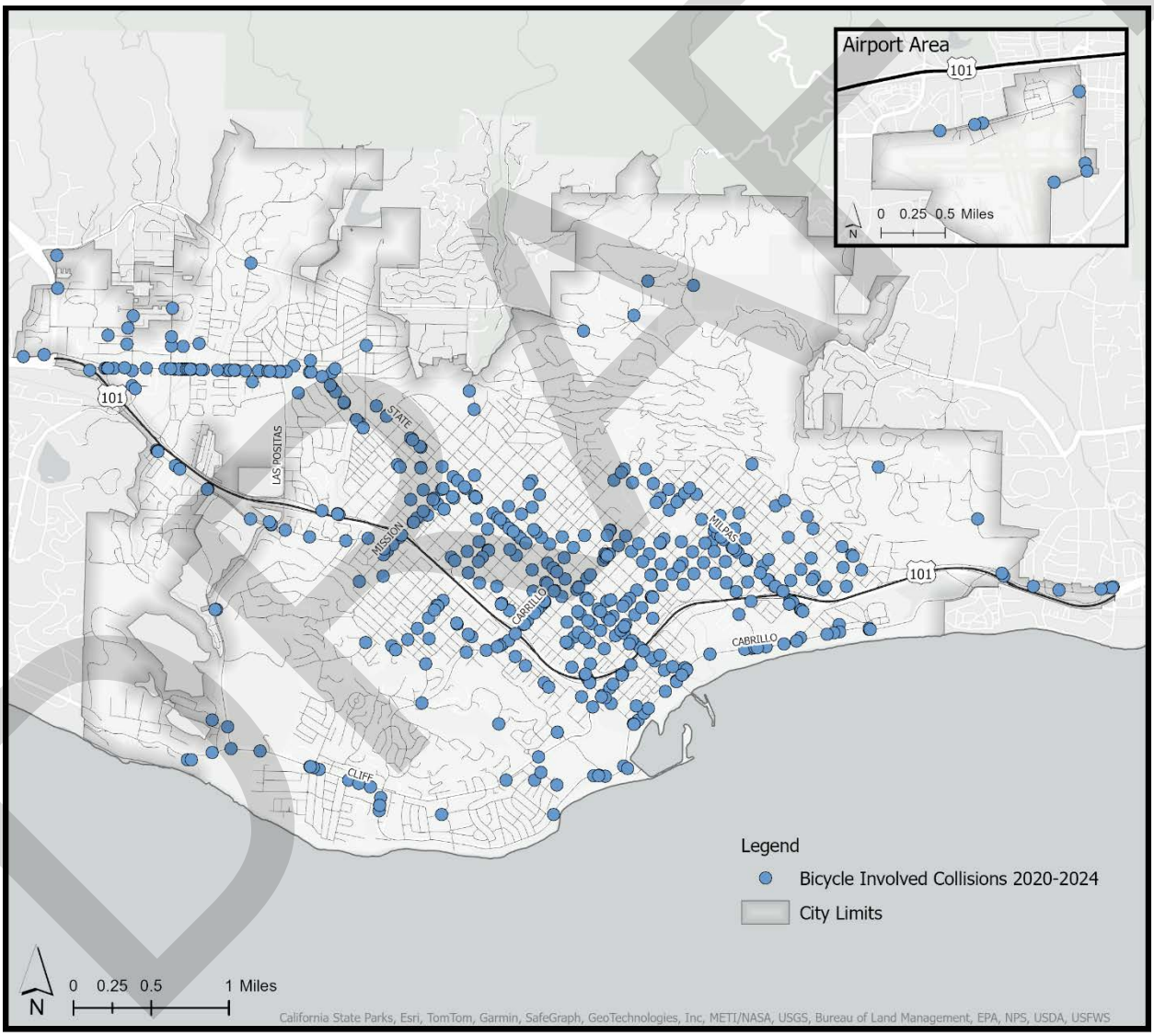


Figure 3: Map of Bicycle Involved Collisions 2020 to 2024 (Does not include collisions on sidewalks or multiuse paths)

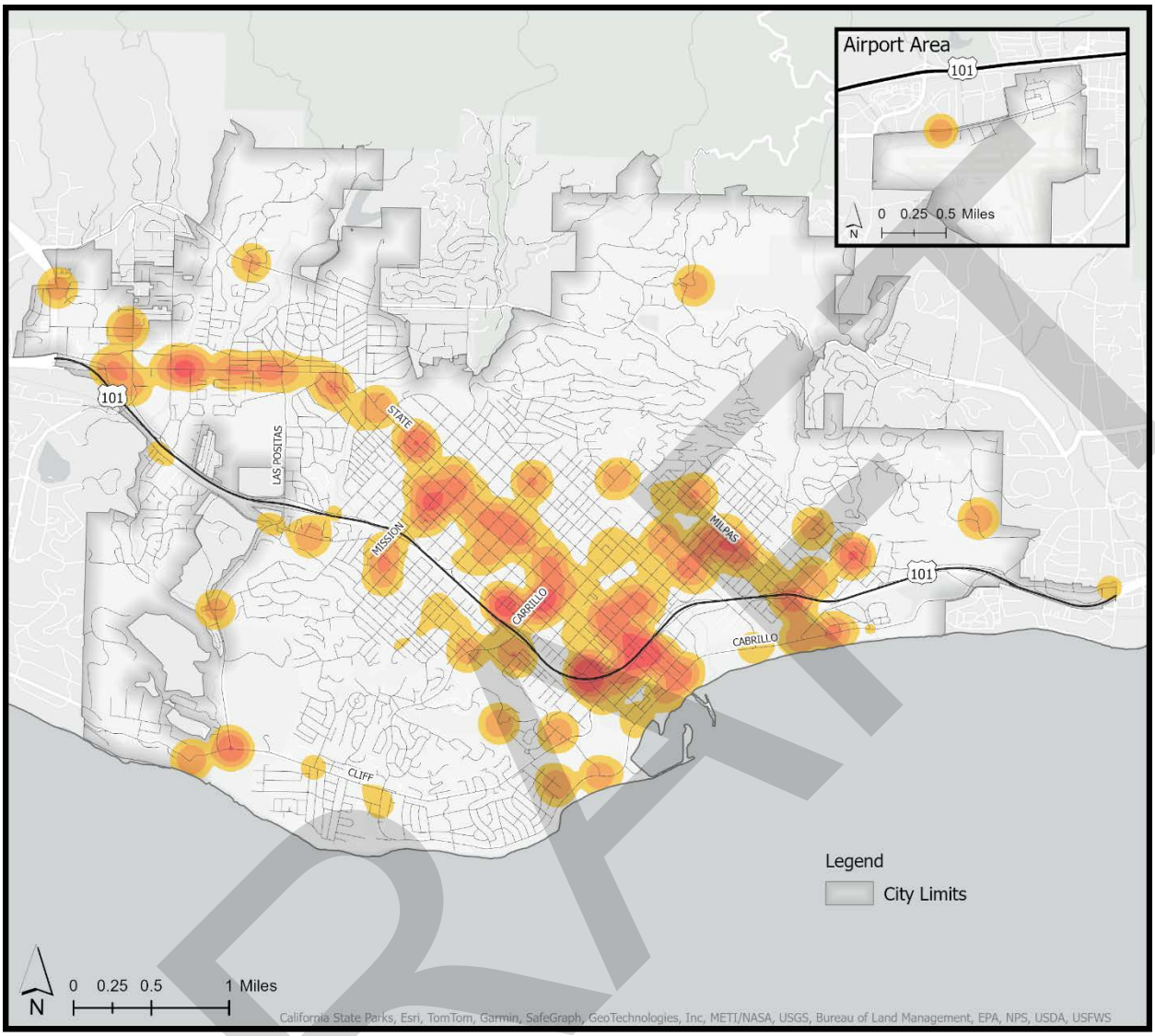


Figure 4: Heat Map of Bicycle Involved Collisions, 2020 to 2024 (Does not include collisions on sidewalks or multiuse paths)

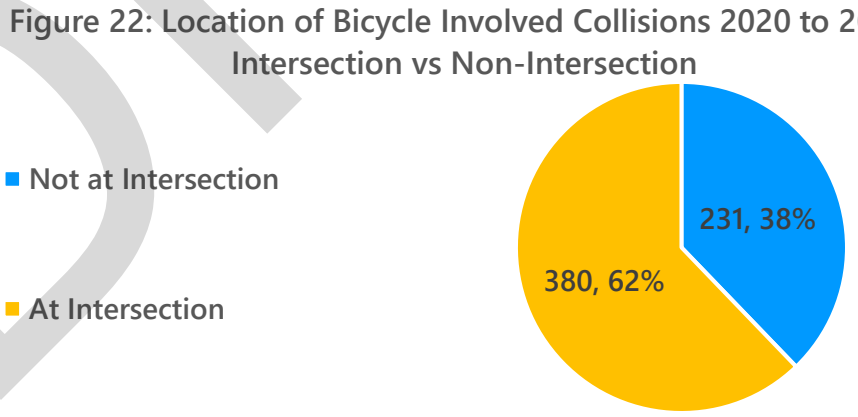


Figure 5: Location of Bicycle Involved Collisions 2020 to 2024, Intersection vs Non-Intersection

Who Is At Fault In Bicyclist Involved Collisions?

Figure 23 below shows the party at fault in bicycle involved collisions excluding solo bicycle involved collisions. Solo bicycle involved collisions are shown in Figure 24.

Figure 23: Party at Fault in Bike Involved Collisions (Excluding Solo Bike Crashes)

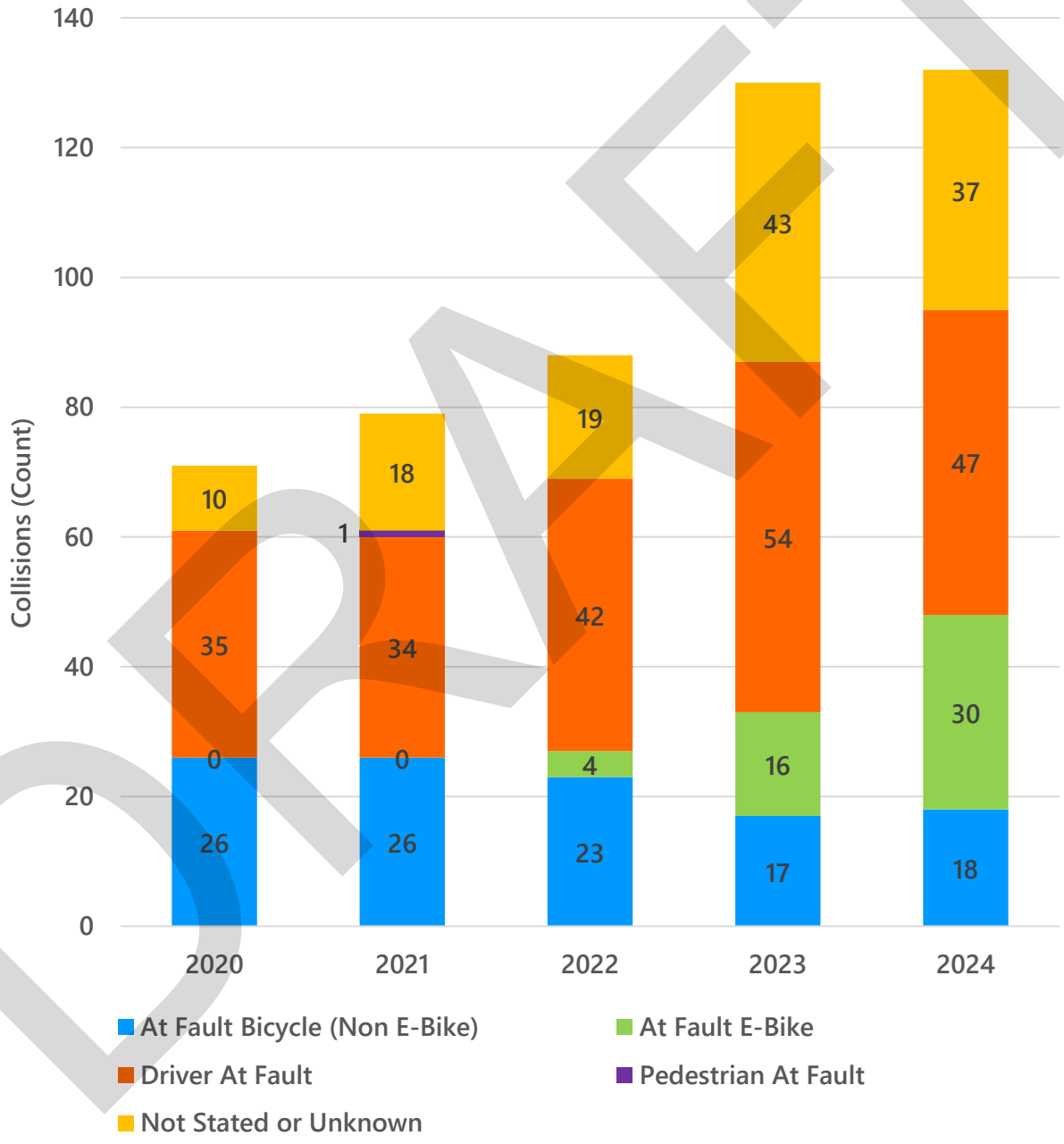
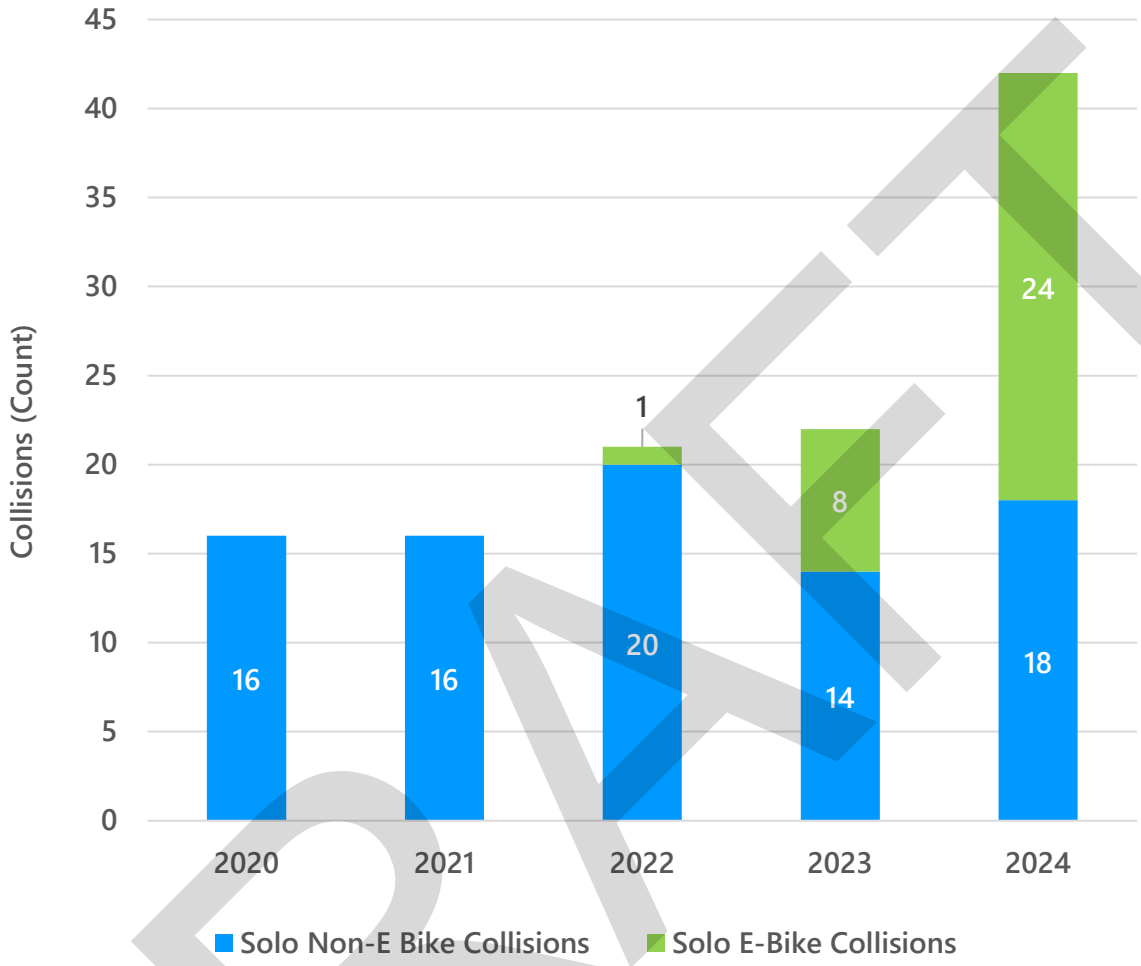


Figure 24: Solo Bike Involved Collisions by Year



Primary Collision Factors for Bicyclist Involved Collisions

Table 6 shows the top three primary collision factors for bike involved collisions when bicyclists are at fault, and when drivers are at fault.

TABLE 6 TOP 3 PRIMARY COLLISION FACTORS FOR BIKE INVOLVED COLLISIONS BY PARTY AT FAULT

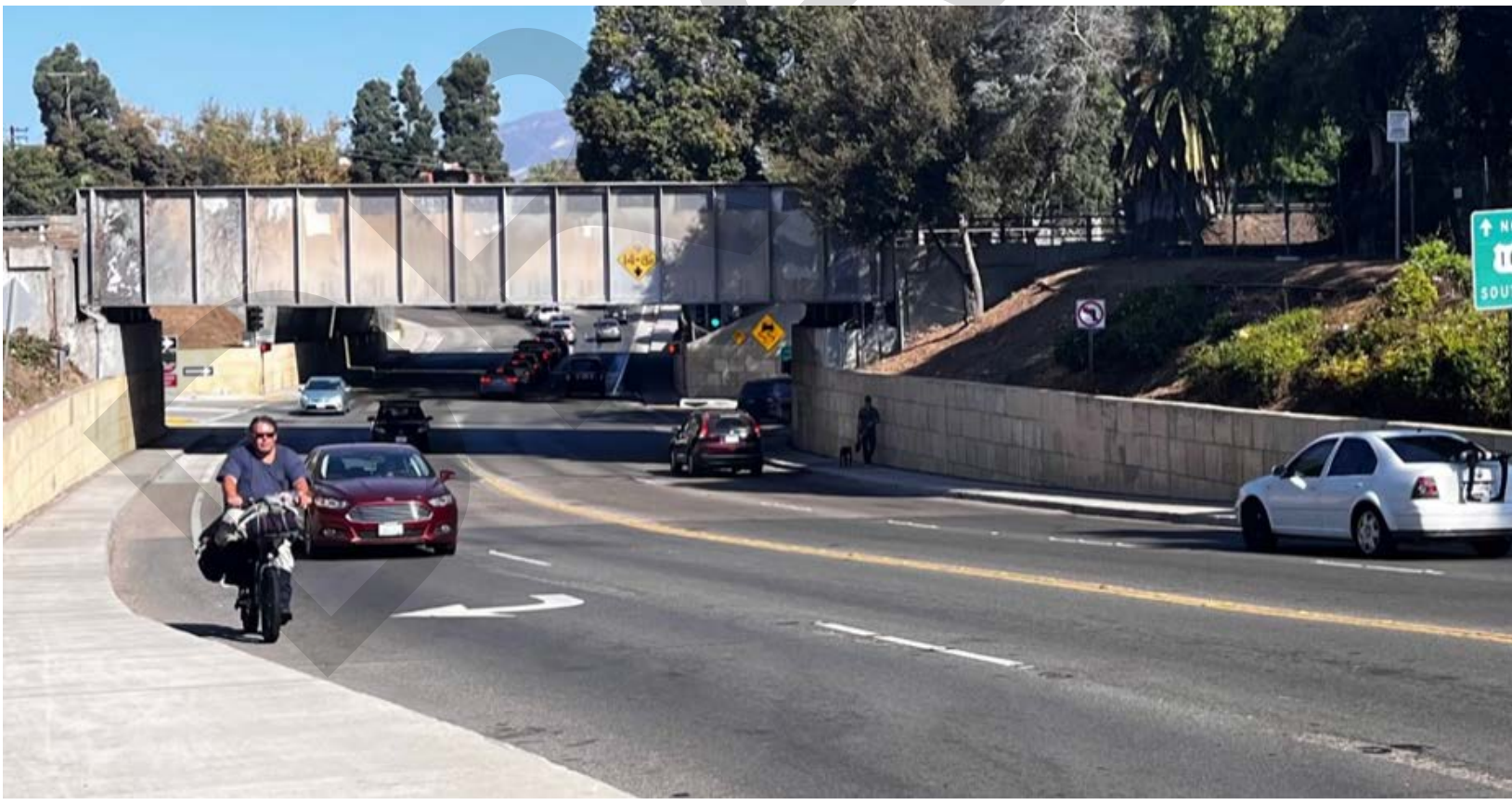
Bicyclist at Fault		Driver at Fault	
Unsafe Speed	15.66%	Improper Turning	28.88%
Improper Turning	12.95%	Unknown	27.08%
Traffic Signals and Signs	12.35%	Auto R/W Violation	19.13%

Takeaways

Like pedestrians, cyclists are vulnerable road users and are overrepresented in collisions resulting in severe or fatal injuries.

Other takeaways:

- Bicycle involved collisions are increasing in Santa Barbara and E-bike collisions account for the majority of the increase.
- Drivers are at fault the majority of the time, but the proportion of at fault e-bikes is increasing.
- The majority of bike involved collisions happen at intersections.
- When the cyclist is at fault, the most common primary collision factor is unsafe speed, followed by improper turning and failure to obey traffic signals and signs.
- When drivers are at fault, the most common known primary collision factors are improper turning, and right of way violations.



MOTORCYCLE INVOLVED COLLISION DATA

Motorcyclist Involved Collision Trends and Collision Severity

Figure 25 shows the number of motorcycle involved collisions and solo collisions by year. As shown earlier in the report, motorcyclists are most likely of any mode to have a severe or fatal injury as a result of a collision. Figure 26 shows the proportion of injuries for motorcycle involved collisions. Figure 27 shows the party at fault in motorcycle involved collisions. Table 28 shows the primary collision factors for motorcycle involved collisions. Table 7 shows the primary collisions factor for motorcycle involved collisions.

For the purposes of this section, the charts below reflect collisions involving motorcycles, scooters, and motorized bicycles (mopeds). California Highway Patrol vehicle codes 02, 03, and 05.

Figure 25: Number of Motorcycle Involved Collisions by Year

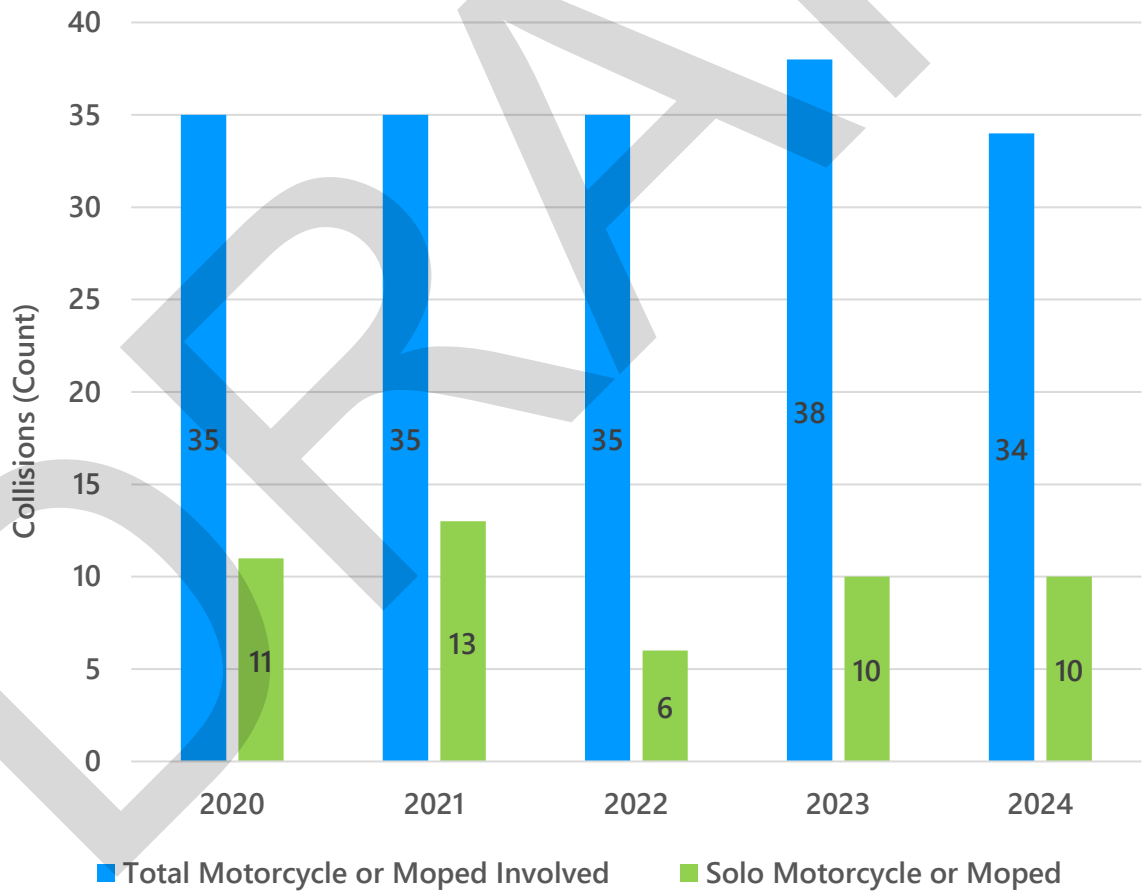


Figure 26: Proportion of Degree of Injuries for Motorcycle Involved Collisions (2020 to 2024)

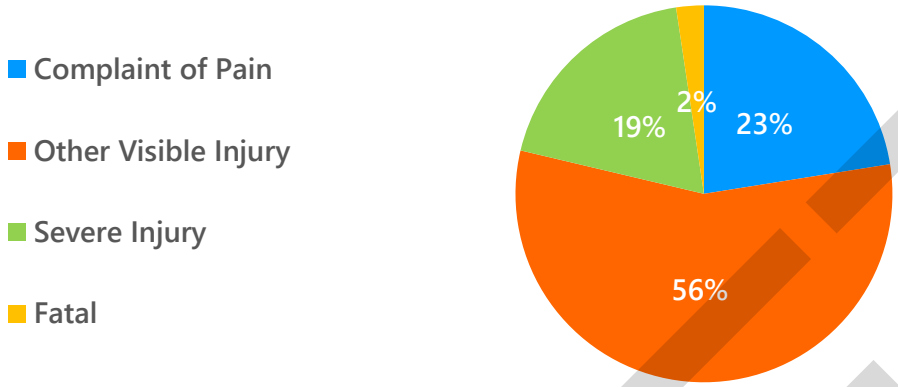


Figure 27: Location of Motorcycle Involved Collisions at Intersection vs Non-Intersection (2020 to 2024)

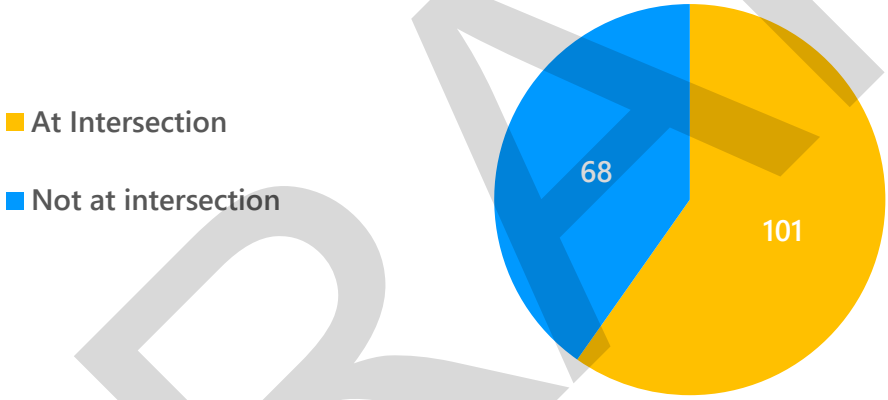


Figure 28: Party At Fault For Motorcycle Involved Collisions (2020 to 2024)

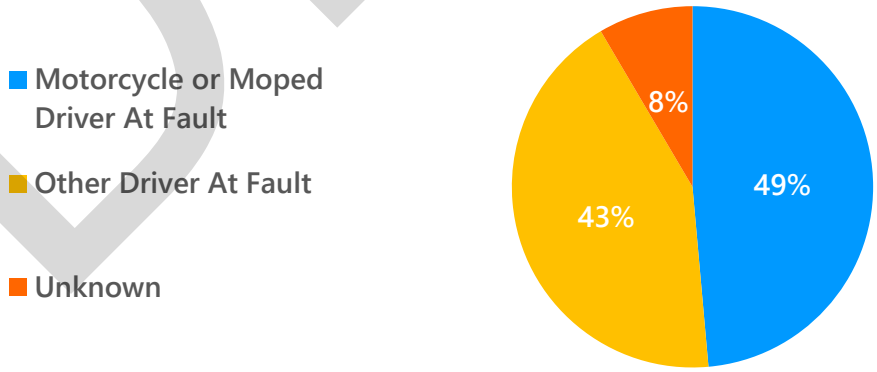


TABLE 7: TOP 3 PRIMARY COLLISION FACTORS FOR MOTORCYCLE INVOLVED COLLISIONS BY PARTY AT FAULT			
Motorcyclist at Fault		**Other Party at Fault**	
Unsafe Speed	30.9%	Auto R/W Violation	47.5%
Improper Turning	16.5%	Improper Turning	21.6%
Driving Under Influence	11.3%	Traffic Signals and Signs	7.5%

DRIVING UNDER THE INFLUENCE COLLISION DATA

Figure 28 below maps the individual driving under the influence collisions that happened between 2020 and 2024. Figure 29 is a heat map of driving under the influence collisions and illustrates where higher concentrations of pedestrian involved collisions have happened. This heat map is not weighted by collision severity, instead it illustrates the geographic concentrations of driving under the influence collisions. The heat map also shows the locations of Alcohol and Beverage Control licensed locations in Santa Barbara.

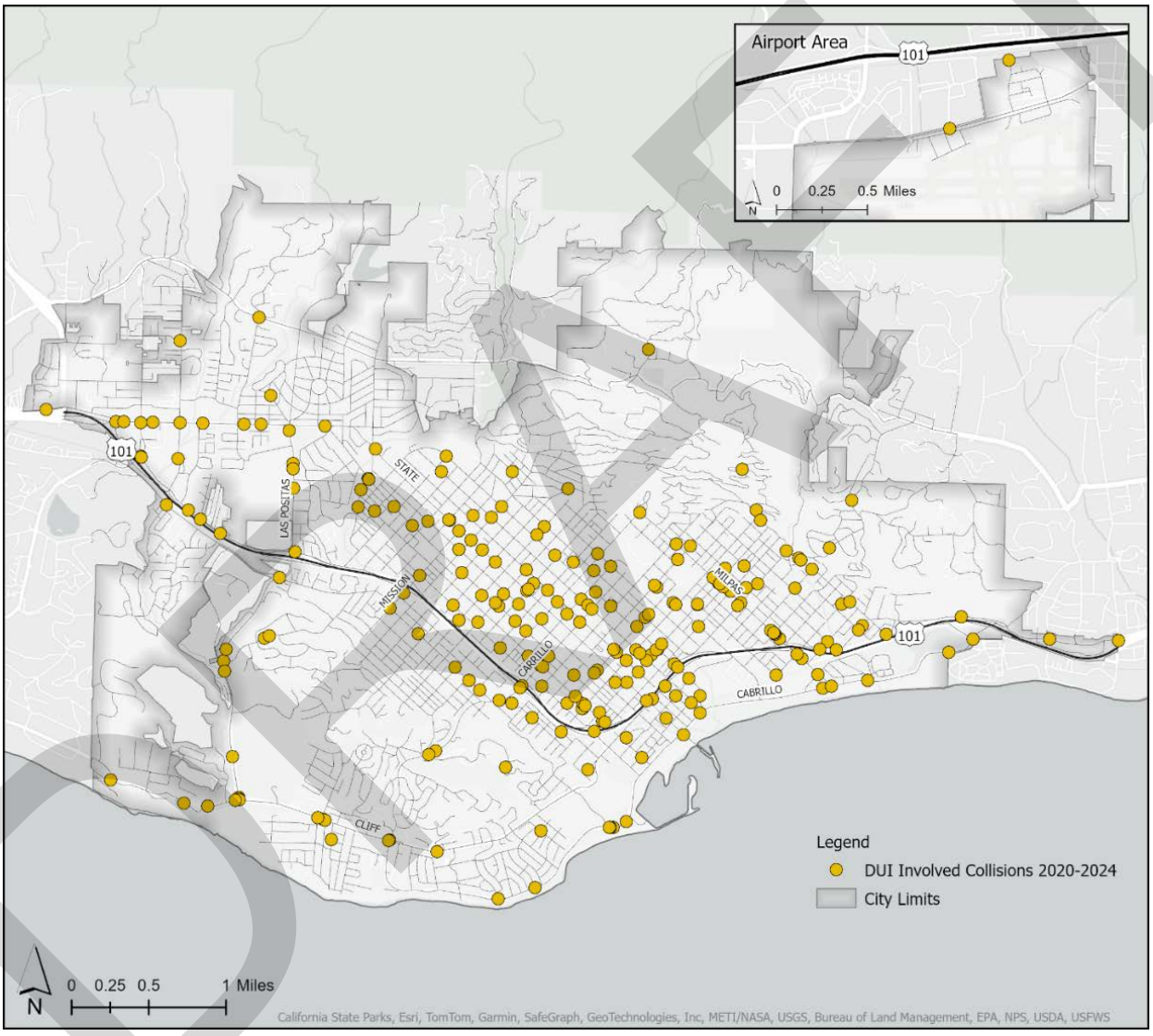


Figure 6: Map of Driving Under the Influence Collisions 2020 to 2024

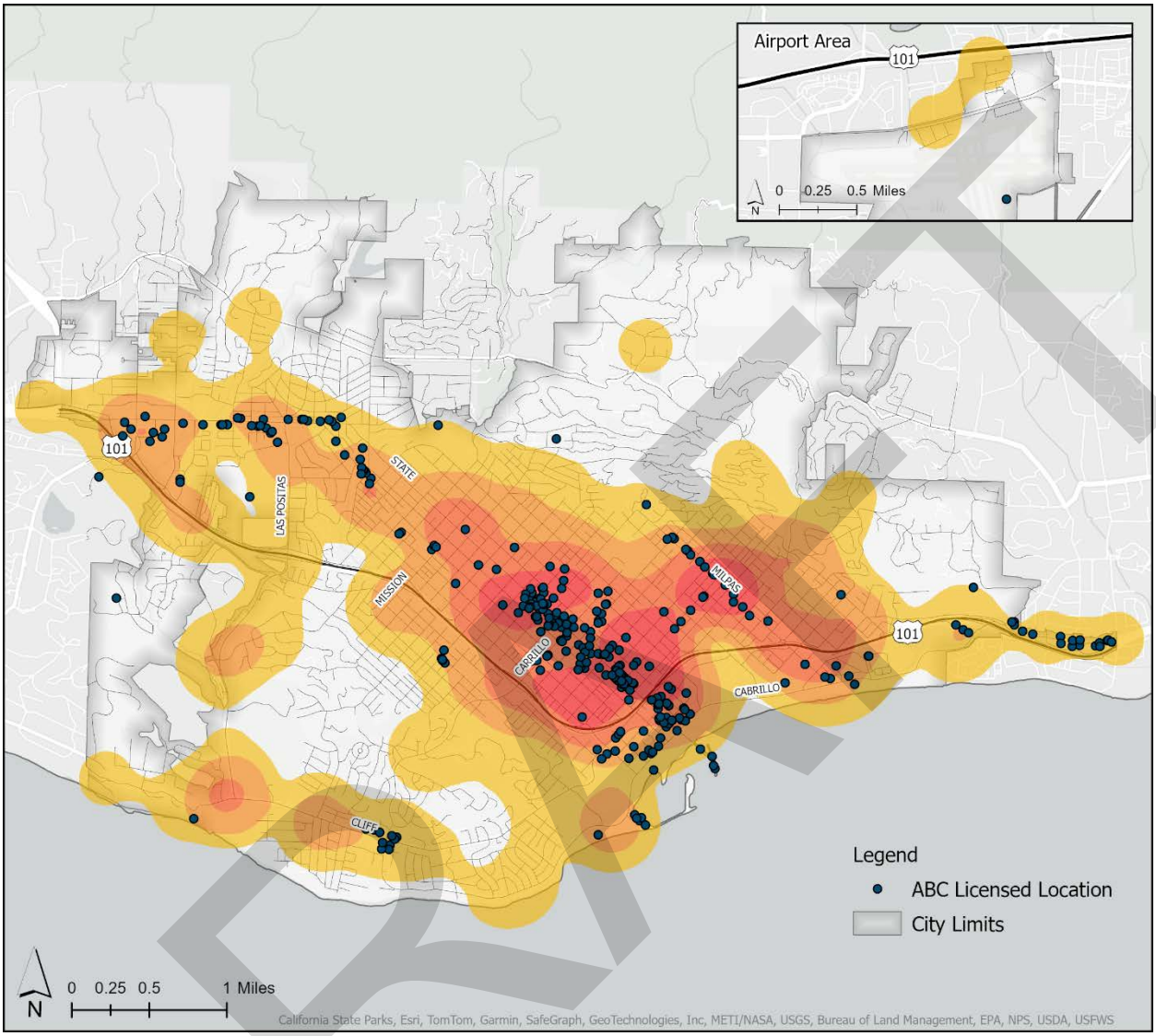


Figure 7: Heat Map of Driving Under the Influence Collisions 2020 to 2024

SANTA BARBARA HIGH INJURY NETWORK

What Is a High Injury Network?

A "High Injury Network" (HIN) refers to streets and intersections where a disproportionately high number of traffic-related fatalities and serious injuries occur. HINs by themselves do not assess whether a location or street is dangerous but rather identify where serious injuries or deaths have occurred between 2020 and 2024. Over time, streets and intersections that are consistently on the HIN are candidates to focus limited resources. Typically, HINs will find that a small percentage of streets account for more than half of serious injuries or fatalities. In the case of the City of Santa Barbara, 20 percent of City Street miles contributed to 85 percent of fatal and serious injuries among all road users.

Methodology For Establishing a High Injury Network

The HIN is data driven. The following methodology was used to create the HIN map:

1. **Collision frequency:** Number of collisions at a specific location over a five-year period, which was January 1, 2020, to December 31, 2024.

2. **Collision density:** Crash frequency by a given road length. The City used approximately half mile roadway lengths. Thus, longer streets were broken into segments. Where streets were less than a half mile, the exact roadway length was used. Some segments are longer than half mile if that would have left a small remnant.

3. **Weight Assignment:** Included in the weighting is:

    a. intersection type (signalized or non-signalized) or roadway segment,

    b. injury severity (fatality, serious injury, visible injury, complaint of pain).

The weighting of collisions is based on the 2024 Caltrans Local Road Safety Manual (LRSM). The LRSM provides costs to society for various type of injury severities, and those costs were used to establish a weighting for each collision based on severity and location.

Table 8 Collision Weighting Based on Collision Severity

Injury Type	Location Type	2024 LRSM	Weighting
Fatal or Severe	Signalized Intersection	$ 2,162,000	120.1
	Non-signalized intersection	$ 2,443,000	135.7
	Roadway Segment	$ 2,978,000	165.4
Evident Injury - Other Visible	All	$ 193,000	10.7
Possible Injury - Complaint of Pain	All	$ 110,000	6.1
Property Damage Only	All	$ 18,000	1.0

The HINS map was created to:

- Identify areas of need;
- Provide staff and decision makers with more information on where to focus limited resources;
- Provide opportunities to understand how communities of concern or disadvantaged communities are impacted by higher rates of collision and serious injury; and
- Assist with building community support to address collision prone hot spots that have engineering solutions.

Due to the high cost to society, collisions resulting in severe or fatal injuries account for a significant amount of weighting.

The High Injury Network for roadway segments was separated into Tier 1 and Tier 2.

- Tier 1 roadway segments account for 5% of city streets by length, and 45% of collisions resulting in severe or fatal injuries, and 35% of all injury collisions.
- Tier 2 roadway segments account for 15% of city streets by length (ranking between 5% and 20%), and 43% of collisions resulting in severe or fatal injuries, and 38% of all injury collisions.

Map of High Injury Network

Figure 30 below shows the Santa Barbara High Injury Network for 2020 to 2024. Figure 31 shows a heat map of collisions resulting in serious or fatal injuries for 2020 to 2024.

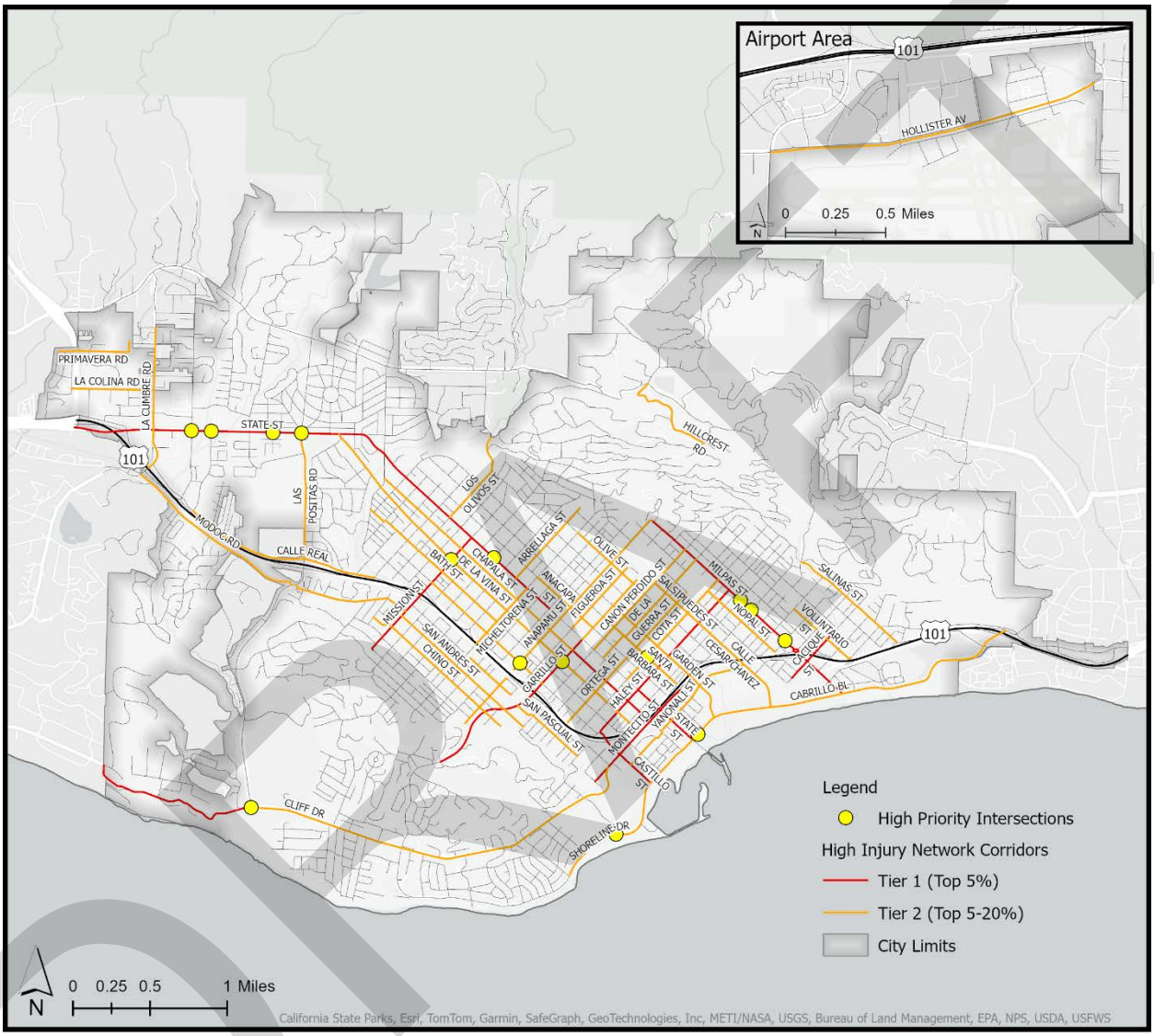


Figure 8: High Injury Network 2020 to 2024

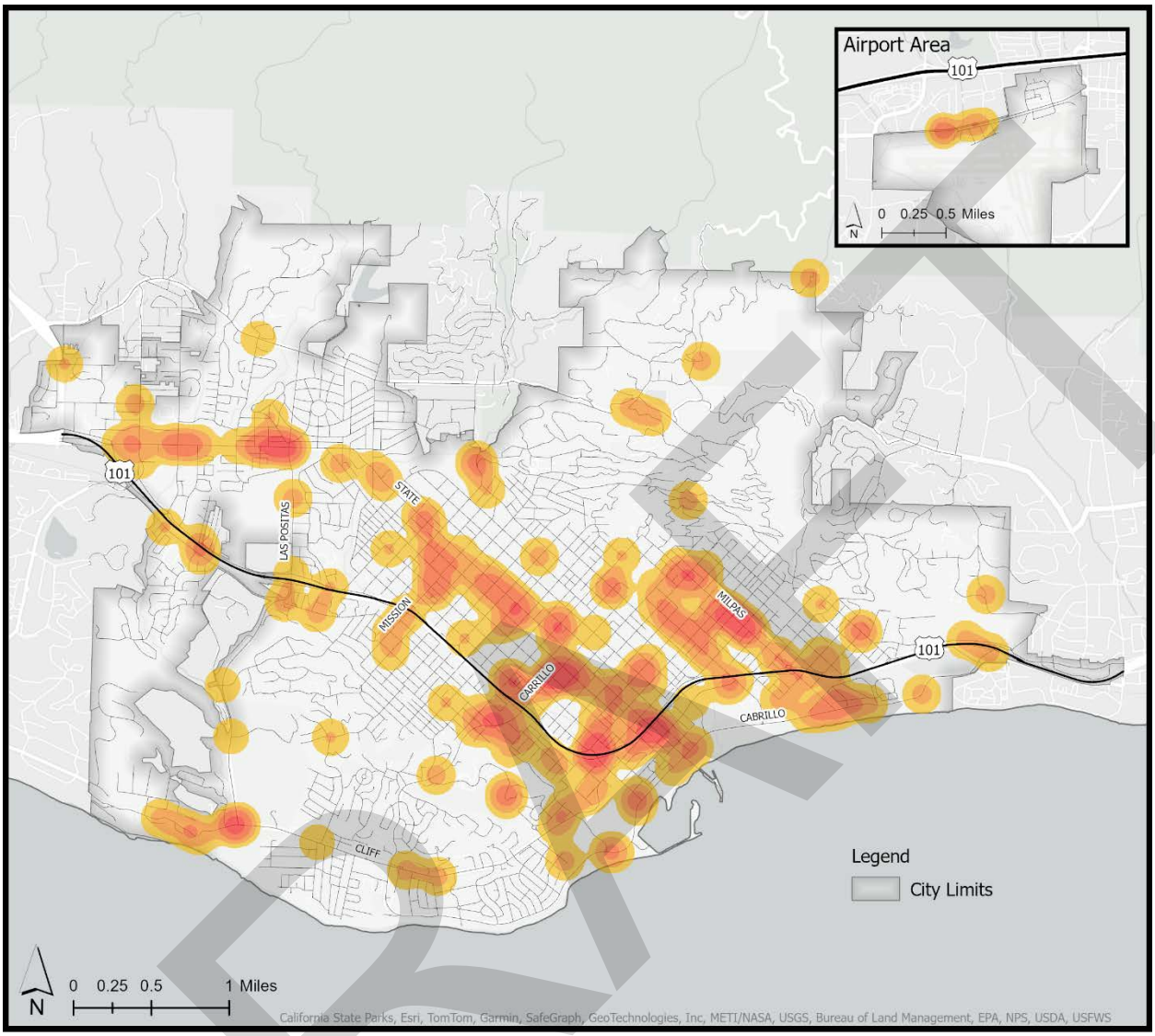


Figure 9: Heat Map of Collisions Resulting in Severe or Fatal Injuries 2020 to 2024

Lists of High Injury Network

High Injury Network Corridors

TABLE 9: 2020 TO 2024 HIGH INJURY NETWORK CORRIDORS AND SCORES							
Rank	**Street**	**From**	**To**	**Segment Length (Miles)**	**Weighted Score**	**Total Injury Collisions**	**Severe or Fatal Injury Collisions**
Tier 1 (Top 5% of street network by length)							
1	Milpas St	Highway 101	Haley St	0.65	2821	84	9
2	Castillo St	Cabrillo Blvd	Haley St	0.46	2512	46	5
3	Carrillo St	Highway 101	State St	0.47	2036	93	10
4	State St	Cabrillo Blvd	Haley St	0.48	1605	17	4
5	State St	Victoria St	Mission St	0.68	1522	36	5
6	Milpas St	Cabrillo Blvd	Highway 101	0.40	1321	35	2
7	State St	Constance Ave	Hitchcock Way	1.38	1294	80	9
8	State St	Hitchcock Way	City Limits	0.89	1283	56	6
9	Carrillo St	Miramonte Dr	Highway 101	0.81	1249	48	4
10	Mission St	Highway 101	State St	0.49	1155	42	2
11	Mission St	Robbins St	Highway 101	0.48	1093	28	2
12	Cliff Dr	Marina Dr	Las Positas Rd	1.13	1061	22	7
13	Haley St	Castillo St	State St	0.38	1035	21	2
14	Chapala St	Highway 101	Carrillo St	0.65	986	21	3
15	Milpas St	Haley St	Anapamu St	0.67	945	30	3
16	Montecito St	Ladera St	Santa Barbara St	0.82	918	19	4
17	State St	Mission St	Constance Ave	0.58	892	15	3
18	Cacique St	Quarantina St	Sycamore Creek	0.42	836	9	2
19	Haley St	State St	Milpas St	0.88	810	42	3
Tier 2 (Top 5% through 20% of street network by length)							
20	Castillo St	Carrillo St	Micheltorena St	0.49	768	11	2
21	De La Vina St	Constance Ave	State St	0.52	746	25	1
22	De La Vina St	Carrillo St	Micheltorena St	0.49	740	30	1
23	Cota St	State St	Milpas St	0.88	740	32	3
24	Las Positas Rd	Calle Real	State St	0.82	730	25	3
25	Anapamu St	Highway 101	State St	0.45	721	5	2
26	Cabrillo Bl	Castillo St	Highway 101	2.65	720	84	8
27	Chapala St	Micheltorena St	Mission St	0.49	717	14	2
28	Shoreline Dr	La Marina Dr	Castillo St	0.90	716	23	3
29	Anacapa St	Carrillo St	Micheltorena St	0.49	664	18	1

30	San Pascual St	Coronel Pl	Carrillo St	0.52	653	9	2
31	Chapala St	Carrillo St	Micheltorena St	0.49	645	18	1
32	Salinas St	Eucalyptus Hill Rd	Alameda Padre Serra	0.81	599	24	2
33	Los Olivos St	State St	City Limits	0.63	572	9	2
34	De La Vina St	Highway 101	Carrillo St	0.62	546	23	1
35	Micheltorena St	Highway 101	State St	0.49	507	15	1
36	Anapamu St	State St	Milpas St	0.87	498	18	2
37	Chapala St	Mission St	Alamar Ave	0.68	492	9	2
38	Salsipuedes St	Gutierrez St	Canon Perdido St	0.49	491	10	1
39	Carrillo St	State St	Olive St	0.52	475	18	1
40	Cliff Dr	Meigs Rd	La Marina	0.83	474	10	2
41	Hillcrest Rd	Mission Ridge Rd	Mountain Dr	0.70	471	2	2
42	Bath St	Micheltorena St	Mission St	0.48	462	8	1
43	San Pascual St	Figueroa St	Sola St	0.36	460	1	1
44	Ortega St	Highway 101	State St	0.47	455	10	1
45	Garden St	Cabrillo Blvd	Highway 101	0.34	443	6	1
46	De La Guerra St	State St	Milpas St	0.88	440	12	2
47	Castillo St	Micheltorena St	Mission St	0.48	435	10	1
48	Hollister Av	City Limits	City Limits	1.67	425	12	4
49	Modoc Rd	City Limits	Las Positas Rd	2.00	419	29	4
50	De La Vina St	Mission St	Constance Ave	0.59	419	13	1
51	La Cumbre Rd	State St	City Limits	0.94	411	28	1
52	Olive St	Carrillo St	Micheltorena St	0.49	398	5	1
53	Santa Barbara St	Highway 101	Carrillo St	0.64	383	17	1
54	Ortega St	State St	Quarantina St	0.68	380	11	1
55	Garden St	Highway 101	Carrillo St	0.67	375	32	0
56	Yanonali St	State St	Calle Cesar Chavez	1.01	364	10	2
57	Figueroa St	State St	Rinconda Rd	0.53	357	7	1
58	La Colina Rd	Verano Dr	La Cumbre Rd	0.54	351	4	1
59	Cliff Dr	La Marina Dr	Montecito St	0.78	344	14	1
60	Anapamu St	Gillespie St	Highway 101	0.40	338	1	1
61	Canon Perdido St	State St	Milpas St	0.88	333	19	1
62	Voluntario St	Highway 101	Quinientos St	0.50	330	4	1

63	Calle Real	Hitchcock Way	Las Positas Rd	1.29	315	18	2
64	Bath St	Mission St	Alamar Ave	0.61	311	7	1
65	De La Vina St	Micheltorena St	Mission St	0.48	308	19	0
66	Arrellaga St	State St	Salsipuedes St	0.62	303	3	1
67	Cliff Dr	Las Positas Rd	Meigs Rd	1.01	302	21	1
68	Chino St	Carrillo St	Micheltorena St	1.10	299	9	2
69	San Andres St	Canon Perdido St	Mission St	1.06	298	39	0
70	Calle Cesar Chavez	Cabrillo Blvd	Gutierrez St	0.64	291	9	1
71	Nopal St	Quinientos St	Cota St	0.59	290	2	1
72	Primavera Rd	Consuelo Dr	End	0.52	260	1	1

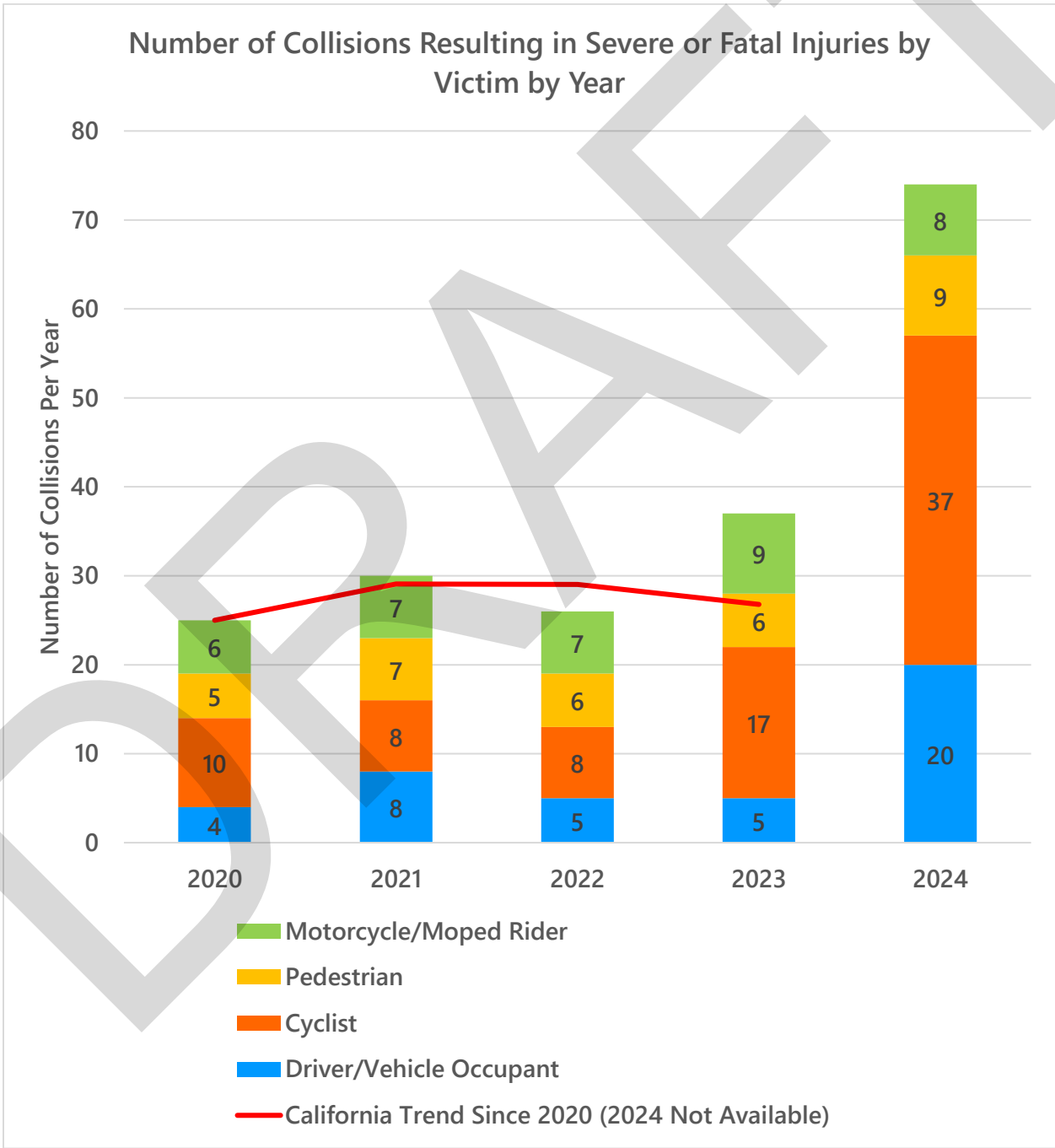
High Injury Network Intersections

TABLE 10: 2020 TO 2024 HIGH INJURY NETWORK INTERSECTIONS AND SCORES

Rank	Intersection	Weighted Score	Intersection Control	Total Injury Collisions	Severe and Fatal Injury Collisions
1	Cliff Dr & Las Positas Rd	500	Roundabout	13	3
2	Carrillo St & De la Vina St	454	Traffic Signal	12	3
3	Milpas St & Montecito St	416	Traffic Signal	21	2
4	Las Positas Rd & State St	389	Traffic Signal	7	3
5	Gutierrez & Milpas St	314	Traffic Signal	11	2
6	Milpas St & Quinientos St	307	Traffic Signal	10	2
7	Hope Ave & State St	306	Traffic Signal	12	2
8	Anapamu St & Castillo St	282	Side-Street Stop	3	2
9	Hitchcock Way & State St	281	Traffic Signal	8	2
10	Cota St & Santa Barbara St	274	Traffic Signal	6	2
11	Broadmoor Plaza & State St	271	Traffic Signal	7	2
12	De la Vina St & Mission St	221	Traffic Signal	13	1
13	Cabrillo Blvd & Helena Ave	218	Side-Street Stop	10	1
14	Islay St & State St	206	Side-Street Stop	7	1
15	Loma Alta Dr & Shoreline Dr	203	Traffic Signal	10	1

Trends in Collisions Resulting in Severe or Fatal Injuries

As shown in the table above, collisions resulting in severe or fatal injuries have a heavy weighting in establishing the City's High Injury Network. Figure 27 shows the trends in Santa Barbara for the number of collisions per year resulting in severe or fatal injuries. Figure 28 also shows whether the victim is a pedestrian, cyclist, or vehicle occupant (i.e. driver or passenger), and the trend in collisions resulting in severe or fatal injuries in California.



Of the 81 cyclist-involved collisions shown in Figure 27 from 2020 to 2024, 26 are solo collisions.

Figure 34 shows where collisions resulting in severe or fatal injuries have occurred. Overall, approximately 55% of collisions happen at intersections, and 45% happen mid-block.

Figure 34: Where Collisions are Happening Resulting in Severe or Fatal Injuries

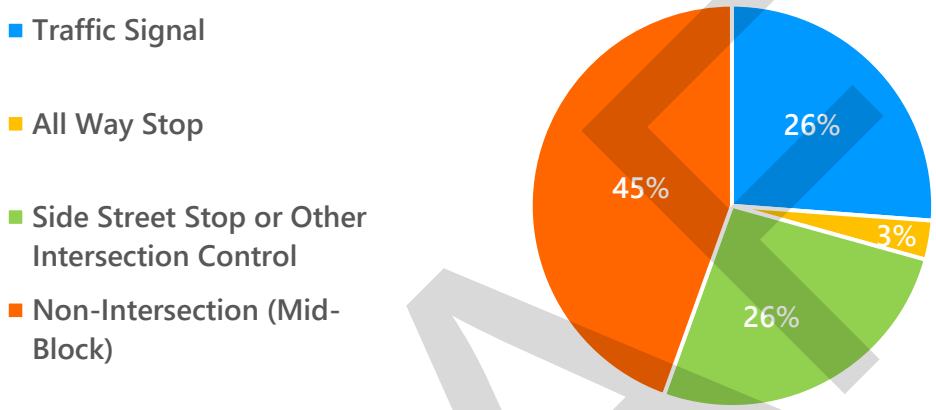
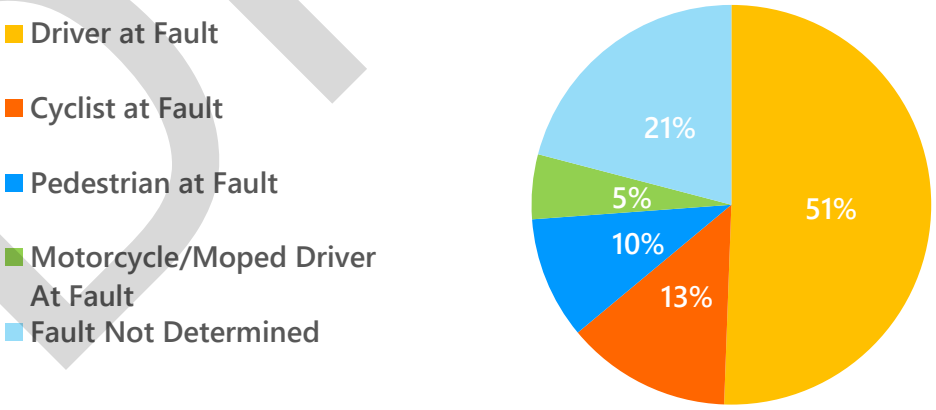


Figure 35 shows the party at fault in collisions resulting in severe or fatal injuries in multi-party collisions. The graph does not include solo bicycle collisions, which accounted for about 15% of overall collisions resulting in severe or fatal injuries.

Figure 35: Party At Fault in Collisions Resulting in Severe or Fatal Injuries



FOCUS AREAS TO REDUCE COLLISIONS AND SEVERITY

Speeding and Aggressive Driving

Unsafe speeds were associated with 16 percent of the City's fatal and severe injury crashes.

OBJECTIVE

Reduce the number and severity of collisions due to speeding.

Pedestrian Safety

Citywide, 17 percent of the City's fatal and severe injury collisions involved pedestrians with 33 pedestrians killed or severely injured while walking on City streets. When pedestrians are hit, they are most often hit crossing at an intersection.

OBJECTIVE

Reduce the number and severity of pedestrian collisions.

DUI Collisions

13% of the City's fatal and severe injury collisions are related to driving under the influence (DUI).

OBJECTIVE

Reduce the number and severity of DUI related collisions.

Bicyclist Safety

42 percent of the City's fatal and severe injury collisions involved bicyclists with 80 bicyclists killed or severely injured while biking on City streets.

OBJECTIVE

Reduce the number and severity of bicyclist collisions.

Broadside Collisions

Approximately 18% of the City's reported collisions were broadside, where the front of one vehicle hits the side of another. Broadside collisions are associated with drivers violating traffic signals and signs or automobile right of way.

OBJECTIVE

Reduce the number and severity of broadside crashes occurring due to automobile right of way and traffic signals and signs related violations.

Motorcycle/Moped Safety

19 percent of the City's fatal and severe injury collisions involved a motorcycle or moped driver with 37 motorcycle or moped drivers killed or severely injured while driving on City streets.

OBJECTIVE

Reduce the number and severity of motorcycle/moped collisions.

Signalized and Unsignalized Intersections

62% of injury collisions happen at intersections. Milpas Street and State Street have the most high-injury intersections.

OBJECTIVE

Reduce the number and severity of collisions occurring at signalized and unsignalized intersections.

DRAFT

City of Santa Barbara

Safe Streets for All Action Plan

Table of Contents

4) City's Past and Present Approach to Traffic Safety

INTRODUCTION

The City's General Plan Circulation Element focuses on creating complete streets, with the following comprehensive goal and vision: "While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity."

With the Circulation Element's goal and vision in mind, our past and current approach to traffic safety is to create a roadway system of transportation options that are attractive, accessible, connected, and safe. To accomplish this, it involves a multipronged effort best described in the context of the seven E's: engineering, enforcement, emergency access, education, encouragement, equity, and evaluation. Before the seven E's are addressed in detail in this chapter, below is a background on the City's existing transportation infrastructure to set context for the seven E's.

Background on Existing Infrastructure

The City is comprised of 254 miles of roadway with a mix of principal arterial, minor arterial, major collector and local roads as defined by Caltrans Functional Roadway Classification (Figure 1). Below are examples of streets for each roadway classification:

a. **Principal Arterial (High Traffic Volume Streets, between 10,000 to over 20,000 average daily trips):** Examples include: Anacapa Street, Cabrillo Boulevard, Carrillo Street, Castillo Street (south of HWY 101), Cliff Drive, De La Vina Street (between State and Mission Streets), Haley Street, Foothill Road, Guiterrez Street, Las Positas Road, Milpas Street (south of Haley Street), Upper State Street. Highest roadway volumes are near Highway 101 on and off ramps. The Caltrans Classification Map (Figure 1) shows the principal arterials as red.

b. **Minor Arterial (Medium Traffic Volume Streets that Support the Principal Arterials, between 5,000-10,000 average daily trips).** Examples include: Meigs Road/W Carrillo St, La Cumbre Road, Modoc Road, Salinas Street, Santa Barbara Street, Shoreline Drive. The Caltrans Classification Map shows the minor arterials as green.

c. Major Collector (Moderate Traffic Volume Streets Connecting Local Roads to Arterial Roads, between 1,000 and 5,000 average daily trips): Examples include: Alamar Avene, Bath Street, Canon Perdido Street, Castillo Street (north of HWY 101), Cota Street, De la Guerra Street, Garden Street, Laguna Street, Olive Street, Ortega Street, San Andres Street. The Caltrans Classification Map shows the major collectors as purple.

d. **Local Roads/Minor Collector (Low Traffic Volume Streets Carrying Neighborhood Traffic, <1,000 average daily trips):** There are a lot of local or neighborhood streets that are indicated in white on the Caltrans Classification Map.

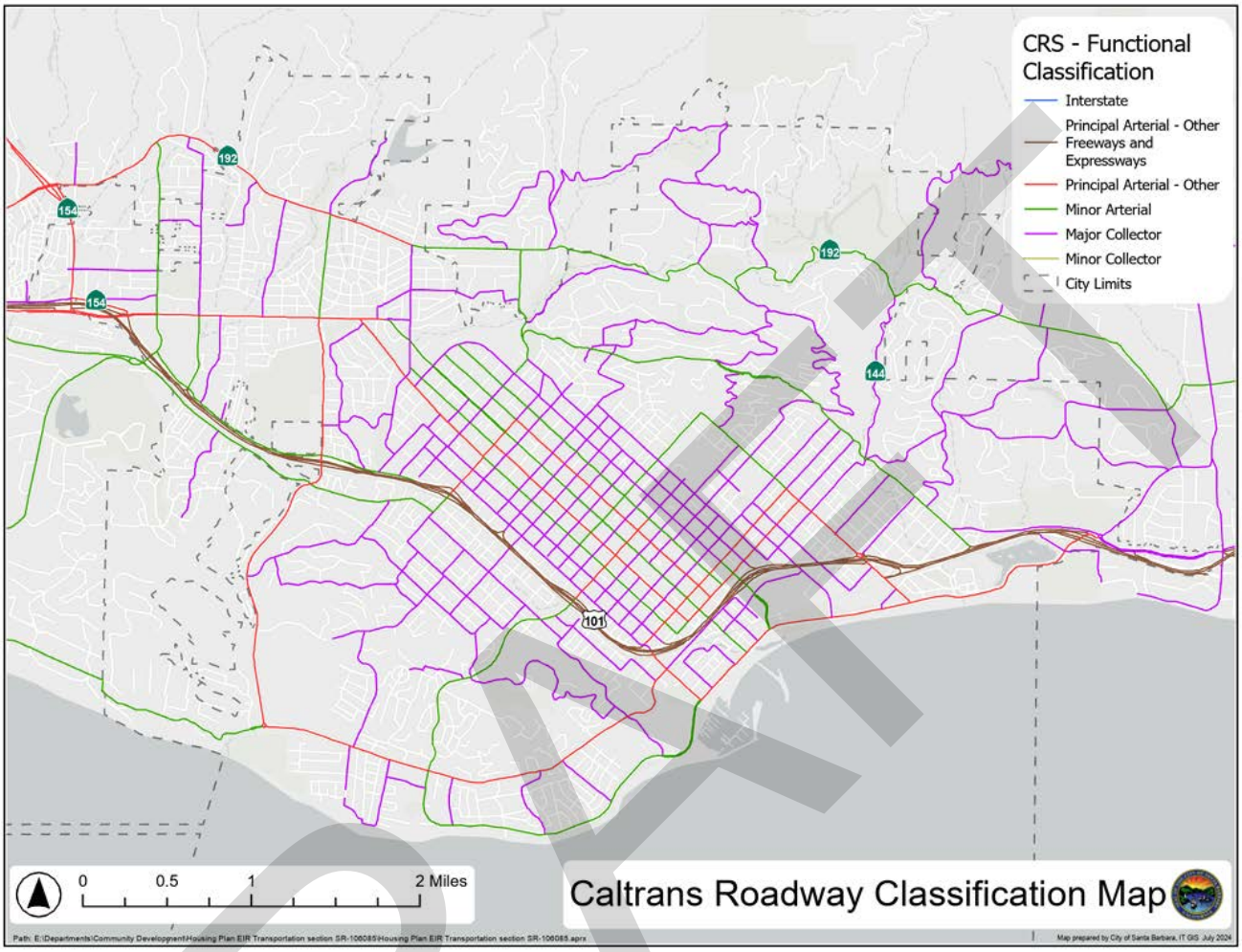


Figure 1: Caltrans Roadway Functional Classification Map. Please note that the Caltrans Roadway Classification Map does not reflect the Temporary State Street Promenade in Downtown between Haley and Sola Streets.

In addition to the 254 miles of roadway, City transportation infrastructure also includes (as of March 2025):

- 300 miles of sidewalks
- 1,200 crosswalks
- 123 signalized intersections
- 98.5 miles of bicycle facilities including Class I, II, III and IV

As part of the 2011 General Plan Update, the City adopted a Growth Management Program which aims to efficiently use existing transportation capacity and reserve constrained transportation capacity for high priority development (i.e. housing). It does so by dividing the City into six Development Areas as shown in Figure 2, and incentivizing development in specific areas. All Development Areas take primary access from Highway 101 with secondary access from the City's roadway network. The 2011 General Plan Update emphasized higher-density housing and mixed-use development within the Downtown Development Area. In addition to the existing concentration of businesses, amenities, and services, the Downtown Development Area is suitable for higher-

density development because the street network is laid out on a grid system with blocks approximately 500 feet long, making it attractive for walking, biking, and transit. In conjunction with City's established active transportation and transit network in the Downtown Development Area, this results in much lower vehicle trip generation for housing and nonresidential development, which enables higher densities with less impact on transportation capacity.

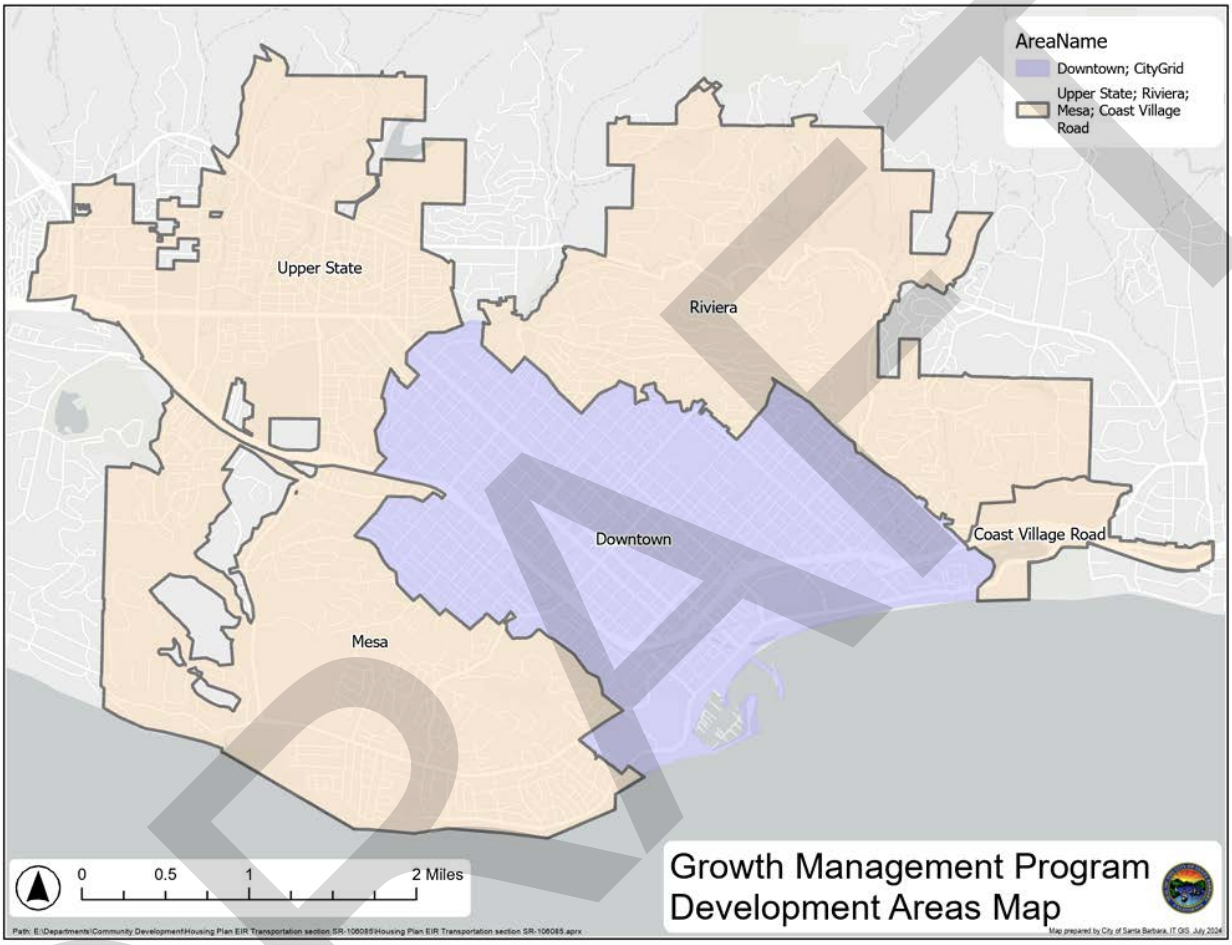


Figure 2: Growth Management Program Development Areas Map

Surrounding Growth Management Development Areas of Upper State, Riviera, Coast Village and the Mesa have discontinuous roadway patterns more common with suburban sprawl, with limited walking, biking and transit infrastructure. Because active transportation and transit infrastructure are not as strong, residents in these areas are more likely to use a vehicle as their primary mode of transportation. As properties develop or re-develop, they must be brought into conformance with City street and sidewalk standards.

Walking

There is currently 300 miles of sidewalk in the City. The Downtown Development Area has a high-quality pedestrian environment with sidewalks on both sides of most roadways. The Mesa, Upper State, and Coast Village Development Areas have sporadic sidewalks, and the Riveria Development

Area has little to no sidewalks due to topographical constraints. Figure 3 shows the City's Sidewalk Inventory Map, with the blue and green colors representing sidewalk and red representing missing sidewalk. The City's Pedestrian Master Plan (2006) prioritizes sidewalk based on demand- and need-based factors, including proximity to schools, parks, public activity areas; land use and population density; commute modes; safety; sidewalk gap closure; and public input. Currently, the City is only able to fund repair of existing sidewalks. New sidewalks must either receive grant funding or be constructed as part of public improvements associated with private development. Most of the capital projects identified in the Pedestrian Master Plan have either been completed or have received grant funding, with construction anticipated over the next several years.

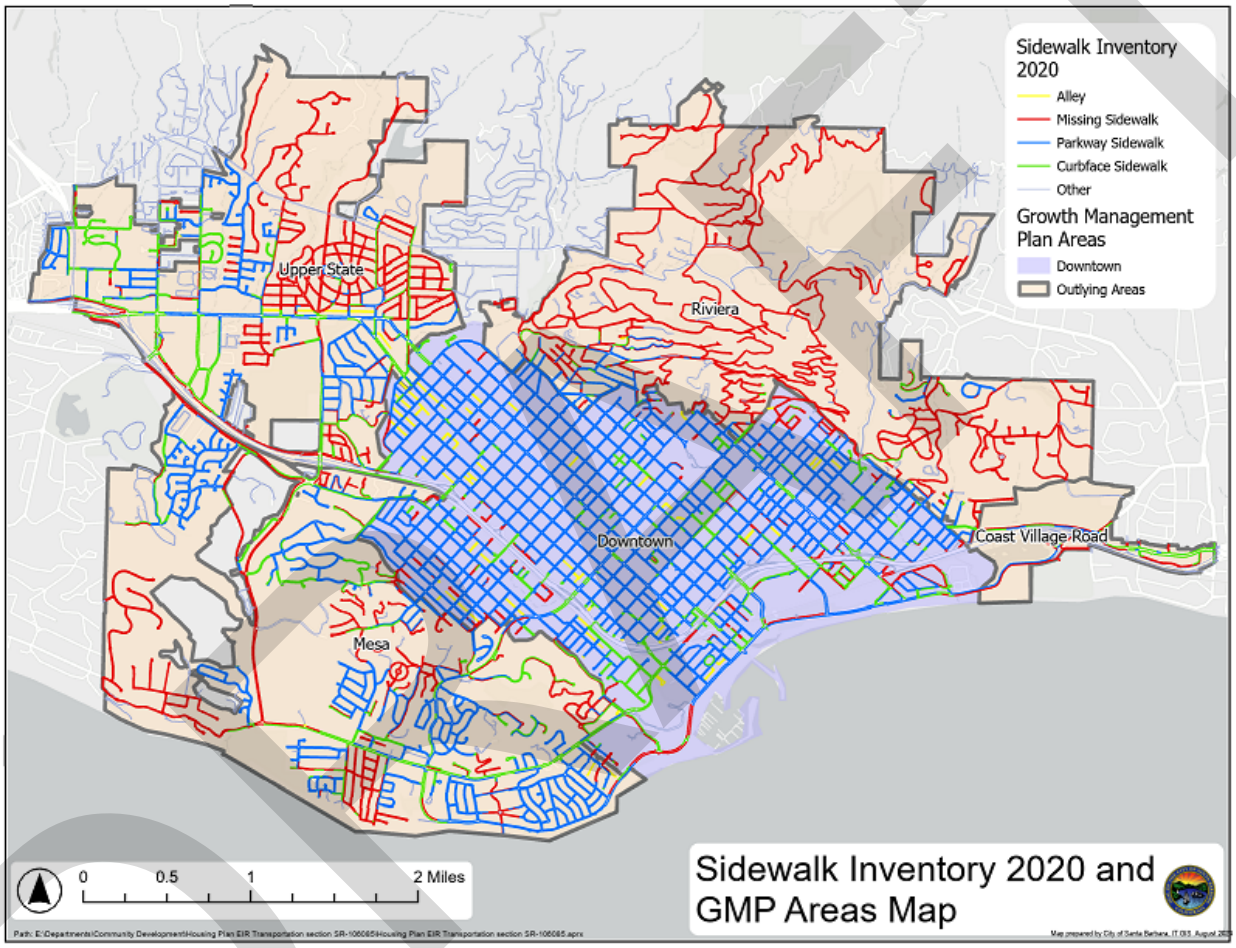


Figure 3: Sidewalk Inventory Map (2020)

Bicycling

Santa Barbara's comprehensive bicycle network connects nearly every part of the City via approximately 98.5 miles of bicycle facilities (Figure 4). State Street is identified as the spine of the City's bicycle network in the Bicycle Master Plan connecting east-west facilities with supporting facilities on the parallel streets, enabling cross-town travel. The City's off-street multiuse paths include the four-mile Beachway that goes along the entire Waterfront and the 2.6 mile Las Positas/Modoc Path that connects the Hidden Valley, Westside, Bel Air, Campanil and Mesa

neighborhoods and is also part of the region's COAST route that connects to UCSB/Goleta and Ventura.

Most of the capital projects identified in the 2016 Bicycle Master Plan have been completed or have received funding, with construction anticipated over the next several years. Given the 8,000 new residential units anticipated by the City's Housing Element Update, it is expected that there will be a continued demand for bicycle infrastructure for all ages and abilities.

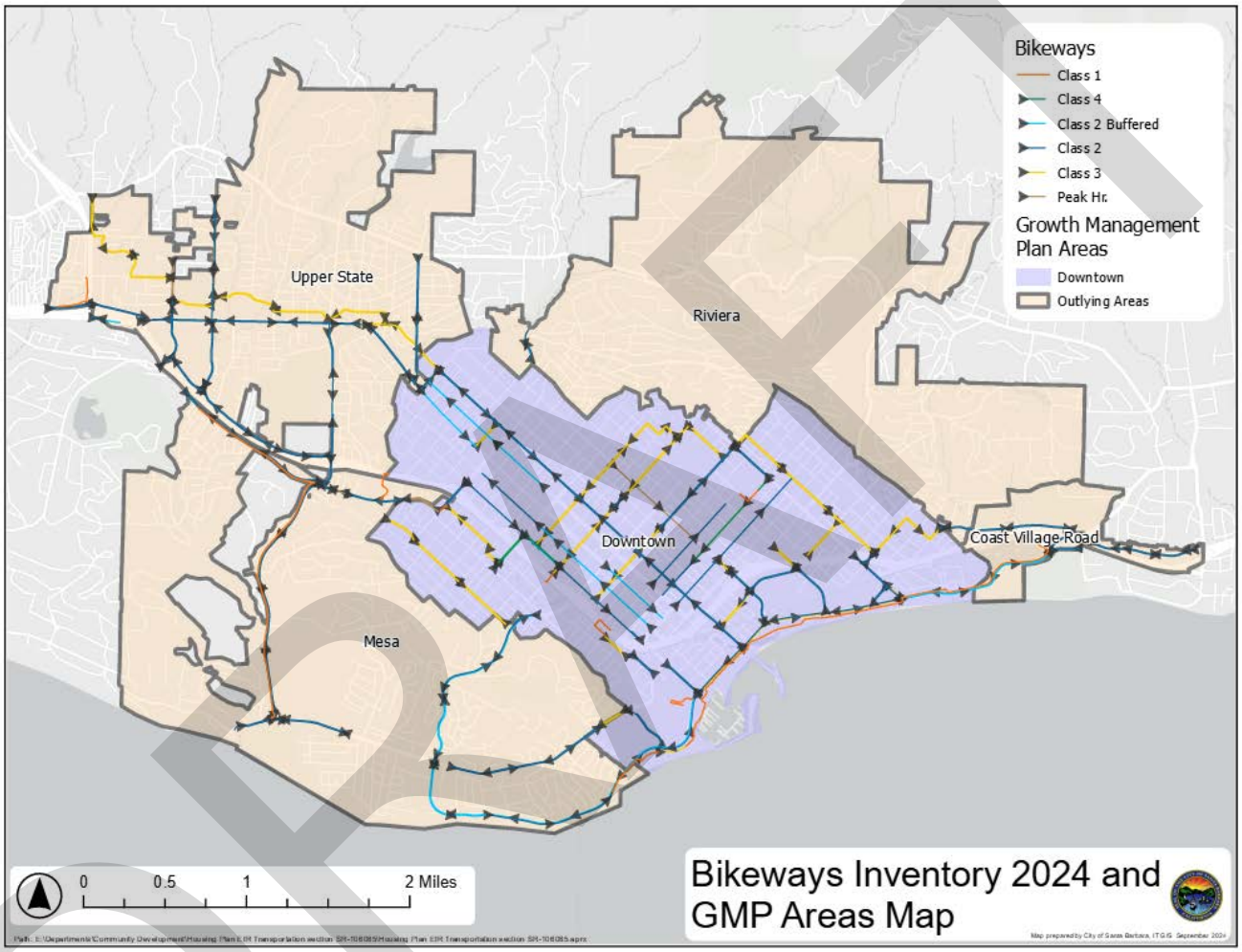


Figure 4: Bicycle Facilities Map (2024)

ENGINEERING

The engineering approach to traffic safety is to design and build streets and other transportation infrastructure that improve safety, create comfort, and enhance convenience and community connectivity for all road users but that recognizes that pedestrians and cyclists are the most vulnerable users.

Funding Traffic Safety, Neighborhood Connectivity, and Mobility Infrastructure

Prior to 2014, the City's main funding sources funding the City's Streets-Transportation Capital Program Budget were Utilities Users Tax, Gas Tax, and Measure A, that together would range approximately from $3 to $3.5 million annually. About three quarters of the budget would go to Pavement Maintenance Program, which faced $10-$16 million dollar deficits each year due to chronic underfunding. The remaining quarter of the budget would go towards traffic signal improvements and maintenance for existing sidewalks, bridges, and drainage, which were also severely underfunded. Safety enhancements were limited to one or two intersections every two to three years, funded with the help of regional Measure A Grants Program funds and Capital Development Block Grant Program (CDBG) funds, both of which had project size caps ranging from about $300k-$400k. The only grant source for funding large-scale projects in the early 2010's was the Federal Highway Bridge Program (HBP), with the City obligated to contribute an 11.88 percent match. The City was quite successful with bridge funding and was able to replace several bridges in the Downtown, Eastside, Westside, and Waterfront neighborhoods. Due to these funding constraints, the City was only able to address traffic safety engineering in spot locations, rather than taking a complete streets approach to transportation corridors and networks.

In 2012, following the tragic death of a teenage who was struck and killed by a speeding vehicle on Milpas Street, City Council directed transportation staff to create a large-scale neighborhood plan to address pedestrian and traffic safety concerns on the Eastside. After robust community engagement, the City Council adopted the Eastside Neighborhood Transportation Management Plan (Eastside Plan) in 2013, which identified millions of dollars of safe routes to school and traffic safety infrastructure needs. During the planning effort, the only identified funding sources were CDBG funds for access ramps and the regional Measure A Grant Program for a few intersections.

In 2014, the State launched the Active Transportation Program (ATP) to encourage cities and counties to build new or enhance existing pedestrian and bike facilities. The ATP program was transformational for the City, as it was the first program where there were no limits on grant size. With the timely adoption of the Eastside Plan, the large-dollar projects in the plan were perfect candidates for ATP Program funding. The City secured several ATP grant awards for Eastside infrastructure projects in the first three cycles of the program, along with funding for one focused planning effort for the Lower Eastside. These projects and planning efforts were focused on the "complete streets" approach to creating safer, comfortable, convenient, and connected routes within the Eastside neighborhood and from the neighborhood to Downtown (major employment center) and Waterfront (recreation and employment center). Complete Streets is a transportation

policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities for all modes of transportation.

With millions of dollars of infrastructure funding going into the Eastside, other neighborhoods took interest and requested similar traffic safety improvements, which were documented in the 2016 Bicycle Master Plan Update and 2020 Westside and Lower West Transportation Management Planning Effort.

In 2017, Santa Barbara residents approved Measure C - Santa Barbara Critical Infrastructure and Essential Community Services (Measure C), which provided a one-cent general-purpose local sales transaction and use tax, bringing the new sales tax rate to 8.75%. Measure C went into effect on April 1, 2018 and generates an estimated $22 million per year. This provides much-needed general-purpose funding for critical infrastructure, enabling the City to address deferred maintenance of City facilities and to replace the City's outdated police station, in addition to replenishing the severely underfunded Pavement Maintenance Program.

Another milestone in 2018 was City Council's adoption of the Vision Zero Strategy to eliminate fatalities and severe injuries in roadways. The Vision Zero Strategy was important because it facilitated a proactive approach instead of a reactive approach to traffic safety. The Traffic Engineer could now do a Vision Zero traffic safety analysis and, with Council approval, leverage Measure C funds to implement low-cost safety improvements as part of the Pavement Maintenance Program. For example, the Cabrillo Boulevard Safety Restriping Project was installed in 2019 with Pavement Maintenance Program funds. The project addressed patterns of vehicle and cyclist collisions through the "S" turn and U-turn involved collisions from the existing parking aisle at East Beach. This project significantly reduced collisions by restriping the roadway to create back-in angled parking that allows drivers to see bicyclists before crossing the bike lane and getting into the vehicular lane. Measure C monies also helped with installation of high visibility crosswalks, larger traffic signal bulbs, and traffic signal operational enhancements like leading pedestrian intervals.

Measure C also became a tremendous source of leverage to provide matching funds for corridor-scale traffic safety project ATP grants. With every two-year program cycle of the ATP becoming increasingly competitive, it became critical for City Council to approve grant matches ranging from 10 to 20 percent to maximize application scores and secure funding. With the Measure C monies as leverage, the City has been able to obtain about $94 million in ATP grant funding over the past six cycles of the program for corridor-scale traffic safety projects in the Hidden Valley, Las Positas, Eastside, Westside, Mesa, Oak Park, Downtown, and Waterfront neighborhoods.

In addition to the ATP, the City has been very successful with obtaining $30 million funding since 2011 under the Highway Safety Improvement Program (HSIP). Funding from this source goes towards intersection safety projects and corridor street lighting. HSIP funding is available every two years. Over the years, HSIP has funded significant safety enhancements to intersections that have addressed collision patterns.

Table 1 below provides a list of traffic safety, neighborhood connectivity, and mobility projects that have been completed or will be completed within the next few years.

Table 1: Traffic Safety, Neighborhood Connectivity and Mobility Projects			
Project Name/Grant Award Year	**Primary Funding Source**	**Status**	**Project Scale**
Anapamu Street Bridge (2018)	Highway Bridge Program	Completed	Medium
Bath Street Crosswalks (Victoria, Sola) (2018)	Highway Safety Improvement Program	Completed	Small
Cabrillo Boulevard Bridge (2018)	Highway Bridge Program	Completed	Large
Cacique/Soledad Pedestrian Bridges and Sidewalk Infill (2014)	Active Transportation Program	Completed	Large
Canon Perdido/Nopal Crosswalk (2018)	Highway Safety Improvement Program	Completed	Small
Carpinteria/Voluntario Crosswalks and Lighting (2015)	Active Transportation Program	Completed	Small
Carrillo/San Andres Intersection and Lighting Corridor (2016)	Highway Safety Improvement Program	In construction	Medium
CDBG 12-13 Sidewalk Access Ramp Project (2012)	Community Development Block Grant	Completed	Small
CDBG 13-14 Sidewalk Access Ramp Project (2013)	Community Development Block Grant	Completed	Small
CDBG 15-16 Sidewalk Access Ramps Project (2015)	Community Development Block Grant	Completed	Small
CDBG 16-17 Westside Sidewalk Access Ramps Phase II (2016)	Community Development Block Grant	Completed	Small
CDBG 17-18 Laguna Access Ramps (2017)	Community Development Block Grant	Completed	Small
CDBG 18-19 Oak Park Access Ramps (2018)	Community Development Block Grant	Completed	Small
Cleveland School Pedestrian Improvements (2009)	Measure A	Completed	Small
Cliff Alan Crosswalk and Sidewalk (2020)	Highway Safety Improvement Program	In Construction	Small
Cliff Drive Vision Zero Project (separated bike path and new crossings and traffic signals) (2022)	Active Transportation Program	In design	Large
Cota Street Bridge (2016)	Highway Bridge Program	Completed	Medium
Crosswalks (various location) (2012)	Highway Safety Improvement Program	Completed	Small

De La Guerra Street Bridge (2019)	Highway Bridge Program	Completed	Small
De La Vina/Arrellaga Traffic Signal (2013)	Highway Safety Improvement Program	Completed	Small
De La Vina/Figueroa Crosswalk Safety Project (2011)	Highway Safety Improvement Program	Completed	Small
Downtown De La Vina Safe Crosswalks and Buffered Bike Lane (2018)	Active Transportation Program	Completed	Large
Downtown Perimeter Lighting (De La Vina and Sola) (2016)	Highway Safety Improvement Program	Completed	Large
Eastside Community Paseos (2016)	Active Transportation Program	Completed	Large
Gutierrez Street bridge (2018)	Highway Bridge Program	Completed	Small
Haley/De La Vina Street Bridge (2012)	Highway Bridge Program	Completed	Medium
La Colina Sidewalk (2009)	Measure A	Completed	Small
La Cumbre Sidewalk Infill - Phase 2 (2015)	Measure A	Completed	Small
Las Positas Road at Stanley Drive intersection safety enhancements (2022)	Highway Safety Improvement Program	In Construction	Small
Lower Milpas Pedestrian Improvement Project (2014)	Active Transportation Program	Pending grant funding	Large
Mason Street Bridge (2017)	Highway Bridge Program	Completed	Medium
Milpas Safe Crosswalks and Sidewalk Widening Project (2022)	Active Transportation Program	In Design	Medium
Modoc/Las Positas Multiuse Path (2016)	Active Transportation Program	Completed	Large
Montecito/Yanonali Bridge Replacement and Sidewalk Infill (2014)	Active Transportation Program	Completed	Large
N La Cumbre sidewalk infill Part 1 (2012)	Measure A	Completed	Small
Old Coast Highway Sidewalk Infill (2015)	Measure A	Completed	Small
Ortega Street Bridge (2011)	Highway Bridge Program	Completed	Medium
Punta Gorda Street Bridge (2015)	Highway Bridge Program	Completed	Medium
Qunientos Street Bridge (2019)	Highway Bridge Program	Completed	Medium
Salinas/Old Coast Highway Intersection (2018)	Highway Safety Improvement Program	Completed	Small

San Andres Street Safe Crossings and Lighting Project (2021)	Measure A	In Construction	Small
Santa Barbara Junior High Multiuse Path Gap Closure on Cota Street (2021)	Measure A	Completed	Small
School Zone Pedestrian Refuge Island Installations (2013)	Measure A	Completed	Small
SR2S Crosswalks (various locations) (2015)	Highway Safety Improvement Program	Completed	Small
State Street Vision Zero Undercrossing (sidewalk widening and buffered bike lanes) (2018)	Active Transportation Program	In Construction	Large
Traffic Signal Upgrades (various locations) (2012)	Highway Safety Improvement Program	Completed	Small
Traffic Signal Upgrades II (various locations) (2015)	Highway Safety Improvement Program	Completed	Small
Upper De La Vina Crosswalks and Buffered Bike Lane (2020)	Active Transportation Program	In Construction	Large
Voluntario Street Sidewalk Access Ramps (2015)	Community Development Block Grant	Completed	Small
Westside Community Paseos (2016)	Active Transportation Program	Completed	Large
Westside and Lower West Neighborhood Active Transportation Plan Implementation (2022)	Active Transportation Program	In design	Large

Measuring Success of Traffic Safety, Neighborhood Connectivity, and Mobility Projects

It is important to evaluate whether traffic safety and connectivity projects are meeting their intended purpose. Measuring success in traffic safety, neighborhood connectivity, and mobility projects can be complicated. After reading Chapter 3, Traffic Safety Analysis, it would be inaccurate to conclude that the City's investments traffic safety, neighborhood connectivity, and mobility projects are not reducing traffic collisions. For example, the table below compares the top twenty intersections for vehicle vs. pedestrian collisions from 2010-2014, before traffic safety enhancements, with the same statistics from 2020-2024, after engineering solutions like lighting, traffic signal hardware modifications, curb extensions, rapid flashing beacons, high visibility crosswalks, and pedestrian refuge islands were installed. As indicated in the table, there were 50

fewer collisions at these intersections, a 67% reduction, following the implementation of engineering solutions. This is a significant safety enhancement.

Table 2: Vehicle vs. Pedestrian Collision Comparison from 2010-2014 (Pre-Project) and 2020-2024 (Post-Project)

2010-2014 Rank	Intersection	2010 to 2014 # Pedestrian Involved Collisions	2020 to 2024 # Pedestrian Involved Collisions	Difference 2010-14 to 2020- 44	What Have We Done For Pedestrians?	What is Planned?
1	Carrillo St at De La Vina St	12	2	-10	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks, Turn on Red Prohibition	None
2	Calle Palo Colorado at State St	5	2	-3	Curb Extensions, Refuge Island, RRFB, High Vis Crosswalk	0
3	Gutierrez St at State St	5	2	-3	TS Hardware Mods, TS Timing Mods	0
4	Canon Perdido St at Chapala St	4	1	-3	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	TS Hardware Mods, TS Timing Mods
5	Carpinteria St at Voluntario St	4	0	-4	AWS, Lighting	0
6	Gutierrez St at Milpas St	4	1	-3	TS Hardware Mods	TS Hardware Mods, TS Timing Mods, Curb Extensions, High Vis Crosswalks, Lighting
7	Mission St at Modoc Rd	4	1	-3	Lighting, High Vis Crosswalks	Bike facility
8	Anacapa St at Cabrillo Bl	3	1	-2	Curb Extensions, RRFB, Lighting	Refuge Island, RRFB Mods, Lighitng
9	Arrellaga St at De La Vina St	3	0	-3	New TS	Lighting
10	Bath St at Haley St	3	2	-1	TS Hardsware Mods, TS Timing Mods, High Vis Crosswalks	Lighting
11	Carrillo St at Castillo St	3	1	-2	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks	None
12	Chapala St at Figueroa St	3	1	-2	TS Hardware Mods	Curb Extensions, TS Hardware Mods, TS Timing Mods
13	Chapala St at De La Guerra St	3	1	-2	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	TS Hardware Mods, TS Timing Mods
14	Chapala St at Haley St	3	2	-1	TS Hardware Mods, TS Timing Mods, Curb Extensions	High Vis Crosswalks
15	De La Vina St at Mission St	3	3	0	TS Hardware Mods, TS Timing Mods, Corner Mods, High Vis Crosswalks	0
16	Micheltorena St at State St	3	0	-3	TS Hardware Mods, TS Timing Mods	ADA Ramps, High Vis Crosswalks, Lighting
17	Milpas St at Ortega St	3	2	-1	Refuge Island, RRFB, Road diet	RRFB Mods
18	Montecito St at Nopal St	3	0	-3	High Vis Crosswalks, Lighting	0
19	Alamar Av at De La Vina St	2	3	1	TS Hardware Mods, TS Timing Mods	TS Hardware Mods, Curb Extensions, Lighting
20	Alamar Av at State St	2	0	-2	TS Hardware Mods, TS Timing Mods, Corner Mods, High Vis Crosswalks, Lighting, Blank out signs	0
Total		75	25	-50		

Table 3 lists the 100 intersections with the highest number of total collisions (all modes) from 2010-2014 and 2020-2024. Of the 100 intersections, 81 intersections have been addressed with engineering solutions and 19 intersections have not been treated. Table 4 shows that the 81 intersections that have been treated showed a 42.3 percent decrease in collisions and the 19 untreated intersections showed a 6.7 percent decrease in collisions.

In Table 4 also provides total injury collisions. From 2010-2014 there were 2,292 injury collisions and from 2020-2024 there were 2,019 injury collisions, representing a decrease of 11.9 percent. Despite a significant amount of successful engineering work at the City's most collision prone intersections, overall collisions are trending upward. The takeaways are:

1) Engineering interventions have been successful in reducing but not eliminating collisions. The City will continue to perform data-driven improvements with a proven track record of reducing collisions.

2) It is not reasonable to re-engineer the entire City, so education and enforcement are needed to compliment engineering efforts and provide collision reduction to those areas that engineering is unlikely to reach.

Table 3: Total Collision Comparison from 2010-2014 (Pre-Project) and 2020-2024 (Post-Project)

Rank	Intersection	Total Injury Collisions 2010- 2014	Total Collisions 2020-2024	Difference 2010- 14 to 2020-4	What Did We Do?	What Else is Planned?
1	Carrillo St at De La Vina St	24	13	-11	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks	None
2	Arrellaga St at De La Vina St	15	5	-10	New TS	Lighting
3	Carrillo St at Castillo St	15	11	-4	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks	None
4	Gutierrez St at Milpas St	15	6	-9	TS Hardware Mods	TS Hardware Mods, TS Timing Mods, Curb Extensions, High Vis Crosswalks,
5	Bath St at Carrillo St	14	6	-8	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks	
6	Castillo St at Mission St	14	10	-4	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
7	Alamar Av at State St	12	2	-10	TS Hardware Mods, TS Timing Mods, Corner Mods, High Vis Crosswalks, Lighting, Blank out signs	
8	Bath St at Haley St	12	7	-5	TS Hardsware Mods, TS Timing Mods, High Vis Crosswalks	Lighting
9	Calle Laureles at State St	12	7	-5	TS Hardware Mods, TS Timing Mods	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks
10	De La Vina St at Mission St	12	10	-2	TS Hardware Mods, TS Timing Mods, Corner Mods, High Vis Crosswalks	
11	Ontare Rd at State St	12	6	-6	TS Hardware Mods	TS Timing Mods, Lighting
12	Anacapa St at Carrillo St	11	3	-8	TS Hardware Mods, TS Timing Mods, Lighting	
13	Calle Palo Colorado at State St	11	5	-6	Curb Extensions, Refuge Island, RRFB, High Vis Crosswalk	
14	Carrillo St at San Andres St	11	7	-4	TS Hardware Mods, TS Timing Mods, Corner Mods, High Vis Crosswalks, Lighting	
15	Mission St at State St	11	7	-4	TS Hardware Mods, TS Timing Mods	Lighting
16	Chapala St at Haley St	10	4	-6	TS Hardware Mods, TS Timing Mods, Curb Extensions	High Vis Crosswalks
17	Haley St at Santa Barbara St	10	5	-5	TS Hardware Mods, TS Timing Mods	High Vis Crosswalks, Lighting
18	Las Positas Rd at Modoc Rd (1)	10	5	-5	TS Hardware Mods, TS Timing Mods	Bike facility
19	Carrillo St at Santa Barbara St	9	3	-6	TS Hardware Mods, TS Timing Mods, Lighting	TS Hardware Mods, Lighting
20	Gutierrez St at State St	9	4	-5	TS Hardware Mods, TS Timing Mods	
21	Haley St at State St	9	2	-7	TS Hardware Mods, TS Timing Mods	
22	Las Positas Rd at McCaw Av	9	2	-7	Restriping	
23	Micheltorena St at State St	9	4	-5	TS Hardware Mods, TS Timing Mods	ADA Ramps, High Vis Crosswalks, Lighting
24	Bath St at Micheltorena St	8	3	-5	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	Lighting
25	Cacique St at Milpas St	8	14	6		TS Timing Mods
26	Canon Perdido St at Chapala St	8	2	-6	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	TS Hardware Mods, TS Timing Mods
27	Carrillo St at Chapala St	8	7	-1	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
28	Castillo St at Montecito St	8	9	1	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
29	La Cumbre Ln at La Cumbre Rd	8	4	-4	TS Hardware Mods	TS Hardware Mods, TS Timing Mods, Corner Mods, Lighting
30	Micheltorena St at San Andres St	8	6	-2	TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks	
31	Milpas St at Quinientos St	8	7	-1		TS Hardware Mods, TS Timing Mods, Curb Extensions, High Vis Crosswalks,

32	State St at Victoria St	8	0	-8	TS Hardware Mods	
33	Arrellaga St at Chapala St	7	7	0	New TS	
34	Arrellaga St at Bath St	7	2	-5	AWS	
35	Butterfly Ln at Coast Village Rd	7	1	-6	AWS, Corner Mods	
36	Cabrillo Bl at Old Coast Hwy	7	7	0		
37	Canon Perdido St at Santa Barbara St	7	6	-1	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
38	Canon Perdido St at De La Vina St	7	3	-4	Curb Extensions, High Vis Croswalk, Warning Signs, Lighting, Road Diet	
39	Chapala St at Mission St	7	1	-6	TS Hardware Mods, TS Timing Mods	Lighting
40	Chapala St at Cota St	7	2	-5	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	TS Hardware Mods, TS Timing Mods
41	Chino St at Mission St	7	1	-6	Sight distance improvements	Lighting
42	Cliff Dr at Loma Alta Dr (W)	7	2	-5	TS Hardware Mods, TS Timing Mods	TS Hardware Mods, TS Timing Mods, Corner Mods, Lighting
43	Constance Av at State St	7	7	0		
44	De La Vina St at Figueroa St	7	6	-1	Curb Extensions, Lighting, High Vis Crosswalk	
45	De La Vina St at State St (1)	7	2	-5		TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks
46	De La Vina St at Los Olivos St	7	1	-6	High Vis Crosswalk, Warning Signs, Road diet	Curb extensions, lighting
47	Garden St at Haley St	7	11	4	TS Hardware Mods, TS Timing Mods	TS Hardware Mods, Lighting, High Vis Crosswalks
48	Hope Av at State St	7	10	3	TS Hardware Mods	TS Hardware Mods, TS Timing Mods
49	Alisos St at Carpinteria St	6	3	-3	AWS, Lighting	
50	Anapamu St at Garden St	6	5	-1	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
51	Anapamu St at State St	6	1	-5	TS Hardware Mods	
52	Castillo St at Micheltorena St	6	4	-2	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	Lighting
53	Cliff Dr at Las Positas Rd	6	13	7	Roundabout	
54	Coast Village Rd at Olive Mill Rd	6	4	-2	Roundabout	
55	Cota St at Santa Barbara St	6	5	-1	TS Hardware Mods, TS Timing Mods	
56	De La Guerra St at State St	6	1	-5	Part of State Street Temporary Promenade	
57	Garden St at Pedregosa St	6	4	-2		Corner mods, warning signs
58	Milpas St at Ortega St	6	2	-4	Refuge Island, RRFB, Road diet	RRFB Mods
59	Milpas St at Montecito St	6	21	15		TS Hardware Mods, TS Timing Mods, Curb Extensions, High Vis Crosswalks,
60	State St at Yanonali St	6	2	-4	TS Hardware Mods, TS Timing Mods, Corner Mods, RR Xing Mods	
61	Alamar Av at De La Vina St	5	5	0	TS Hardware Mods, TS Timing Mods	TS Hardware Mods, Curb Extensions, Lighting
62	Alisos St at Montecito St	5	2	-3	AWS, Lighting	
63	Anacapa St at Anapamu St	5	8	3		TS Hardware Mods, TS Timing Mods
64	Anacapa St at Los Olivos St	5	1	-4	High Vis Crosswalk, other pavement markings	
65	Anapamu St at Bath St	5	0	-5	Sight distance improvements	
66	Arden Rd at De La Vina St	5	0	-5	RRFB, Lighting, High Vis Crosswalk	
67	Arrellaga St at Castillo St	5	2	-3		
68	Bath St at Mission St	5	5	0	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	Lighting
69	Broadmoor at State St	5	6	1	TS Hardsware Mods	TS Timing Mods, Lighting
70	Calle Cesar Chavez at Quinientos St	5	3	-2		
71	Calle Crespis at Verde Vista Dr	5	0	-5		
72	Calle De Los Amigos at Modoc Rd	5	7	2	Bike path, Corner Mods, Lighting	
73	Calle Real at La Cumbre Rd	5	12	7	TS Hardware Mods, TS Timing Mods, Lighting	TS Hardware Mods, TS Timing Mods
74	Carpinteria St at Voluntario St	5	1	-4	AWS, Lighting	

75	Carrillo St at State St	5	7	2	TS Hardware Mods, TS Timing Mods	
76	Carrillo St at Chino St	5	3	-2	Lighting	
77	Chapala St at De La Guerra St	5	3	-2	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	TS Hardware Mods, TS Timing Mods
78	De La Guerra St at De La Vina St	5	7	2	Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting, Road Diet	
79	De La Guerra St at Milpas St	5	3	-2	TS Hardware Mods, Road Diet	
80	De La Vina St at Victoria St	5	2	-3	Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting	
81	De La Vina St at Valerio St	5	0	-5		Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting
82	De La Vina St at Ortega St	5	5	0	Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting, Road Diet	
83	De La Vina St at Pueblo St	5	3	-2	Road Diet	Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting
84	Haley St at Salsipuedes St	5	7	2	TS Hardware Mods, TS Timing Mods, Lighting	
85	Hitchcock Wy at State St	5	5	0	TS Hardware Mods	
86	Milpas St at Yanonali St	5	4	-1		New TS, Curb Extensions, High Vis Crosswalks, Lighting
87	Mission St at San Andres St	5	5	0		Curb Extension, Lighting
88	Modoc Rd at Portesuello Av	5	1	-4	Corner mods	New TS, bike facilities
89	Ortega St at State St	5	2	-3	TS Hardware Mods	
90	Santa Barbara St at Victoria St	5	3	-2	TS Hardware Mods, TS Timing Mods, High Vis Crosswalks	
91	State St at Toyon Dr	5	1	-4		
92	Alisos St at Quinientos St	4	1	-3	AWS, Lighting	
93	Alisos St at Gutierrez St	4	3	-1	AWS, Lighting	
94	Anacapa St at Cota St	4	4	0	TS Hardware Mods, TS Timing Mods	
95	Anacapa St at Ortega St	4	0	-4	TS Hardware Mods, TS Timing Mods	
96	Anacapa St at Canon Perdido St	4	3	-1		TS Hardware Mods, TS Timing Mods
97	Anacapa St at Haley St	4	4	0		TS Hardware Mods, TS Timing Mods, Lighting, High Vis Crosswalks
98	Anapamu St at San Andres St	4	3	-1		Curb Extensions, High Vis Crosswalk, Warning Signs, Lighting
99	Anapamu St at De La Vina St	4	3	-1		Lighting
100	Anapamu St at Laguna St	4	0	-4	AWS	
		723	454	-269		

Table 4: 2010 to 2014 Compared to 2020 to 2024

		2010 to 2014	2020 to 2024	Change
Total Injury Collisions		2292	2019	-11.9%
2010 to 2014 Top 100 Injury Collision Locations	With Treatment (81)	619	357	-42.3%
	Without Treatment (19)	104	97	-6.7%

Other Measures of Success

In addition to analyzing collision data over time, additional criteria are also used to measure project success, like vehicle speed reduction, increased accessibility (ADA compliance), travel mode shifts (increases walking and biking), and feedback from the community about overall ease and comfort of walking and biking in their neighborhoods.

Certain components of traffic safety projects can be immediately successful. For example, installing an access ramp or other accessibility improvements like Accessible Pedestrian Signals (APS) (devices that help people who are blind or have low vision cross the street) are immediately successful since the accessibility barrier is removed.

It is also important to note that not all infrastructure-related improvements happen along corridors with high patterns of collisions. For example, a project may focus on enhancing safety and connectivity along school routes with lower traffic volumes instead of on the vehicle-dominated collision-prone streets. Thus, a project can be very successful for neighborhood connectivity and mobility but may not be as impactful for addressing traffic collisions on a neighborhood's main thoroughfare.

Table 4 documents the pre- and post-project counts of our recently-constructed bicycle boulevards or bike friendly streets that provide north-south connections in the Eastside Neighborhood along Alisos Street, north-south connections in the Westside Neighborhood along Gillespie Street and San Pascual Street, and from those neighborhoods to Downtown with Sola Street as the main east-west connector (Figure 5 of Bike Friendly Street Routes). These routes, which were part of the Eastside and Westside Community Paseos Projects, have been transformational for kids and families getting to school and work and we anticipate the routes will continue to increase in popularity. Harding Elementary Students now have daily bike buses on Gillespie Street to get to school every morning. Alisos Street has become a very popular route for Santa Barbara Junior High and High School Students. Sola Street is now the City's first east-west bike connection in the Downtown and is becoming increasingly popular as cyclists become familiar with the route.

The City will continue to conduct more post-project count data and evaluation. It is important to note that none of these streets were collision-prone, which is why, after a Vision Zero safety analysis and robust community feedback, they were selected as optimal routes for residents of all ages to travel to school, parks, work, and other key destinations safely. These streets were alternatives to the more vehicle-dominated and collision-prone Milpas Street and San Andres.

Table 4: Bike Boulevards/Bike Friendly Streets

Street	Pre-Project Bicycle Counts and Date	Post-Project Bicycle Counts and Date	Next Bicycle Counts Planned
Alisos Street	113 (2018) 173 (2022)	290 (2024)	May 2025
Gillespie Street	94 (2019) 69 (2022)	182 (2024)	May 2025
San Pascual Street	40 (2019)	May 2025	May 2025
Sola Street	62 (2018) 89 (2019)	146 (2024)	May 2025

*Counts are based on 15-hour counts from 6am to 9pm.

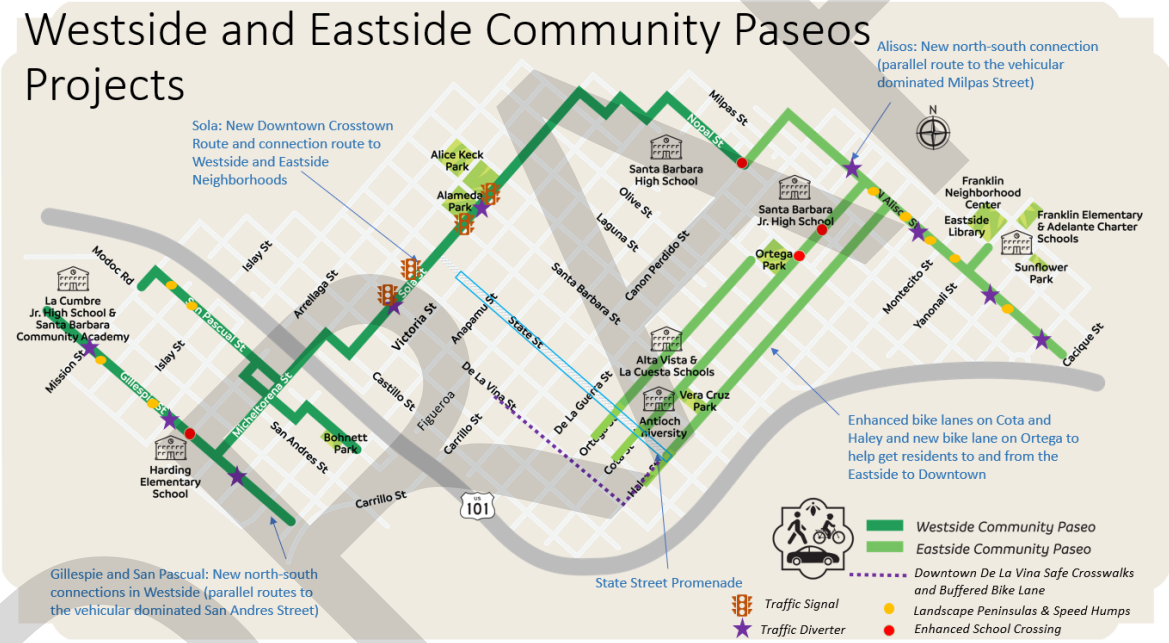


Figure 5: Bike Friendly Routes in the Eastside and Westside Neighborhoods and from those neighborhoods to Downtown along Sola Street

When to Measure Success

For any new traffic control measures or changes to corridors (e.g., traffic signals, speed humps, traffic diverters, etc.), it typically takes about three to six months for residents to adjust their travel patterns, and about three to five years of evaluation of collisions, traffic speeds and volumes, and roadway user data like how many vehicles, cyclists, pedestrians, motorcyclists, and/or transit are using this route to measure success.

Why It Can Take Years to See Results

Reducing the frequency of collisions typically requires multiple improvements address traffic safety needs along a corridor. As discussed earlier in this chapter, for many years prior to 2014 the City was only able to implement small-scale projects because larger funding sources did not exist. Implementing small-scale projects results in longer time horizons to address traffic safety, neighborhood connectivity, and mobility. For collision analysis, in some cases, the full suite of needed improvements have not been in place for the five or more years needed for collision analysis, so analysis will continue.

Biggest Barriers to Traffic Safety, Neighborhood Connectivity, and Mobility in the City

The biggest barriers to traffic safety, neighborhood connectivity, and mobility continue to be streets connecting to Highway 101. Those streets handle the highest traffic volumes (Principal Arterials) in the City and represent a large portion of the City's collisions. The City is continuing to work with Caltrans to address long-term corridor improvements. Fortunately, Caltrans policies have changed in recent years to incorporate Complete Streets designs that benefit all road users.

ENFORCEMENT

In the context of traffic safety, enforcement encompasses law enforcement efforts to ensure people follow traffic laws and regulations.

Traffic Enforcement Trends

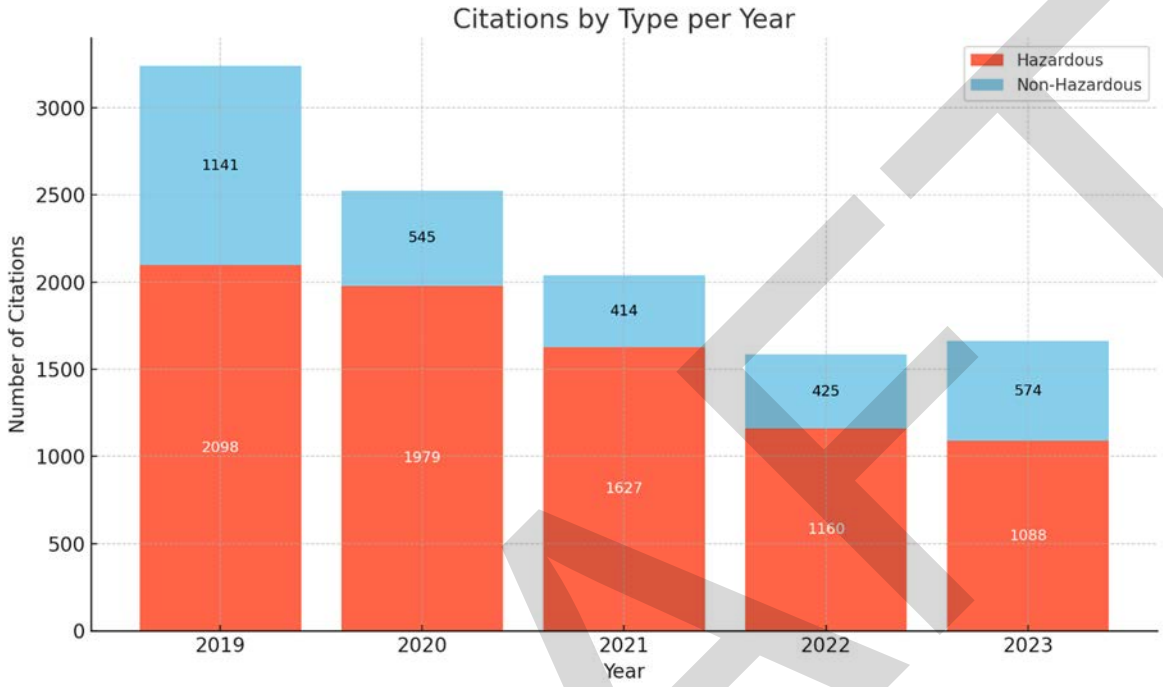
Traffic citations and DUI arrests are tools used to promote compliance with the vehicle code and create a safer environment for road users. Without proper enforcement of traffic and alcohol-related laws, efforts to reduce dangerous driving and DUIs are less effective and cannot be expected to reduce traffic fatalities or severe injuries. Compliance is less likely if people perceive that traffic laws are not being enforced or DUI drivers are not being held accountable.

The City of Santa Barbara Police Department provided the following traffic citation data.

Hazardous Citations and Violation Trends

Certain traffic violations are classified as "Hazardous Violations" due to their elevated risk to public safety. The Department of Motor Vehicles (DMV) uses a point system to track such violations. These offenses typically carry one or more points on a driver's record, with more severe violations—such as driving under the influence (DUI)—carrying two points. The point system is a key mechanism used to identify and restrict high-risk drivers, ultimately enhancing roadway safety.

The chart below illustrates the total number of citations issued by the Santa Barbara Police Department from 2019 onward, encompassing hazardous and non-hazardous violations by all persons on a roadway (including vehicles, pedestrians, and bicyclists).



Citation totals reflect staffing capacity and enforcement presence, not necessarily the frequency of actual violations.

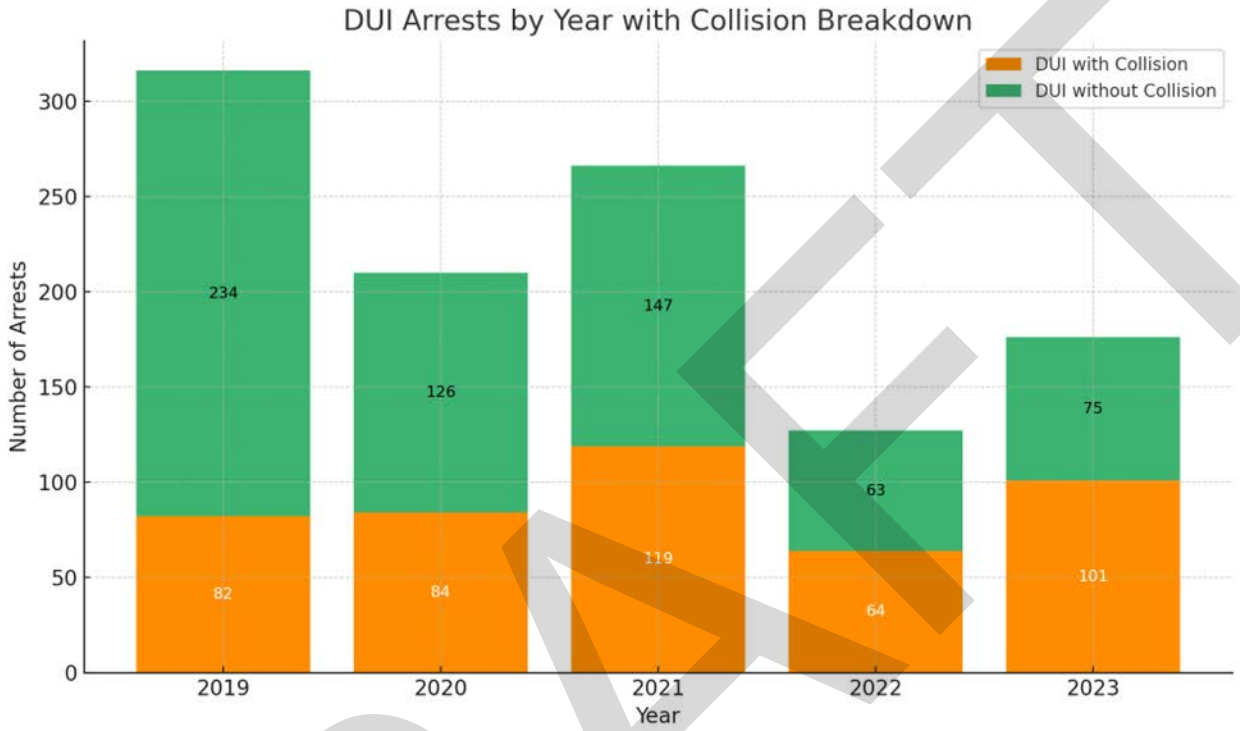
Fluctuations in citation and violation data may occur year to year. These changes are not necessarily indicative of shifts in driver behavior, but often reflect variations in police department staffing and available enforcement resources.

Historically, best practices and staffing models suggest that a city like Santa Barbara—with its large number of visitors—would be best served by five to six full-time officers dedicated to traffic enforcement. Due to ongoing staffing shortages, however, the Santa Barbara Police Department has typically maintained only two to three full-time traffic enforcement officers, including the supervising Traffic Sergeant. Even this reduced staffing level has been difficult to sustain.

DUI Arrests

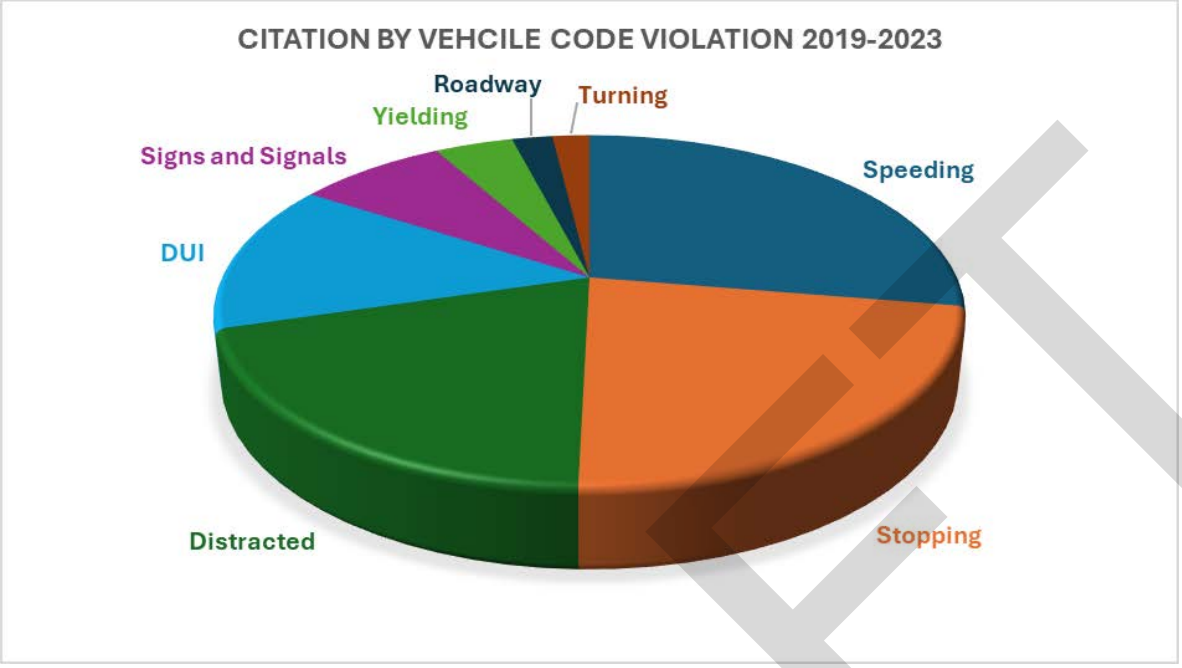
Enforcing DUI laws remains a top priority due to the direct correlation between impaired driving and fatal or severe injury collisions. As highlighted in previous sections, DUI-related crashes frequently occur near alcohol-serving establishments.

Between 2019 and 2023, the Santa Barbara Police Department averaged approximately 250 DUI arrests per year. Among those, roughly 30 annually involved felony DUI charges related to collisions that caused injury.



Citations by Vehicle Code Section

The chart below displays a breakdown of traffic citations issued from 2019 to 2023, excluding non-moving violations such as documentation or equipment issues. Approximately 85% of all citations were issued for violations involving speeding, stop sign infractions, distracted driving, or failure to obey traffic control devices (e.g., red lights or signage).



"Focus on the Five" Initiative

This Action Plan incorporates the "Focus on the Five" enforcement strategy, a data-driven approach that prioritizes limited enforcement resources toward addressing the five most frequent and dangerous road user behaviors. These behaviors have been consistently linked to fatal and severe injury collisions in both local and national data.

The City will implement this strategy through a combination of Office of Traffic Safety (OTS) grant-funded enforcement and public education initiatives. These will include:

- DUI and safety checkpoints
- Directed saturation patrols
- Community outreach and education
- Enhanced social media messaging
- Accountability through increased enforcement

The five targeted behaviors are:

1. Impaired or Distracted Driving
2. Failure to Stop
3. Speeding
4. Failure to Yield or Provide Right-of-Way

5. Disregard for Traffic Signs, Signals, and Local Ordinances

The Santa Barbara Police Department, in collaboration with the City's Traffic Engineering Division, will monitor and evaluate citation data related to these behaviors, focusing on citywide trends and areas within the High Injury Network.

EMERGENCY ACCESS (POST-CRASH CARE)

This encompasses the system for responding to traffic accidents, including first responders (fire and police), emergency medical services, tow operators, and transportation services.

Under the Federal Government's Safe System Approach, emergency access is in the context of post-crash care. Post-crash care means enhancing the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practice.

The Santa Barbara City Fire Department follows a strict policy that addresses incidents on roadways to ensure timely, effective, and safe post-crash care. This involves proper placement of Fire Department vehicles to block traffic to ensure the scene is safe for both the responders and those involved in the incident. Two apparatus are dispatched to all freeway incidents so one can be dedicated to blocking traffic while the other attends to the incident. Fire personal wear ANSI-approved reflective vests on all incidents involving roadways to ensure high visibility for traffic that may be continually flowing throughout the area.

The Santa Barbara Police Department respond to traffic collisions and prioritize scene management and safety by securing the area, positioning their vehicles to protect the scene, directing traffic, and calling for additional resources such as EMS, and fire rescue personnel. Once the immediate needs of the injured are addressed, SBPD facilitate the removal of the damaged vehicles and debris to clear the roadway and restore traffic flow. In serious collisions, collision reconstructions may be involved to analyze the incident and potentially develop a more in-depth investigation. Finally, it is the police reports that provide the factual statistics and information that all other rely on to make public safety road decisions. The City of Santa Barbabra poses unique challenges due to narrow roadways, one-way traffic, and circulation issues. Through the City's land development and capital development processes, the Fire Department reviews any proposed roadway modifications to make sure they meet Fire Department requirements to ensure response capabilities and operational procedures while on scene of a roadway incident would not be impacted. The Police Department has recently been added to this review by public safety.

EDUCATION

This focuses on educating drivers, pedestrians, cyclists, and other road users about traffic laws, safe driving practices, pedestrian and bicycle safety, and e-bike safety.

Focus on Vision Zero Projects

Adoption of the Vision Zero Policy in 2016 and Vision Zero Strategy (to eliminate fatalities and severe injuries on City streets) in 2018, community-wide education has been focused on Vision Zero-related messaging. This messaging aims to communicate the "why" behind Vision Zero projects, "what" the traffic safety, route connectivity, and/or mobility issues are, and "how" a project is addressing those issues. The City has used a combination of social media posts, videos, in-person and virtual community meetings, and project specific websites to communicate the projects.

E-Bike Safety

During the pandemic, popularity of e-bikes skyrocketed. Currently, e-bike cyclists make up about fifty percent of cyclists on City streets. As discussed in Chapter 3, there has been an increase in both the number of e-bikes on the road and the number of e-bike-involved collisions. Therefore, the City has increased messaging educational efforts about e-bike regulations, e-bike safety, and state and local resources for e-bike safety training.

Safety along the Temporary State Street Promenade

In May 2020, eight blocks the City's main street, State Street, between Haley and Victoria Streets, opened to pedestrians and cyclists, with vehicle use restricted to delivery and service vehicles before 10:00 AM and emergency access vehicles, in the Downtown for eight blocks between Haley and Victoria Streets. While this change has significantly reduced traffic collisions, concerns remain about the potential for bicycle vs. pedestrian conflicts. The City created a "Staying Safe on State" educational campaign targeted to all road users to promote safety at roadway intersections and etiquette between pedestrians and cyclists sharing the Promenade.

Upcoming Focused Traffic Safety Messaging

In response to collision data, the City will continue with focused education on the following themes to address traffic safety:

- DUI prevention
- No vehicle parking in red zones, crosswalks, bike lanes, and sidewalks
- What is a legal crossing and safety crossing tips
- How to avoid dooring a cyclist (Dutch reach) and how a cyclist can avoid getting doored
- Speed Kills
- Intersection safety tips for all road users
- How to safely pass a cyclist for drivers and other cyclists

- Where drivers of vehicles or bicycles should stop at intersections
- Vehicle and cyclist turning
- Be present while driving, biking, and walking
- Time of day collisions
- E-Bike etiquette with links to E-bike safety training
- Road etiquette for all users

Additional evaluation will occur as this messaging is released.

Safe Routes to School Program Education

The mission of the Save Routes to School (SRTS) Program is to encourage local students to walk, bike, or roll to and from schools and other destinations, and enable them to do so safely by addressing common barriers. The SRTS Program includes both capital infrastructure projects to help enhance the safety and accessibility of transportation routes near City schools, as well as school education efforts to help students and families travel to and from school safely. The SRTS Program started in the early 2000's and has evolved significantly over the past 20 years.

The Circulation Element of the City's General Plan, the Pedestrian Master Plan, the Bicycle Master Plan, and the Vision Zero Strategy include many policies that prescribe outreach through public and private schools to identify and expand safe routes to school for all transportation mode users, and to provide safety education to students and families. In keeping with these policies, the City works with local schools and non-profits to provide educational programming as part of the SRTS Program.

Because SRTS programming and activities generated more interest when they originated from schools and non-governmental organizations, rather than public or governmental partners, the City contracted with the Coalition for Sustainable Transportation (COAST) in 2003 to increase community and school participation in the SRTS Program at a grassroots level. Recently, COAST merged with SBBIKE to form MOVE Santa Barbara County (MOVE), a transportation advocacy organization that leads local SRTS programming.

In a collaborative effort, MOVE leads the education, encouragement, and evaluation components of the Program, while the City takes the lead on engineering (capital infrastructure) and enforcement (such as the School Crossing Guard Program). The City has been successful in supporting Program efforts through funding these highly effective infrastructure and enforcement efforts. To support the City's engineering efforts, MOVE facilitates site visits with the Police, Public Works, and Sustainability & Resilience Departments at local schools to identify access issues and safety concerns in the school zone and routes to school. This work often informs the development of City capital projects to make safety, traffic, and operational improvements along school routes, and helps the Police Department focus on key enforcement issues in school zones.

MOVE coordinates the SRTS educational program and works with 22 partner agencies to secure in-kind services and direct contributions of time and resources for local schools. These partners include various Parent Teacher Associations (PTAs), the Area Council of PTAs, Traffic Solutions at

Santa Barbara County Association of Governments, the Air Pollution Control District, the Metropolitan Transit District, Diabetes Resource Center, and the Santa Barbara County Public Health Department. MOVE is also the lead in providing educational programming for all north and south Santa Barbara County Schools through the Program.

MOVE provides the following SRTS programming to local schools based on grade level and/or need:

- **Kindergarten:** Walking safely presentations and transportation mode role playing.
- **First Grade:** Walking safely presentations and practice in school parking lots.
- **Second Grade:** Walking safely presentations, neighborhood safety walks, and four sessions of on-bike safety education.
- **Third Grade:** Walking and bicycling safely presentations focused on safe street crossing and making eye contact with drivers, and four sessions of on-bike safety education.
- **Fourth Grade:** Walking and bicycling safely presentations and one session of on-bike safety skills ("bike rodeo").
- **Fifth Grade:** Walking and bicycling safely presentations with a focus on designing a "safe route", being visible and predictable, and four sessions of on-bike safety education.
- **Sixth Grade:** Walking and bicycling safely presentations with a focus on typical crash types, four sessions of on-bike safety education, and a neighborhood ride (typically for students entering junior high school the following year).
- **Junior High:** Walking and bicycling safely presentations with a focus on common crashes, helmet use, benefits to health, transportation systems, and the environment. In addition, on-bike safety education includes street rides and basic bike maintenance.
- **High School:** Working with students in school clubs to teach basic and advanced bike maintenance skills, rules of the road, common crashes, and benefits of helmet use.
- **Helmet and Bike Light Distribution:** Distributing, fitting, and teaching proper-fit of bicycle helmets and bike lights to ensure students are protected and highly visible if riding at night.
- **Safety Assessments:** Working with school leaders and City staff on traffic safety and access assessments, which include discussing and documenting areas of concern, and developing and tracking next steps to address safety.
- **Events:** Bike and Walk to School Day.

In addition to providing robust SRTS education at local schools, MOVE also leverages their community networks to provide active transportation encouragement to students, parents, and residents. For example, in 2023, MOVE supported City efforts to highlight new active transportation infrastructure in educational videos, organized regular parent-led "bike bus" school commutes, facilitated meetings with parents and staff, and engaged with hundreds of students at local schools.

To better monitor and measure the success of SRTS programming, City staff continue to work with MOVE to generate bi-annual performance reports on the Program's efforts in local schools. This reporting effort began in Fiscal Year 2020, with the intent to document school education and outreach efforts, financial constraints and opportunities, and to identify goals and priorities for SRTS programming efforts for the upcoming fiscal year. City Staff provides yearly program updates to the City's Transportation Circulation Committee.

ENCOURAGEMENT

This focuses on promoting safe behaviors and encouraging people to choose ALTERNATIVE TRANSPORTATION OPTIONS, SUCH AS WALKING, BIKING, OR PUBLIC TRANSPORTATION.

The City of Santa Barbara has a history of promoting bicycling, walking, and transit as attractive, environmentally friendly, safe, and low-cost forms of transportation. Santa Barbara-specific encouragement campaigns include incentive programs, transportation demand management programs, dissemination of bike and transit routes, promotion of bicycling at city-sponsored events, promotion of the City's public bikeshare system, and increased wayfinding signage.

The City is also nationally recognized with designations as a Bicycle Friendly Community by the League of American Bicyclists and People for Bikes.

EQUITY

This refers to ensuring that traffic safety efforts are inclusive and address disparities in access to safe and alternative transportation options for all communities. This involves focusing on vulnerable road users, like pedestrians, cyclists and motorcyclists, and traditionally underserved populations.

Vulnerable Road Users

As discussed in Chapter 3, pedestrians and cyclists (including motorcycles and bicycles) are the most vulnerable road users on City streets and are more likely to suffer from severe injuries or fatalities. Most of the engineering projects that the City has received grant funding for are related to enhancing pedestrian and cyclist safety and creating infrastructure for all ages and abilities.

Education and encouragement are also primarily focused on pedestrian and bicyclist/e-bicyclist safety.

The Police Department have recently trained their staff on pocket bikes pocket bikes, which are off road e-motorcycles that are prohibited from roadways but are often sold as and confused for e-bikes. Education and enforcement of these devices is ongoing. There are also ebikes that have also been tampered with to exceed the manufacturers design speed of 20mph would also not be allowed on a multiuse (Class 1) bike path. Education and enforcement are also ongoing on this issue.

Underserved Populations

Underserved populations are also referred to as environmental justice communities or disadvantaged communities. The definition and location of underserved populations can vary at the local, regional, state, and federal levels.

At the regional level, indicators include:

- minority persons (Hispanic Origin and minority races),
- households with 80 percent of county median income ($54,000),
- households with 50 percent of county median (HUD very-low, $34,000),
- poverty (Federal definition based on household size and income),
- households with no vehicle,
- elderly (> 75),
- disabled, youth (< 18), limited English,
- no high school diploma, and
- rent or mortgage over 50 percent of income.

From a regional perspective, Figure 6 shows Santa Barbara County Association of Governments' environmental justice communities within the City of Santa Barbara in green.

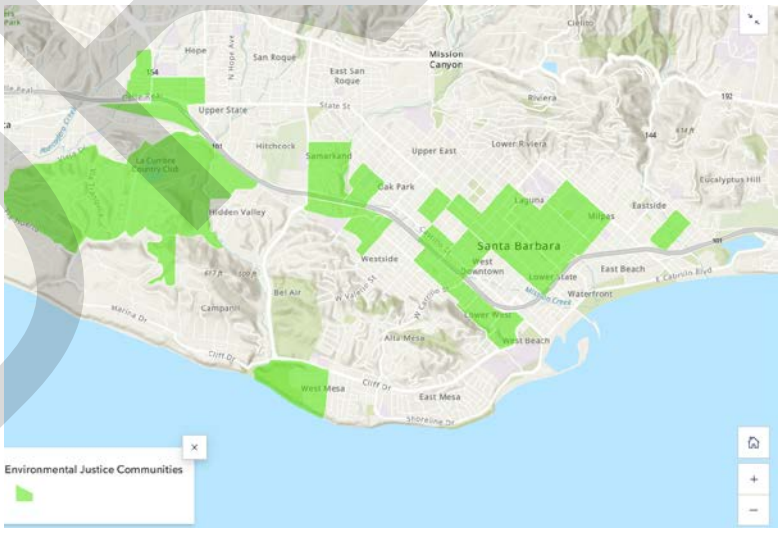


Figure 6: SBCAG Environmental Justice Communities Map (Data Source https://sbcag-regional-data-platform-sbcag.hub.arcgis.com)

In general, the City's Lower West, West Downtown, Downtown, and Lower Eastside Neighborhoods are made up of census tracts that consistently meet the metrics of underserved populations. These neighborhoods have the highest pedestrian and cyclist volumes and transit ridership in the City and the lowest vehicular ownership. Federal and state collision data demonstrate that underserved populations are often at higher risk of suffering from severe and fatal traffic-related injuries. Because of this, federal and state grants are only awarded to projects in qualifying underserved areas.

The City's awarded State Active Transportation Grants and State Community Development Block Grants are within qualifying underserved areas and our underserved residents directly benefit from the traffic safety, neighborhood connectivity, and mobility projects.

EVALUATION

This involves systematically assessing the effectiveness of safety programs and interventions to identify areas for improvement and ensure that resources are used effectively. As discussed in this chapter, each "E" is consistently under evaluation. City Staff anticipates that additional evaluation measures will be suggested new policies in the Safe Streets for All Policy Chapter.

PUBLIC WORKS DEPARTMENT

SAFE STREETS FOR ALL PLANNING EFFORT - REVIEW OF THE SAFETY ANALYSIS AND PAST AND PRESENT APPROACH TO TRAFFIC SAFETY

Transportation and Circulation Committee

April 24, 2025

Recommendation

- That the Transportation Circulation Committee review and provide comments on the draft Safety Analysis and Past and Present Approach to Traffic Safety chapters of the Safe Streets for All Plan.

Safe Streets For All Grant Program

- Federal Grant from the U.S. Department of Transportation
- Program Funds
  - *Planning and Demonstration Grants for Comprehensive Safety Action Plans*
  - *Implementation Grants*

Santa Barbara Safe Streets For All Action Plan

- Awarded $799k
- 20% City Match
- Plan Goal: To prevent traffic-related fatalities and serious injuries within the City, while increasing safe, healthy, and equitable mobility for all by strategically identifying infrastructure improvements that remove barriers to safe mobility.
- Two-year planning effort kicked off in Fall 2024

Action Plan Components

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Additional Chapters:

- Past and Present Approach to Traffic Safety
- Safe Routes to School

Draft Safety Analysis Chapter

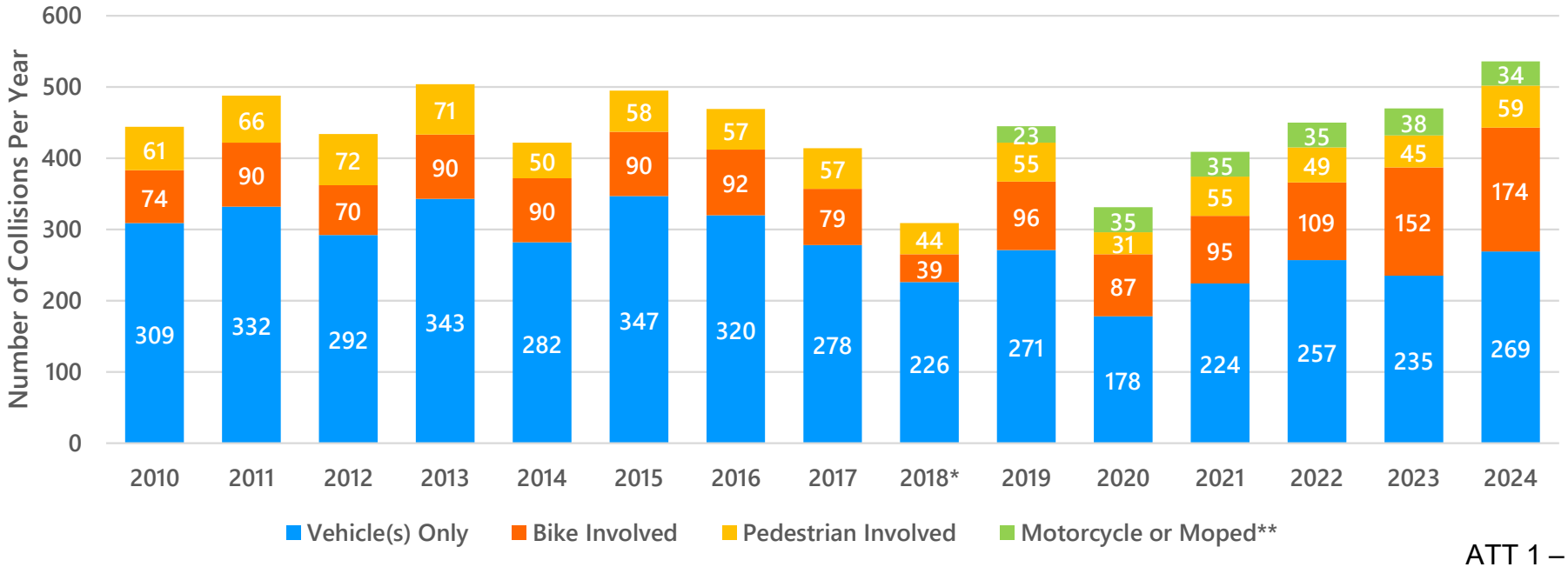
- About the Data
- Understanding Collision Severity
- Long Term Collision Trends
- Knowing Where to Focus Collision Reduction Efforts
- Vulnerable Users Involved Collision Data
- Driving Under the Influence Collision Data
- Santa Barbara High Injury Network
- Trends in Collisions Resulting in Severe or Fatal Injuries

Understanding Collision Severity

- Fatal
- Severe Injury
- Other Visible Injuries
- Complaint of Pain
- Property Damage Only

Long Term Collision Trends

Figure 1: 15 Year Trend: Number of Injury Collisions (All Severities) by Mode



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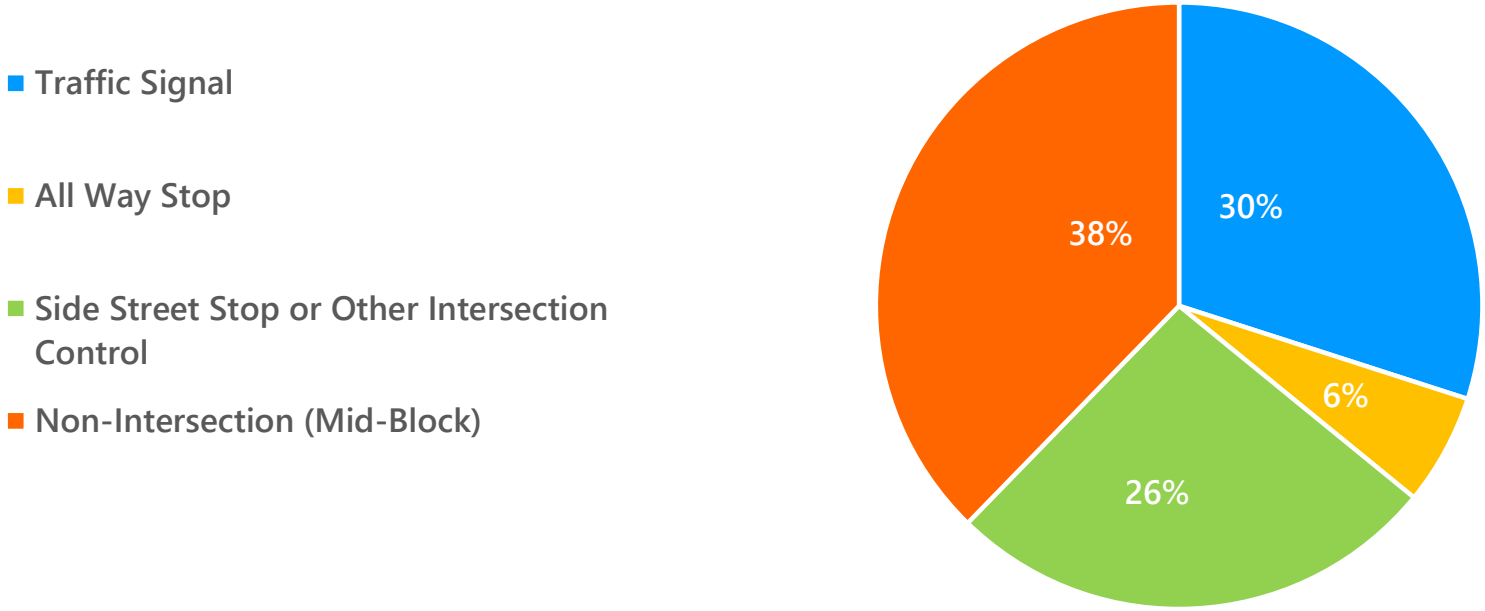
Knowing Where to Focus Collision Reduction Efforts

Figure 3: Location of Collisions Resulting in Injuries
(All Severities, 2020 to 2024)



Who are the victims?

Figure 4: Share of Fatal and Severe Collisions by Travel Mode (2020 to 2024)

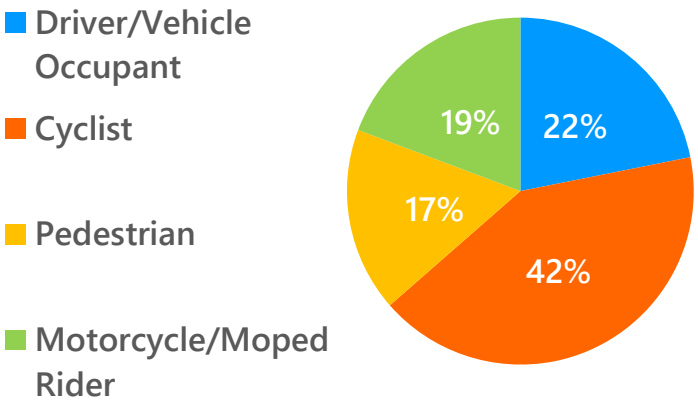
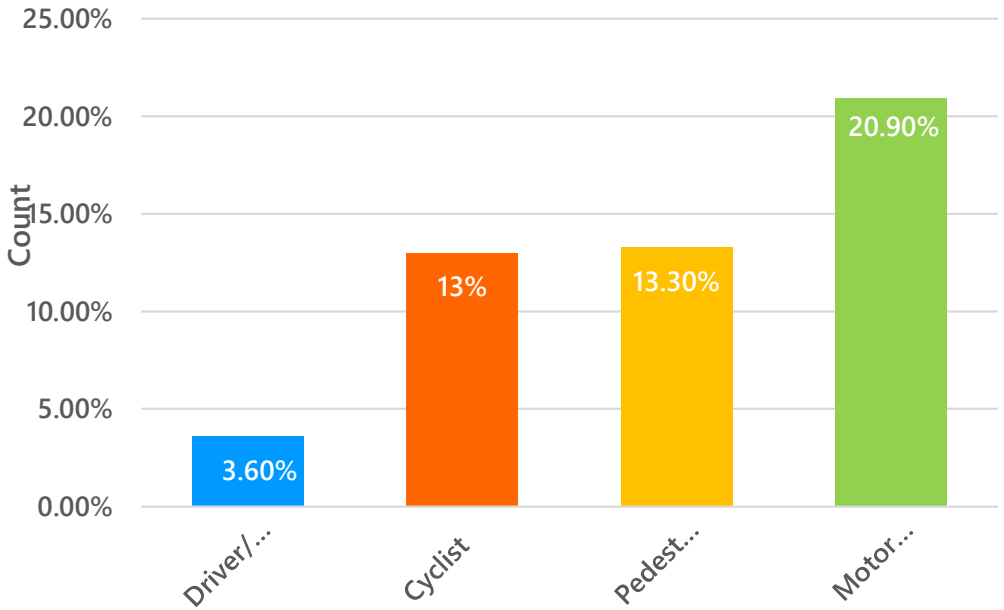
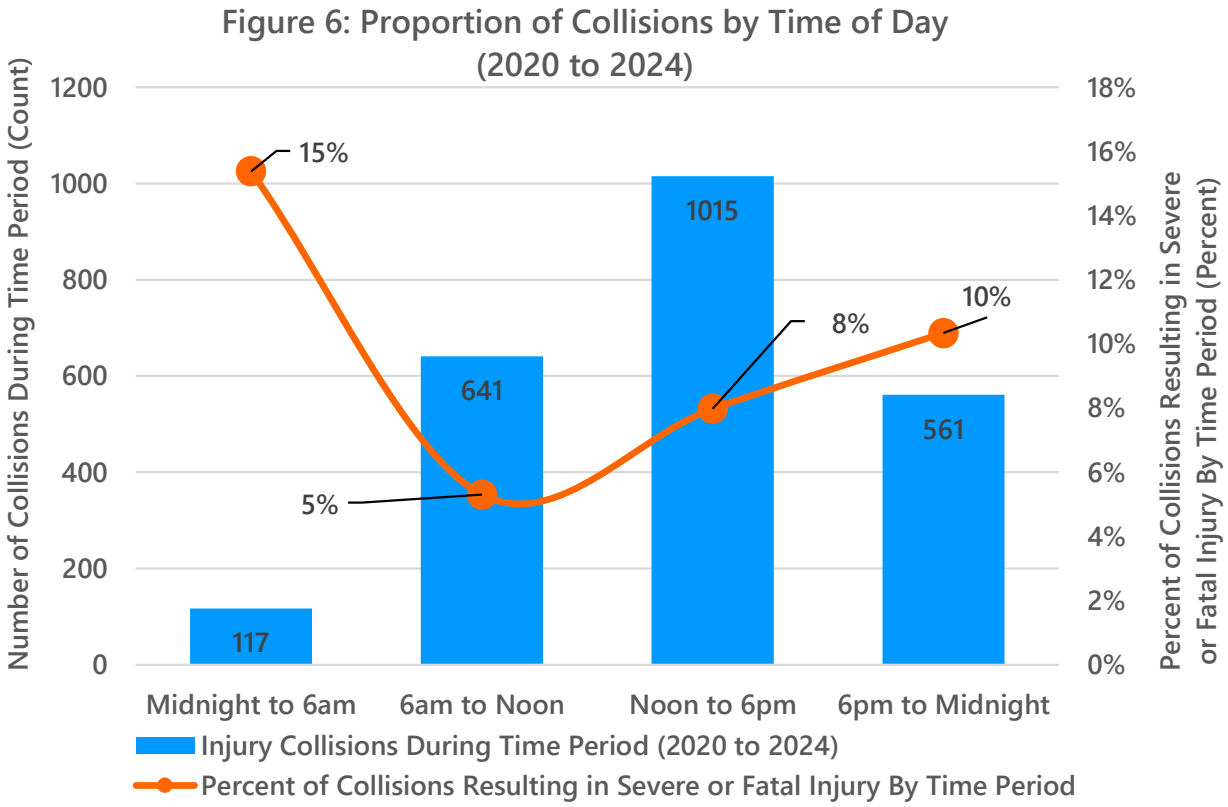


Figure 5: Reported Injury Collisions Resulting in Severe or Fatal Injury by Travel Mode (2020 to 2024)



When are collisions happening?



Why are collisions happening?

TABLE 3: TOP 5 PRIMARY COLLISION FACTORS FOR COLLISIONS RESULTING IN SEVERE AND FATAL INJURIES

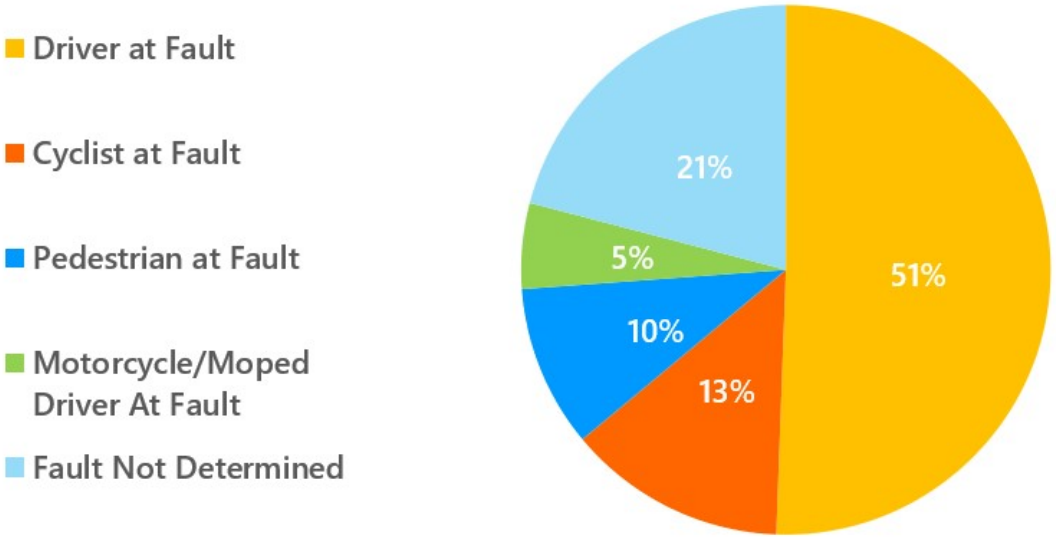
Primary Collision Factor	Description	Percentage of Total
Unsafe Speed	Driving at an unsafe speed for the conditions	16.2%
Unknown	Primary Collision Factor Could Not Be Determined	15.6%
Driving Under Influence	Driving or bicycling while under the influence of alcohol or drug	13.1%
Improper Turning	Turning at a distance unnecessarily far from a curb, turning without using turn signals, or making a type of turn prohibited by signage	11.5%
Auto R/W Violation	Making a maneuver without respecting the right-of-way of another driver	10.5%

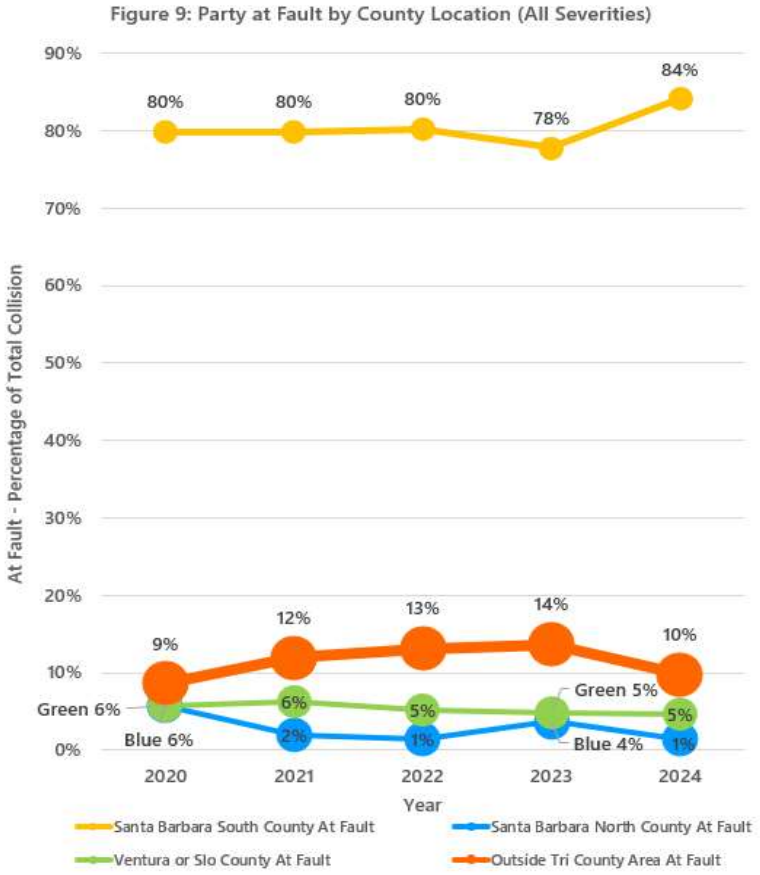
TABLE 4: TOP 5 COLLISION TYPES FOR COLLISIONS RESULTING IN SEVERE OR FATAL INJURIES

Collision Type	Percentage of Total
Other (unique collision scenario but 94% of "other" collisions are bicycle involved)	32.1%
Broadside (T-bone)	17.7%
Vehicle - Pedestrian	17.2%
Hit Object	9.4%
Rear-End	8.3%

Who is at fault?

Figure 8: Party at Fault in Collisions Resulting in Severe or Fatal Injuries (2020-2024)





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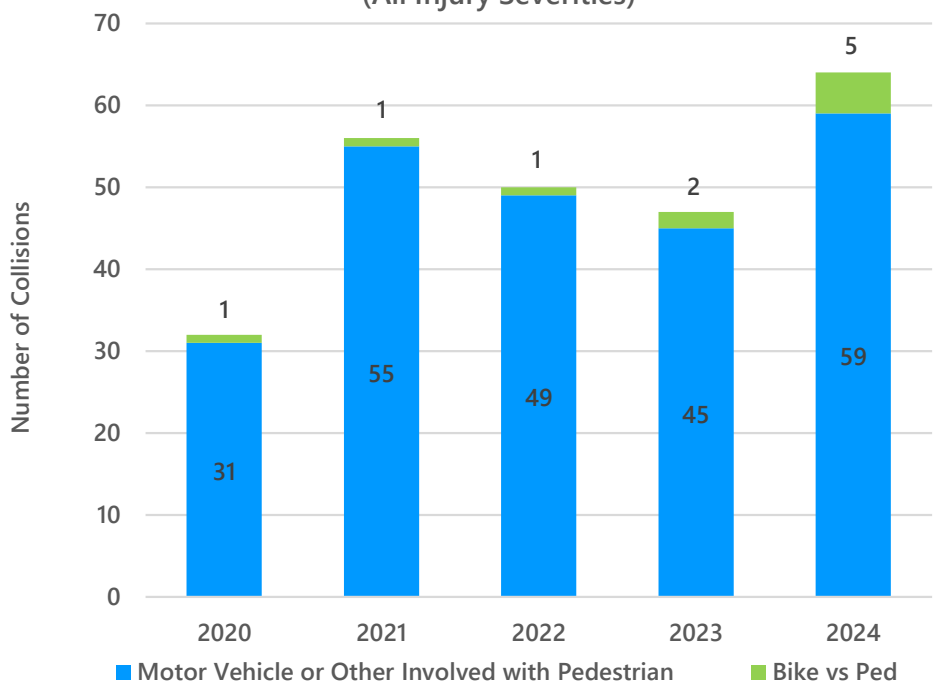
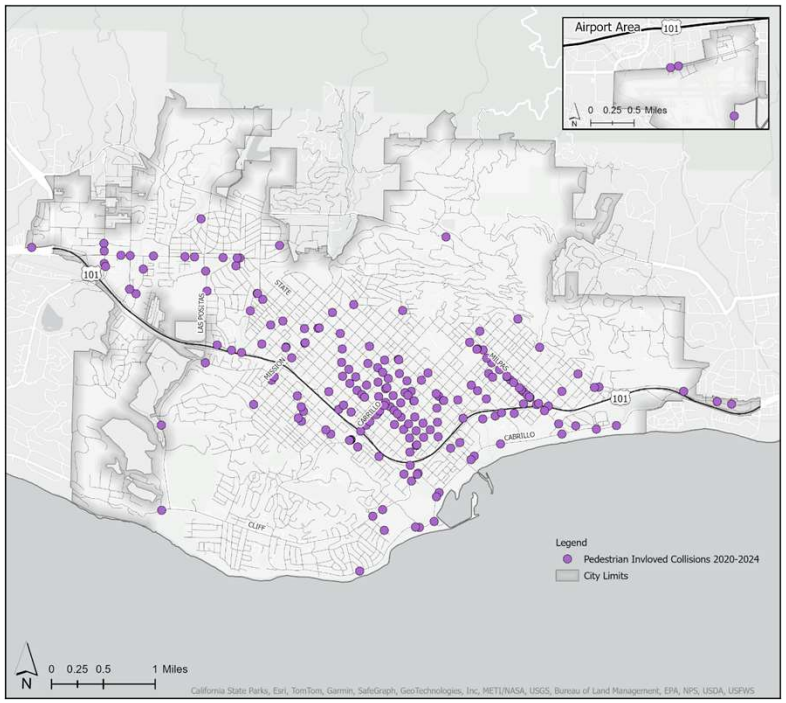
Pedestrian involved collisions

Figure 10: Pedestrian Involved Collisions
(All Injury Severities)





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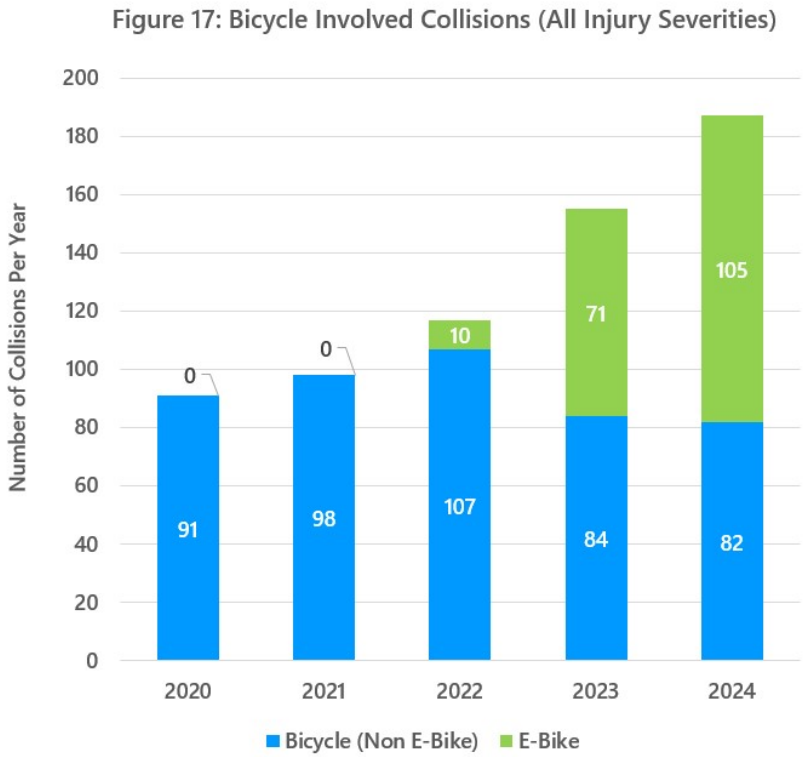
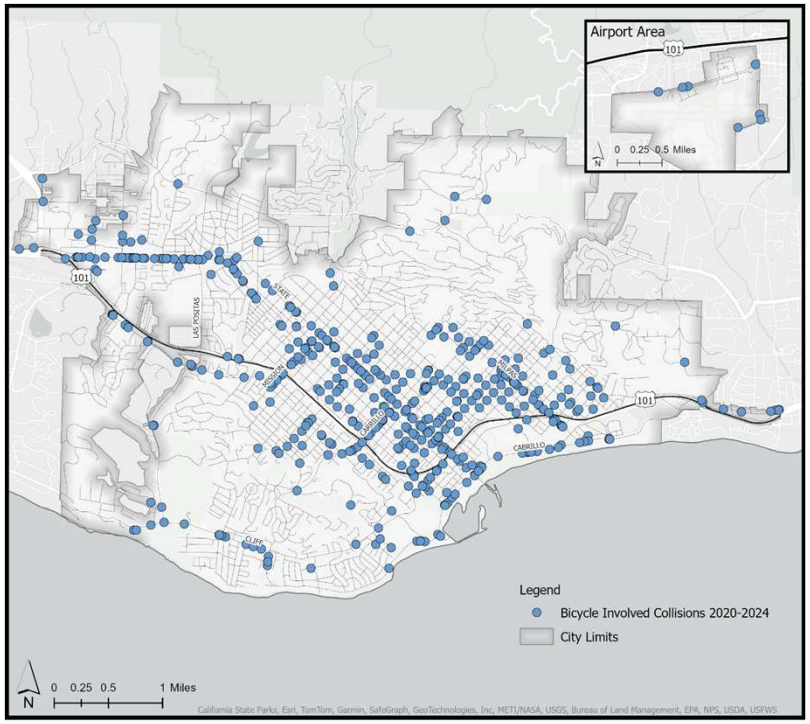
Bicycle involved collisions





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Motorcycle involved collisions

Figure 25: Number of Motorcycle Involved Collisions by Year

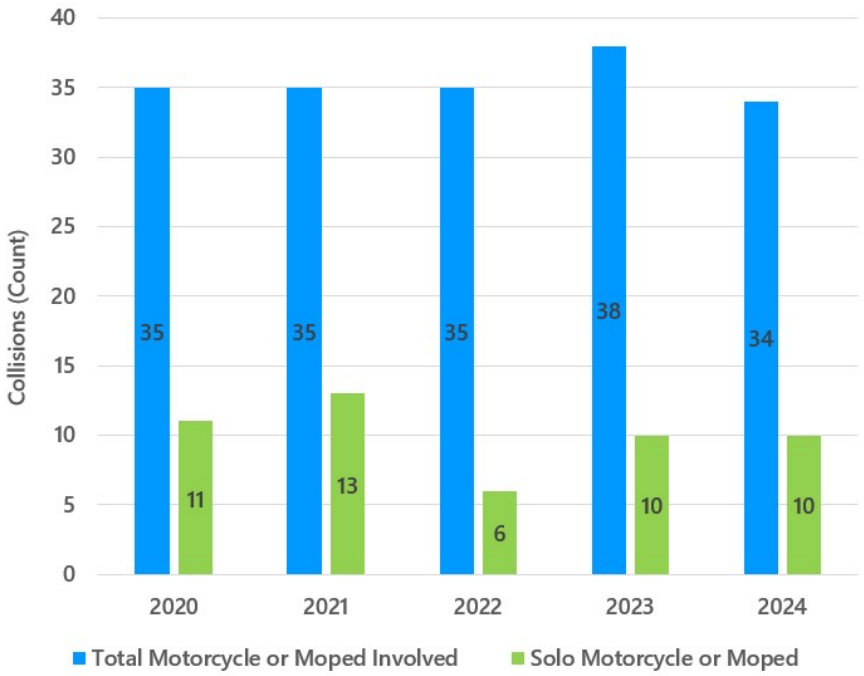
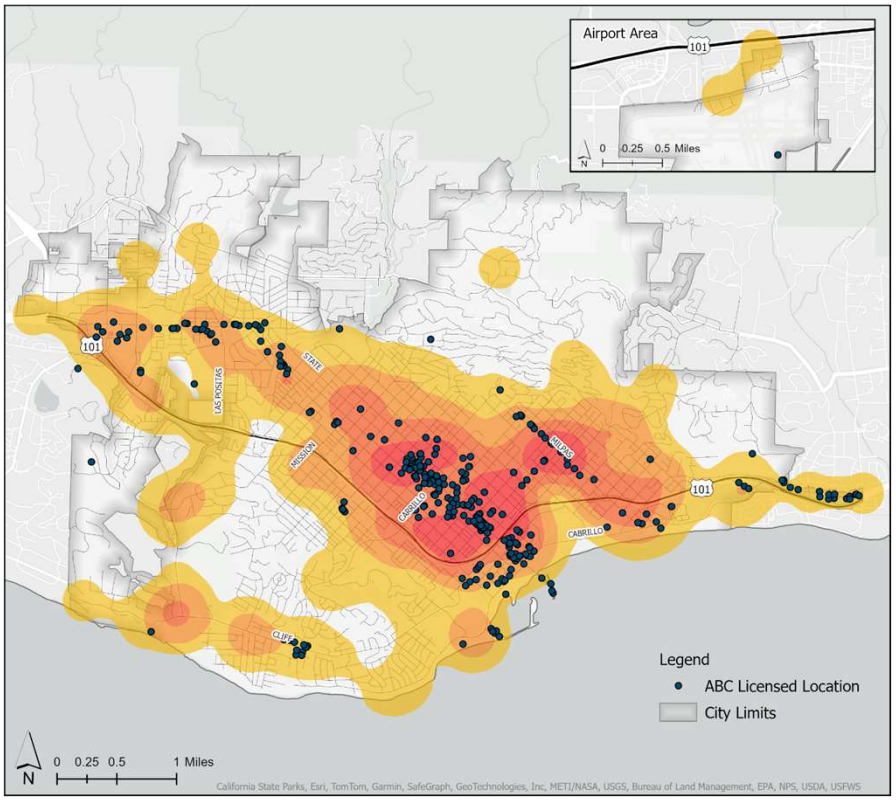


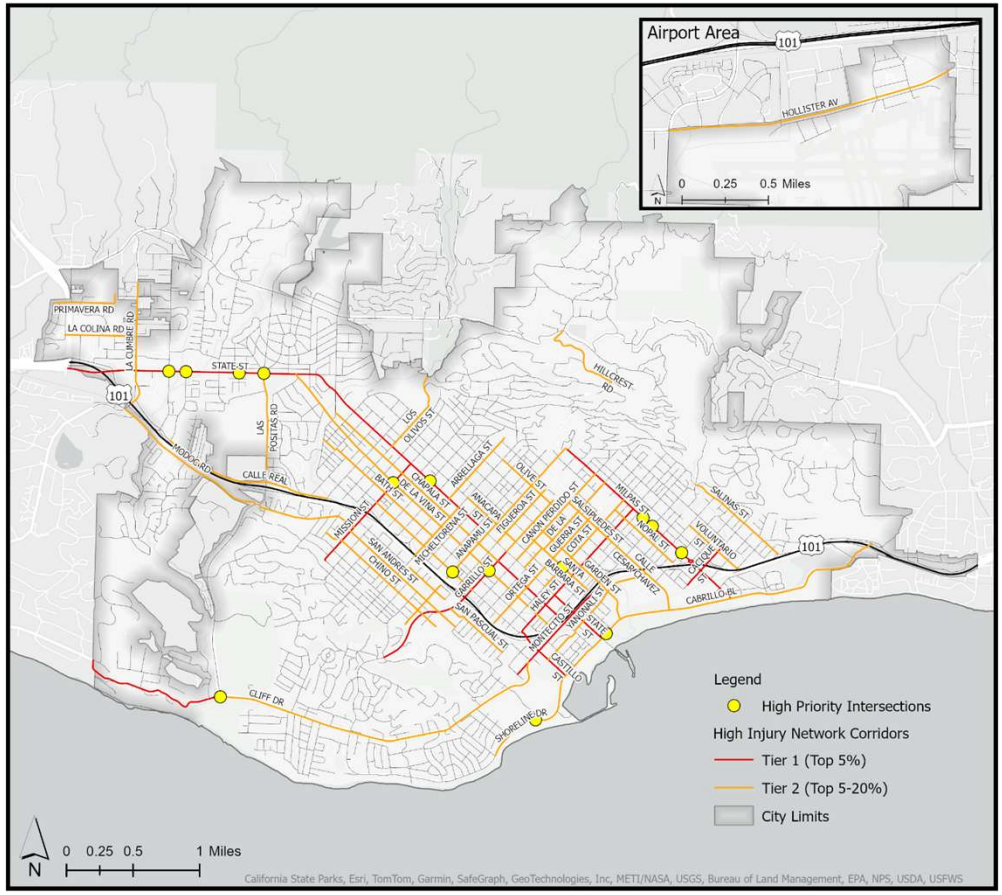
TABLE 7: TOP 3 PRIMARY COLLISION FACTORS FOR MOTORCYCLE INVOLVED COLLISIONS BY PARTY AT FAULT			
Motorcyclist at Fault		Other Party at Fault	
Unsafe Speed	30.9%	Auto R/W Violation	47.5%
Improper Turning	16.5%	Improper Turning	21.6%
Driving Under Influence	11.3%	Traffic Signals and Signs	7.5%

ATT 1 – Pages 31 and 33

Driving under the influence

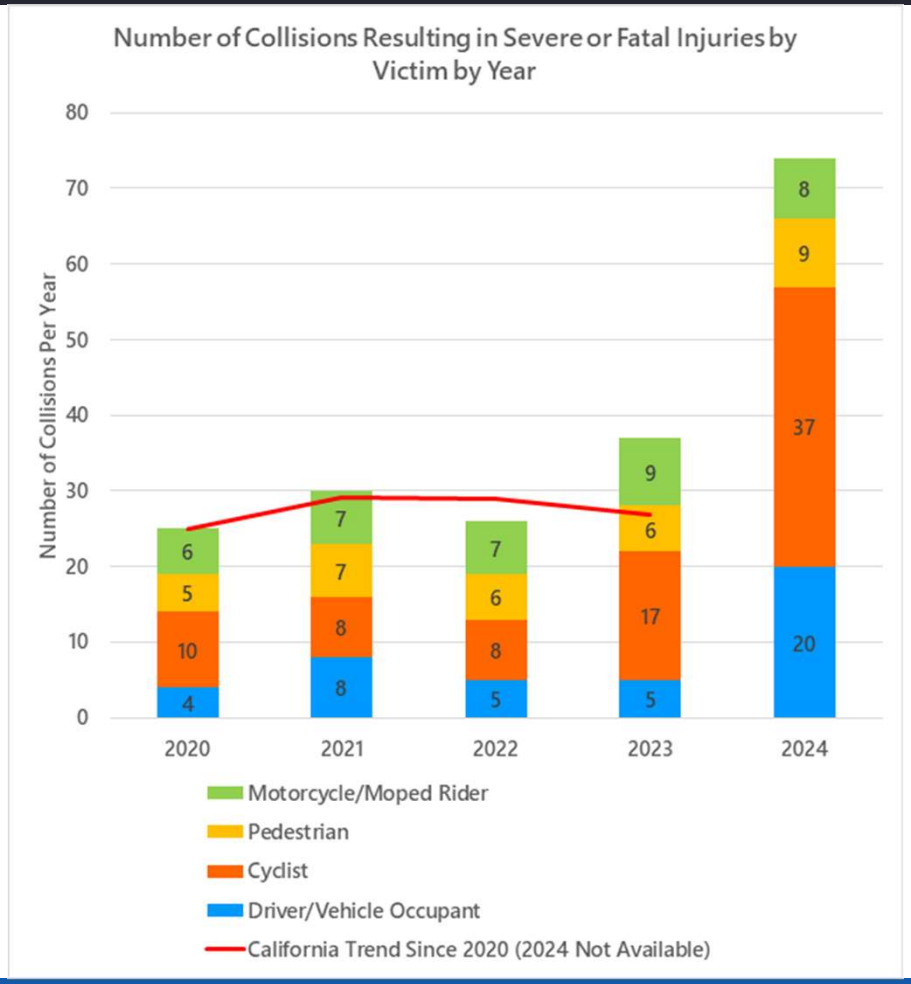


High Injury Network



ATT 1 – Page 38

Trends in Collisions Resulting in Severe or Fatal Injuries



ATT 1 – Page 43

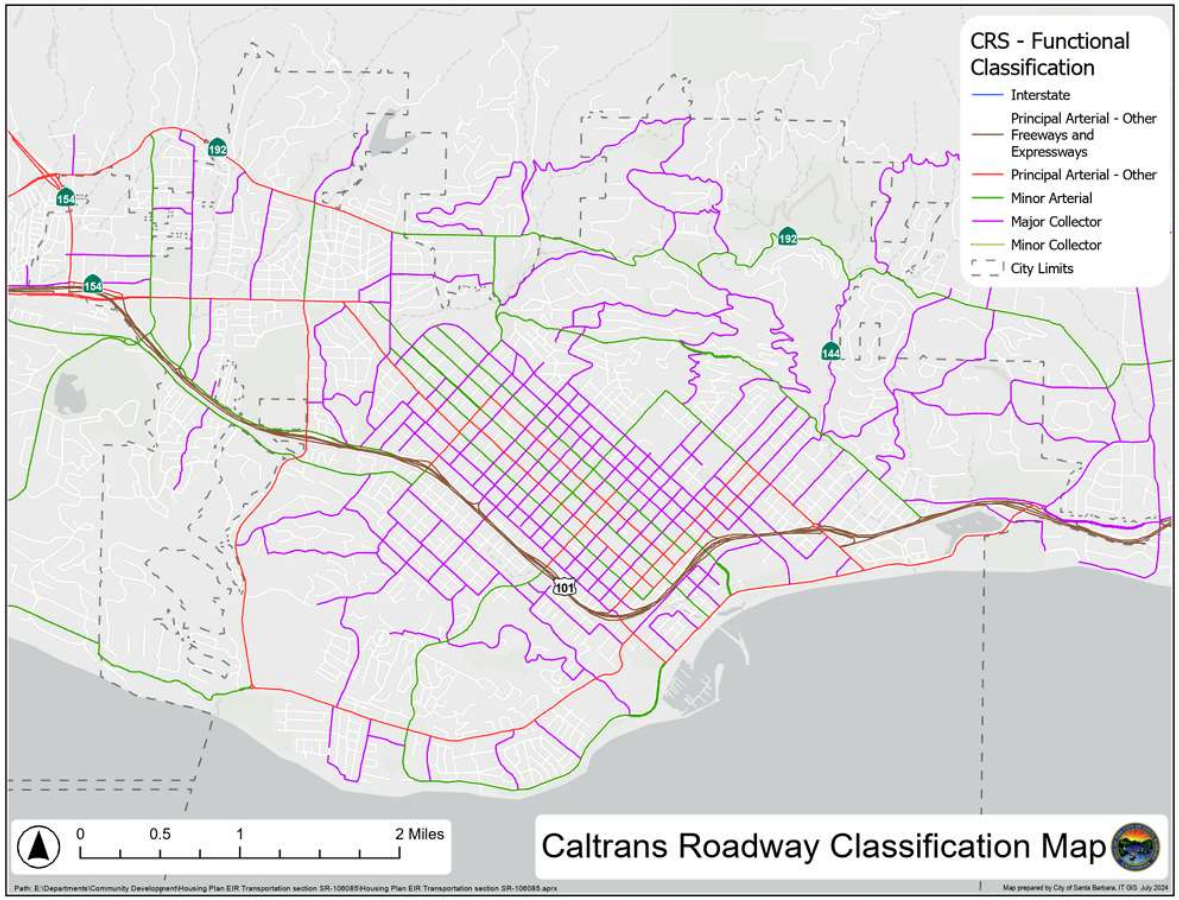
Focus areas to reduce collisions and severity

- Pedestrian, bicyclist, and motorcyclist safety
- Speeding and aggressive driving
- DUI collisions
- Broadside collisions
- Reduce collisions at intersections

Draft Past and Present Approach to Traffic Safety Chapter

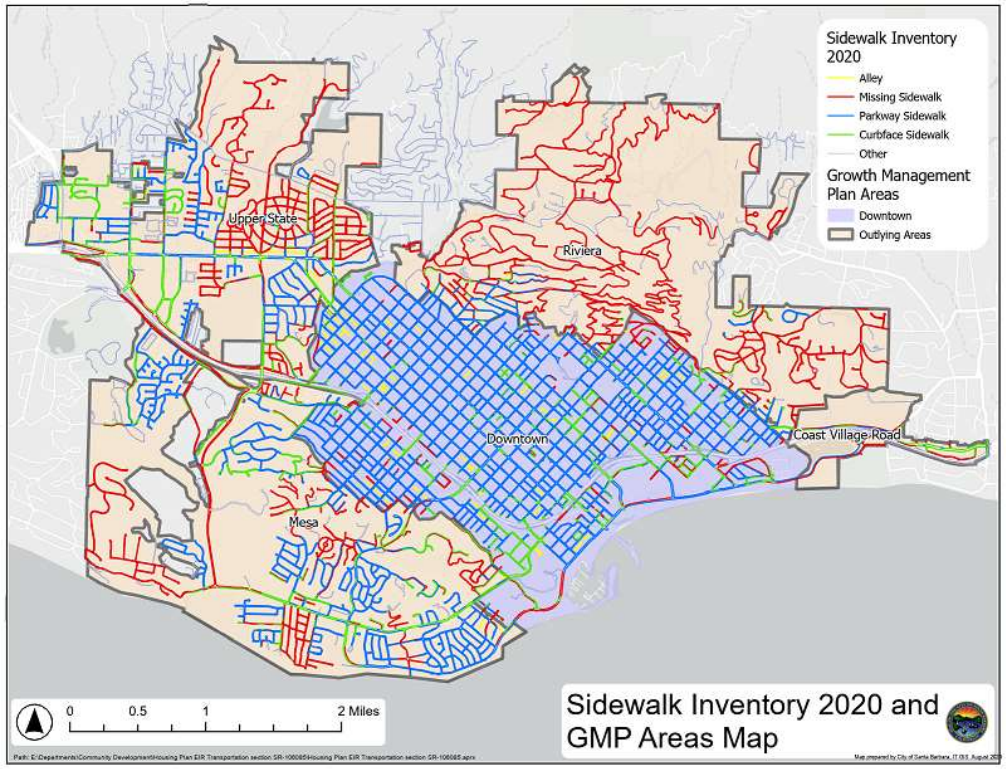
- Engineering
- Enforcement
- Emergency Access (Post-Crash Care)
- Education
- Encouragement
- Equity
- Evaluation

City Roadway Network

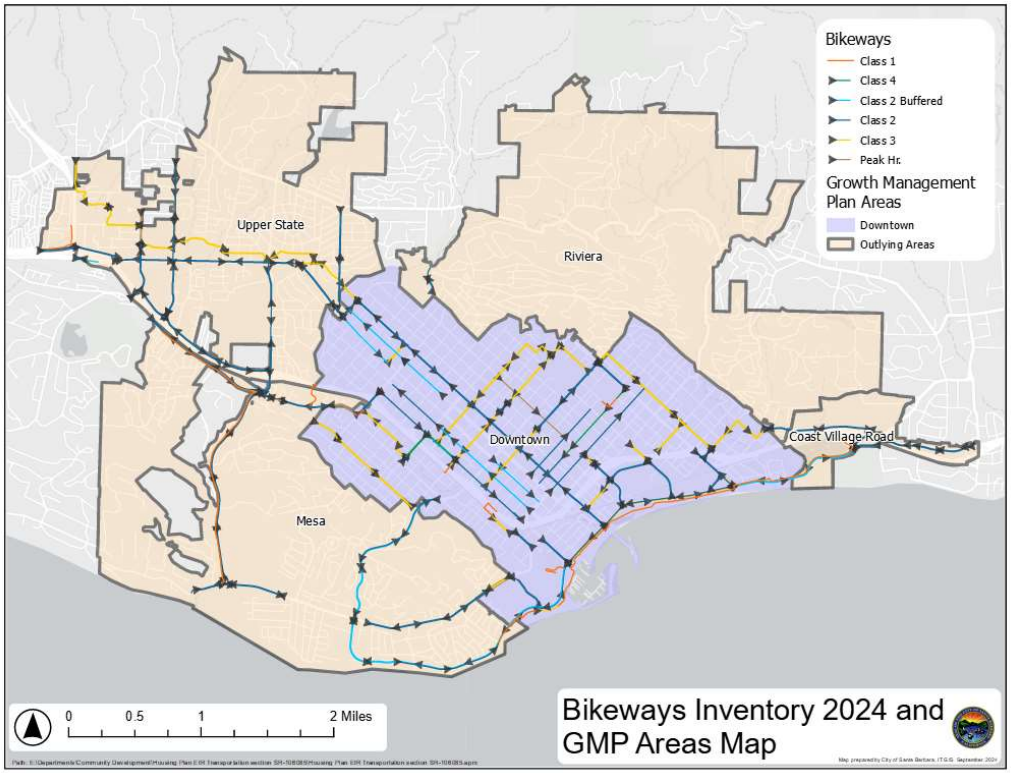


ATT 2 – Page 5

Pedestrian Network



Bicycle Network

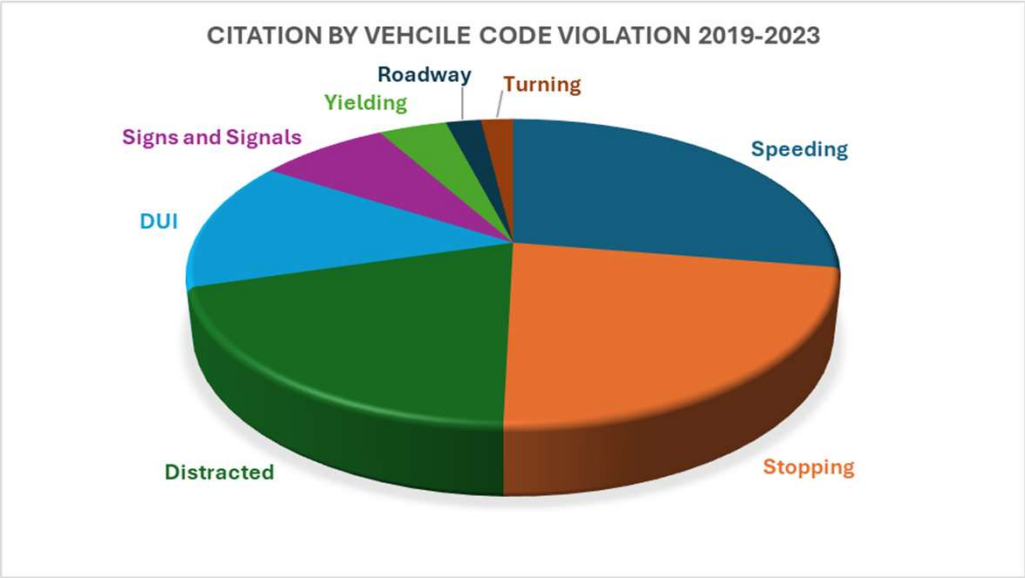


ATT 2 – Pages 7-8

Engineering

- Measure of success
  - *Intersection evaluation pre/post project*
  - *Accessibility*
  - *Travel mode shifts*
  - *When to measure for success*
  - *It can take a long time (funding history)*

Enforcement



The five targeted behaviors are:

1. Impaired or Distracted Driving
2. Failure to Stop
3. Speeding
4. Failure to Yield or Provide Right-of-Way
5. Disregard for Traffic Signs, Signals, and Local Ordinances

Emergency Access (Post Crash Care)

Injury Traffic Accident
updated: Sep 25, 2014, 8:15 AM

Injury Traffic Accident where a vehicle struck a child at Voluntario and Carpinteria Streets. Fire, Medics, and SBPD are responding.

Photo by John Palminteri of KEYT

KEYT3

A young girl was hit by a truck as she used a crosswalk on a Santa Barbara street Thursday morning near Franklin Elementary School. (09/26/14)

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Education

- Focus on Vision Zero Projects
- E-Bike Safety
- Safety along the temporary State Street Promenade
- Safe Routes to School Program Education

Encouragement

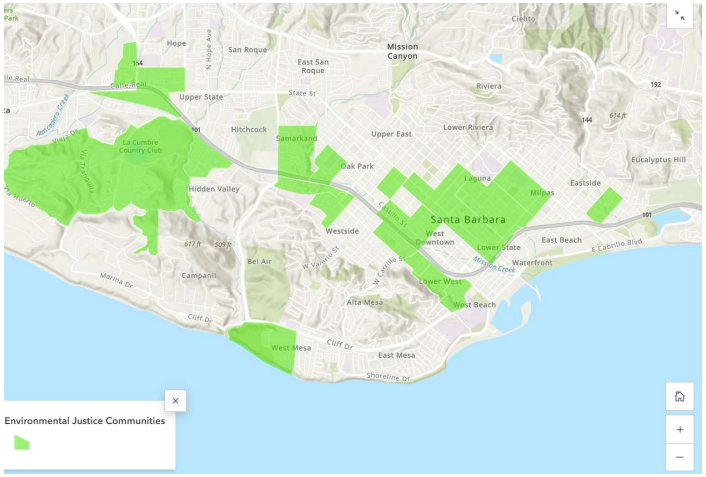
- History of promoting walking and biking
- City's public bikeshare system (BCycle)
- Promoting transit
- Transportation Demand Management

Equity

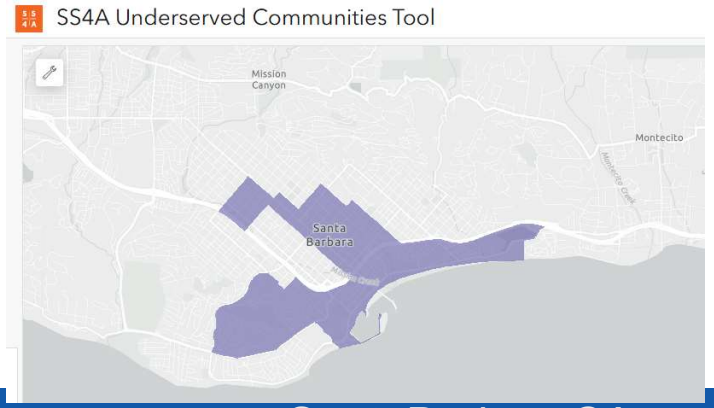
- Vulnerable road users
- Underserved populations

Evaluation

SBCAG Regional Definition of Environmental Justice Communities



Federal Government of Underserved Communities



Planning Effort Milestones

Timeframe	Milestone
September / October 2024	Awarded and Appropriated Grant Funds
November - March 2024	Initial Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2024 - April 2025	Collision Data Analysis from 2020-2024
May - June 2025	Initial Traffic Safety Survey Citywide
August / September 2025	Traffic Safety Countermeasures
August / September 2025	Equity Considerations
August / September 2025	Policy Analysis
September 2025	Follow Up Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2025	Safe Routes to School Analysis
October 2025 - February 2026	Project Selections and Review
January 2026	Follow Up Traffic Safety Survey Citywide
April 2026	Draft Safety Action Plan (TCC review and approval)
June 2026	Final Safety Action Plan (City Council review and approval)

QUESTIONS AND FEEDBACK