



City of Santa Barbara  
Transportation and Circulation Committee

## Staff Report

**DATE:** June 26, 2025

**TO:** Transportation and Circulation Committee

**FROM:** Chelsey Swanson, Project Planner  
Jessica Grant, Supervising Transportation Planner

**SUBJECT:** Safe Streets for All Planning Effort – Review of Safe Routes to School Survey Results

---

### RECOMMENDATION:

That the Transportation and Circulation Committee review and comment on the Safe Routes to School Survey results that will be included in the “Engagement and Collaboration” and “Safe Routes to School” chapters of the Safe Streets for All Action Plan.

### BACKGROUND:

The City of Santa Barbara (City) was awarded the Safe Streets For All (SS4A) Planning Grant in 2024 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.

As part of the grant requirements, the Action Plan will have the following chapters:

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 also include chapters on the Past and Present Approach to Traffic Safety and Safe Routes to School.

### DISCUSSION:

To kick off the public engagement portion of the Action Plan, staff collaborated with California Walks (Cal Walks) and the University of California Berkeley Safe Transportation Research and Education Center (Safe TREC) to develop a Safe Routes to School survey for families in local



schools. Staff from MOVE Santa Barbara County and the Principal and Vice Principal at Franklin Elementary School were selected from the Santa Barbara Unified School District to participate in developing the survey questions. The purpose of the survey is to identify the traffic safety-related needs and priorities of families while traveling to and from school and within their neighborhoods.

In November and December of 2024, and January of 2025, the survey was distributed via ParentSquare, the primary communication tool for local schools, to parents and caregivers of children attending 19 schools in the Santa Barbara Unified and Hope Elementary School Districts. The survey was sent to all public schools within the City limits, as well as Vieja Valley Elementary School, which is just outside the City limits, but its attendance area boundary and school routes are partially within the City. The survey was available in both English and Spanish.

The survey consisted of 20 questions, combining multiple-choice and open-ended write-in formats. A total of 311 responses were collected between November 2024 and January 2025, covering all 19 schools. The number of responses per school varied, ranging from a single response to 36. Attachment 1 is a summary of the survey results. Parent suggestions for enhancing student safety while traveling to and from campus are detailed by each school in Attachment 2.

#### **NEXT STEPS:**

As part of ongoing community engagement, the City launched a Citywide traffic safety survey on May 27, 2025. This survey was shared with the public via the City's *News In Brief* and posted on Nextdoor, with weekly reminders continuing through the end of June. Its goal is to gather feedback from residents on what's working and what needs improvement in traffic safety, gain insight into community priorities and perceptions related to traffic safety, and raise awareness about local collision statistics that impact the community.

Over the next few months, staff will continue to review both the Safe Routes to School and Citywide survey responses and evaluate the potential engineering, education, and enforcement solutions that could address safety concerns along routes to schools and throughout the City. The survey results will supplement collision data analysis to develop safety counter measures, which will be shared with the public during future in-person community meetings.

#### **ATTACHMENTS:**

1. School Survey Questions and Results
2. School-Specific Suggestions



# **SAFE ROUTES TO SCHOOL**

## **School Survey Questions and Results**



## 1) WHAT DO YOU LIKE BEST ABOUT YOUR NEIGHBORHOOD? (OPEN-ENDED)

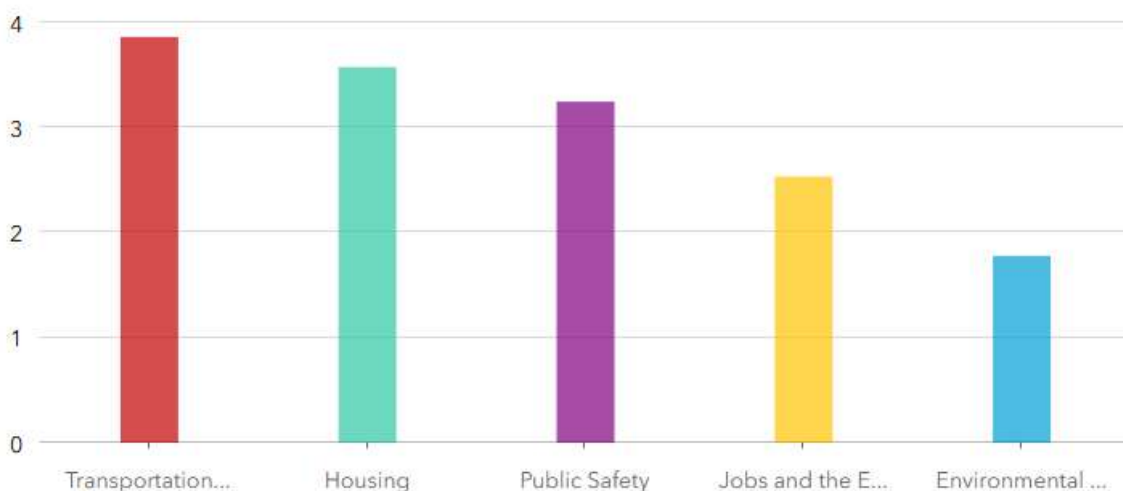


Some of the main themes of the open-ended answers were: walkability, proximity to key destinations, strong community, safe and quiet, and beauty.

## 2) RANK THE CHALLENGES YOU EXPERIENCE IN YOUR NEIGHBORHOOD:

Respondents ranked the following in order of biggest to smallest challenge:

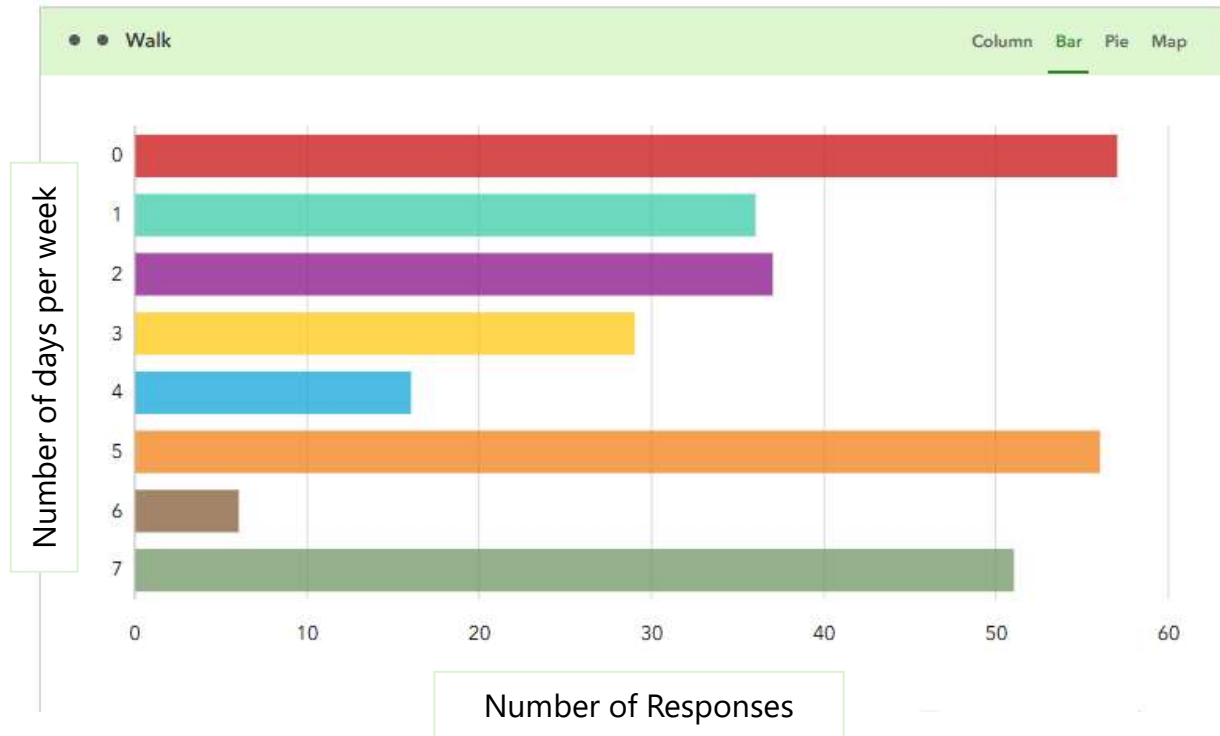
- 1) Transportation Safety
- 2) Housing
- 3) Public Safety
- 4) Jobs and the Economy
- 5) Environmental Issues



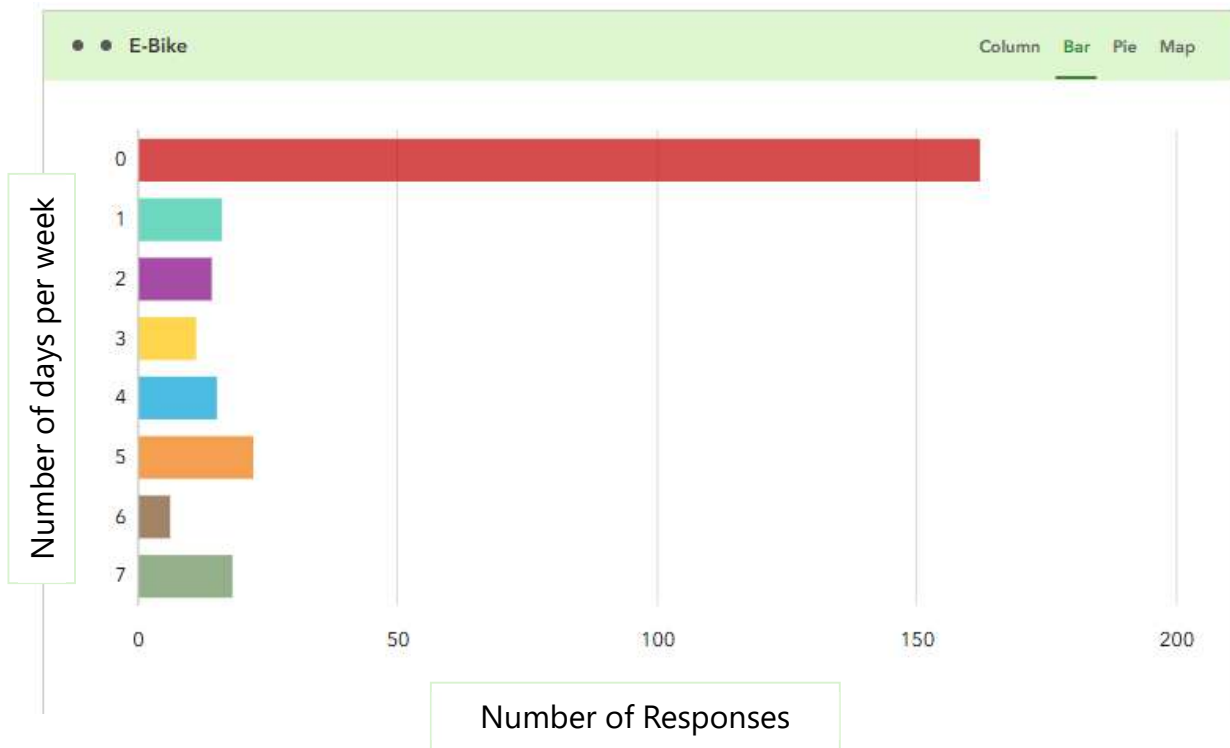
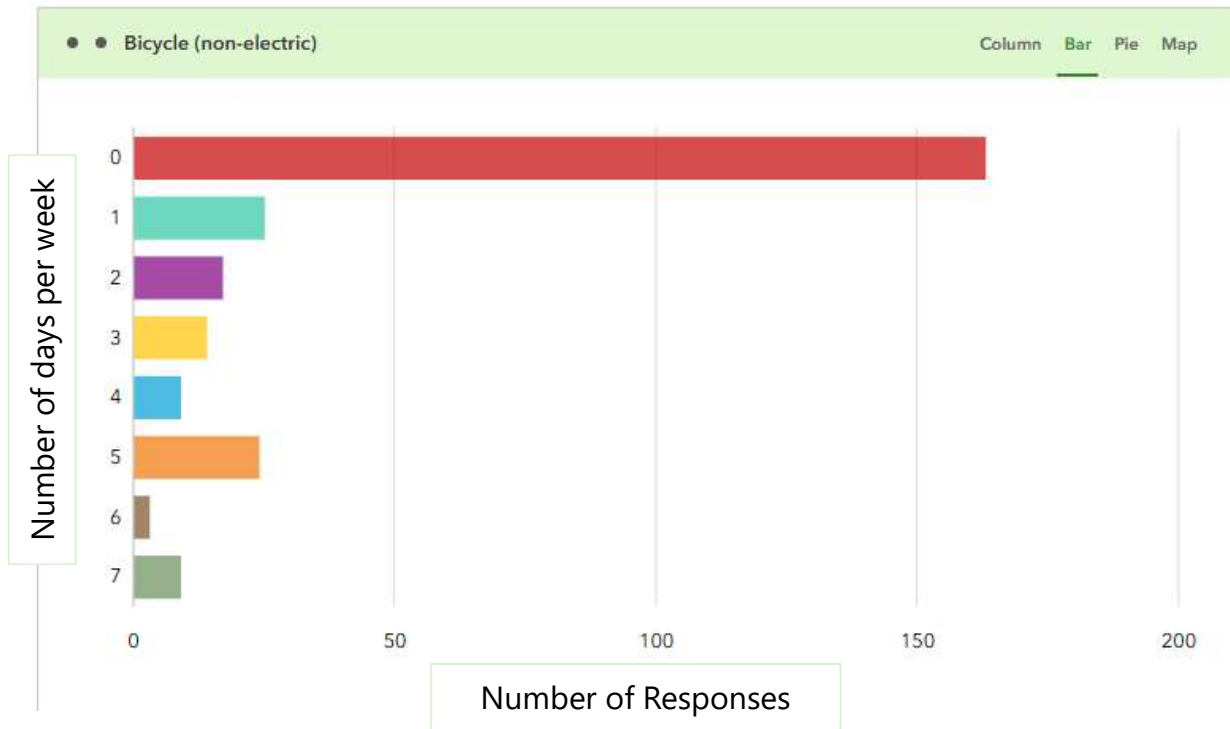


### 3) PLEASE INDICATE THE NUMBER OF DAYS PER WEEK YOU USE THE LISTED MODE OF TRANSPORTATION TO GET TO KEY DESTINATIONS:

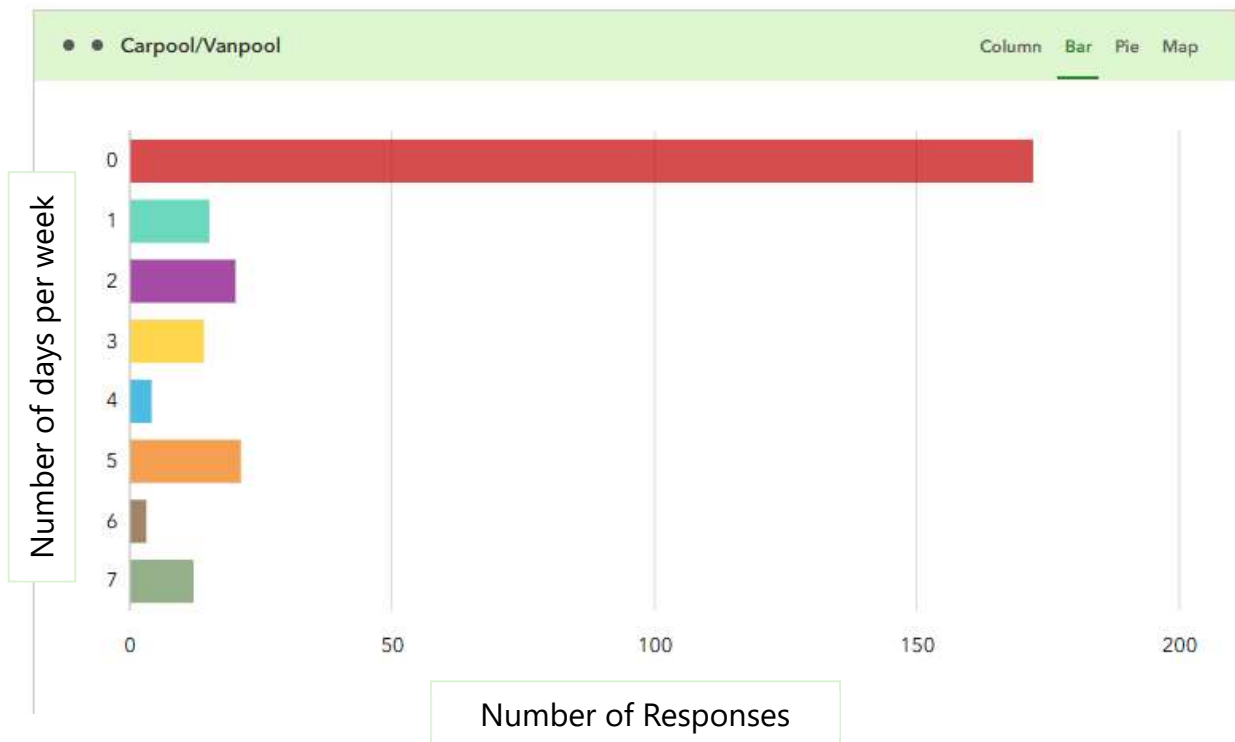
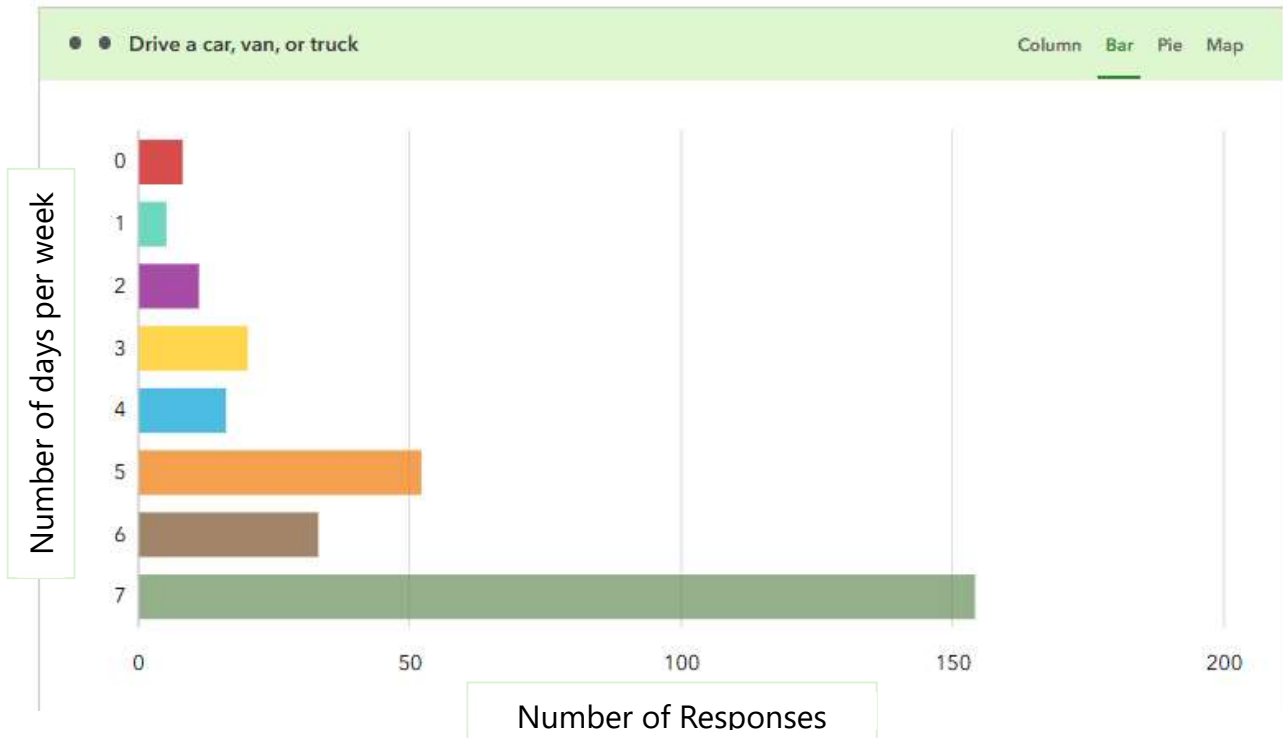
Most respondents drive or walk as their primary mode of travel, and ride bikes, take public transit, or rideshare on a regular basis.



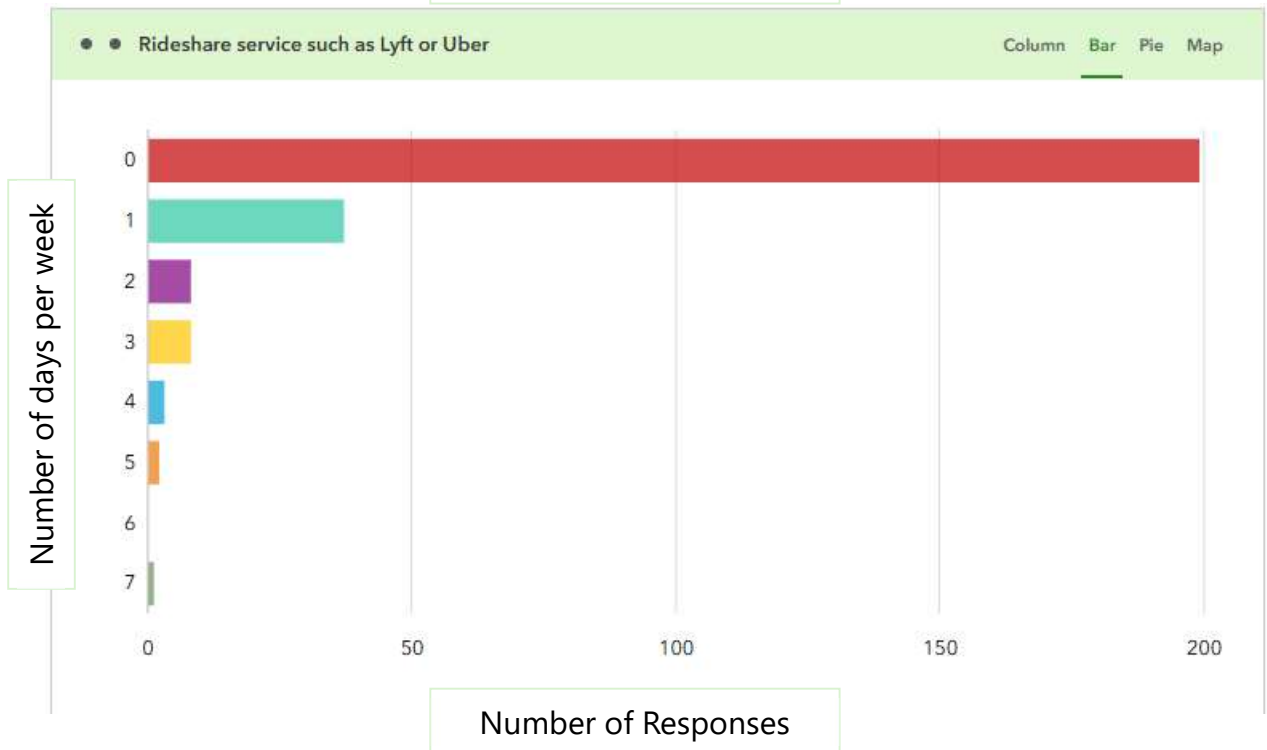
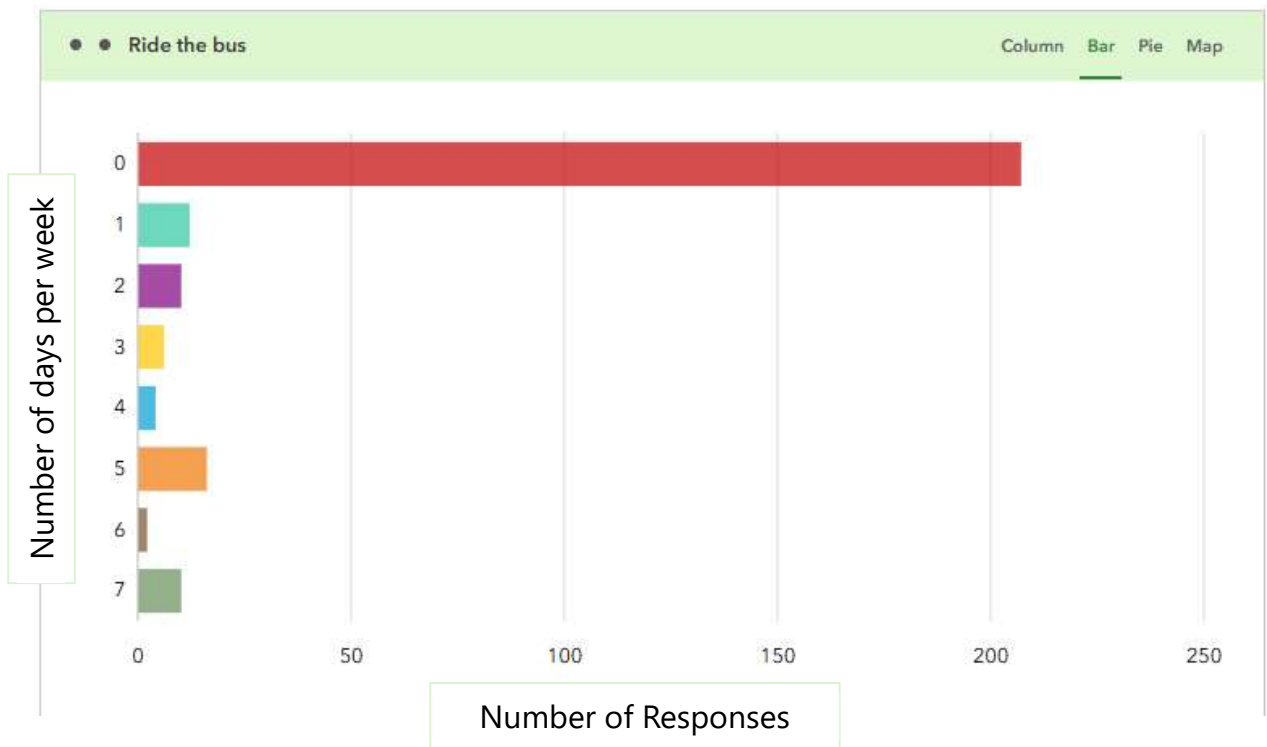






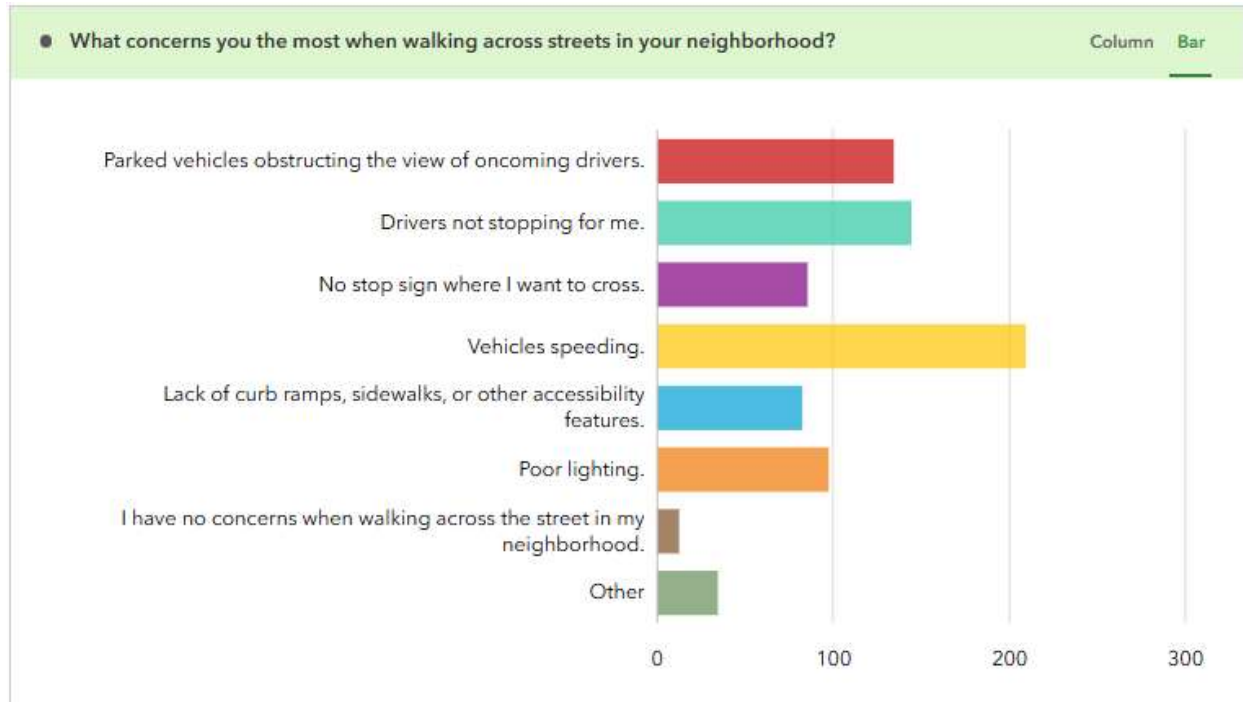








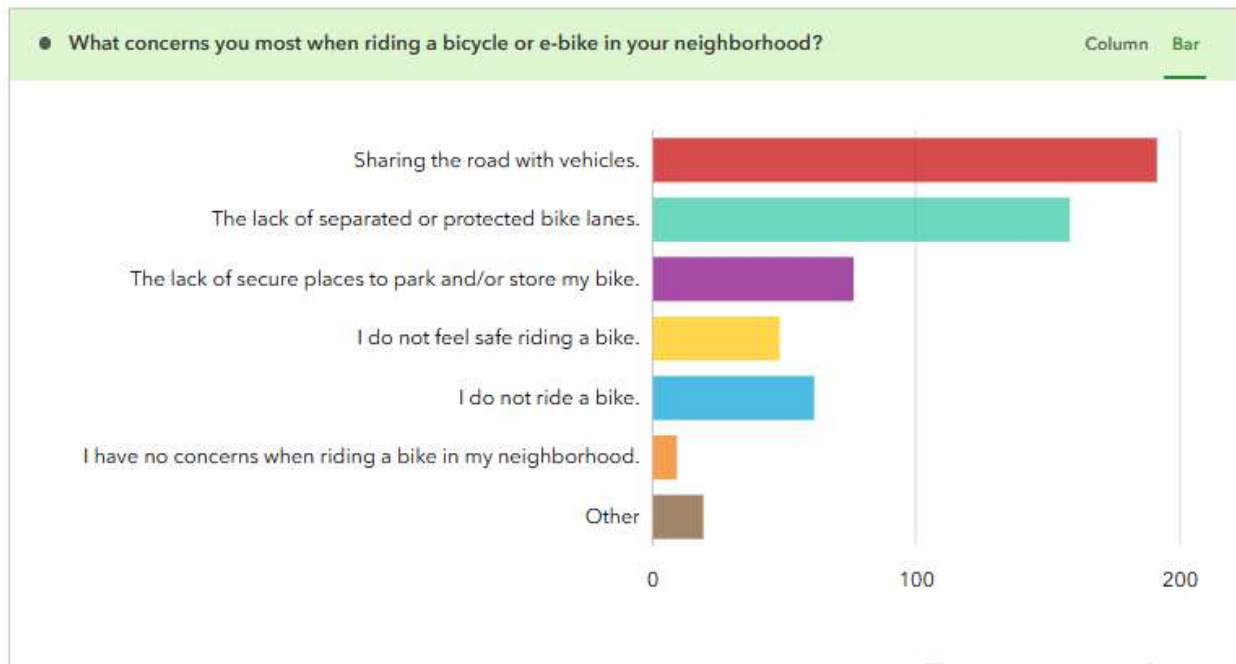
## 4) WHAT CONCERNS YOU THE MOST WHEN WALKING ACROSS STREETS IN YOUR NEIGHBORHOOD?



Respondents are concerned about vehicle speed and pedestrian visibility (both while the vehicle is moving and while it is parked). Individual responses point to concerns about safe sidewalks (or no sidewalks), homelessness, and lack of crosswalks.



## 5) WHAT CONCERNS YOU MOST WHEN RIDING A BICYCLE OR E-BIKE IN YOUR NEIGHBORHOOD?



Those who answered “other” expressed concerns about dealing with vehicles. Respondents are hesitant about sharing the road with vehicles and want better mode separation.



## 6) OUT OF THE FOLLOWING SCENARIOS, WHICH IS THE BIGGEST SAFETY THREAT TO YOU?



When asked to explain the reasoning for their answer, responses to each answer are summarized below:

### *"People driving sometimes speed and/or ignore traffic signals and stop signs." (38%).*

- Respondents blame a lack of signs, lights, and other pedestrian infrastructure for encouraging drivers to speed and drive recklessly. A number of respondents point out that drivers no longer stop behind the limit line at intersections.

### *"People driving do not share the road safely with walkers and bikers." (29%)*

- Respondents point to a lack of pedestrian-friendly infrastructure (sight lines, crosswalks, wide sidewalks, bike lanes) and traffic-calming measures (speed bumps) that contribute to unsafe road conditions for walkers and bikers.

### *"People riding bikes sometimes ignore traffic signals and stop signs." (24%)*

- Respondents' most concern are teenagers who operate e-bikes recklessly--- ignoring traffic signals, riding through intersections, weaving in and out of traffic, wearing helmets unsafely or not at all, etc.

### *"People walking sometimes do not look for oncoming traffic when crossing the street." (7%)*

- Respondents mostly blame phones and headphones for distracting pedestrians from looking both ways before crossing the street.

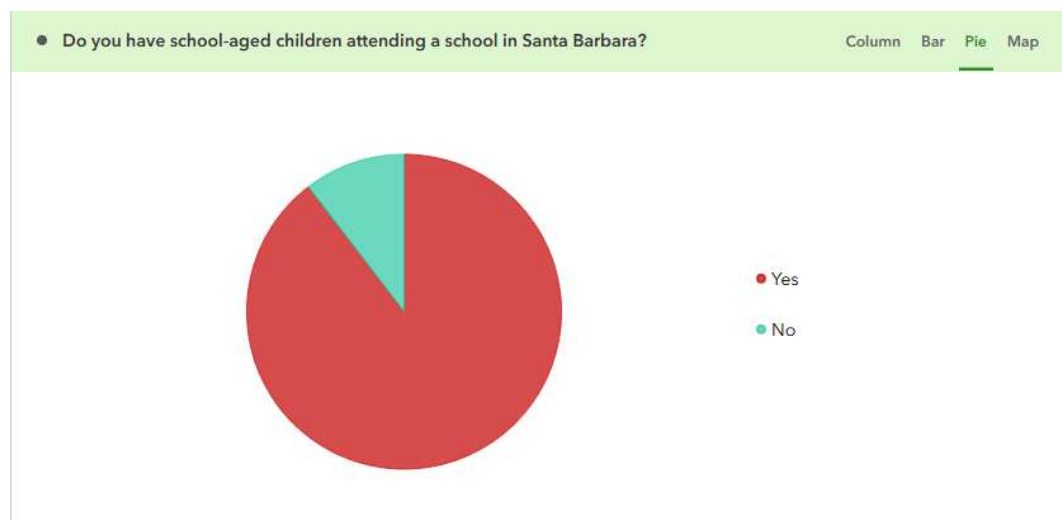


## 7) WOULD YOU BE COMFORTABLE WITH REDUCING STREET PARKING TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY, INCLUDING ADDING BIKE LANES?



Over half (53%) of respondents are in favor of reducing street parking; the remaining respondents were roughly split between being opposed and having no opinion.

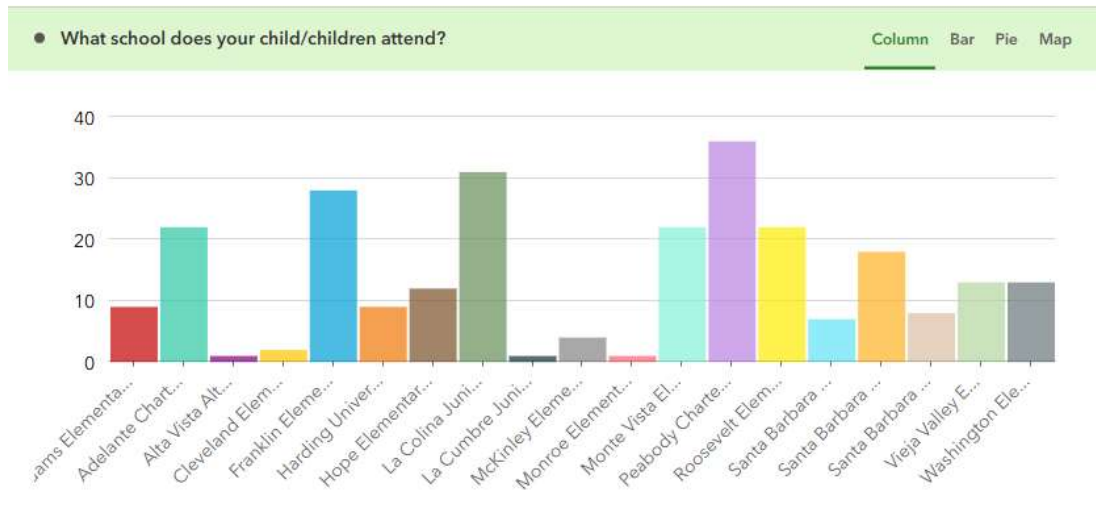
## 8) DO YOU HAVE SCHOOL-AGED CHILDREN ATTENDING A SCHOOL IN SANTA BARBARA?



Almost 90% of respondents have children attending a school in Santa Barbara. Other respondents are those that work at a school.

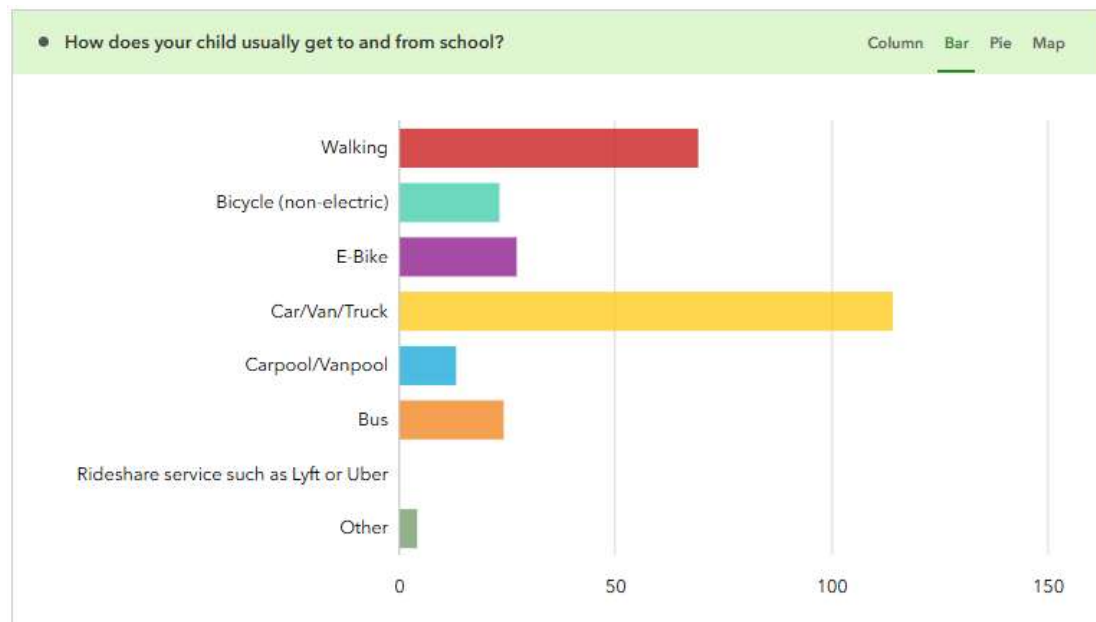


## 9) WHAT SCHOOL DOES YOUR CHILD/CHILDREN ATTEND?



Peabody, La Colina, Franklin, and Adelante provided the most responses; Alta Vista, Cleveland, La Cumbre, McKinley, and Monroe had the least.

## 10) HOW DOES YOUR CHILD USUALLY GET TO AND FROM SCHOOL?

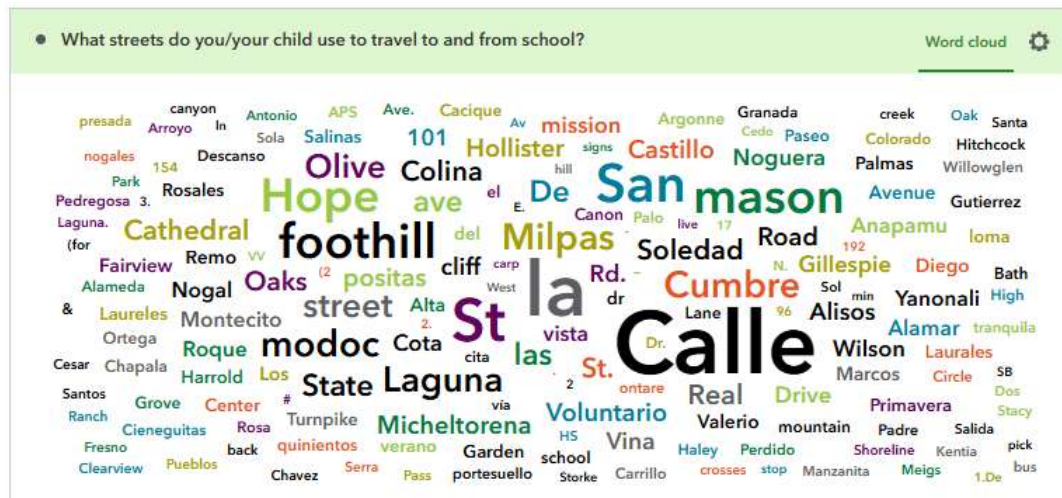


Most respondents get to school via car (37%), walking (22%), or biking (e-bikes and non-e-bikes, 16%).



11) WHAT STREETS DO YOU/YOUR CHILD USE TO TRAVEL TO AND FROM SCHOOL?

Further analysis is needed to identify specific streets (Word-Cloud graphic splits streets up into single words, so words like "calle" and "san" are overrepresented).



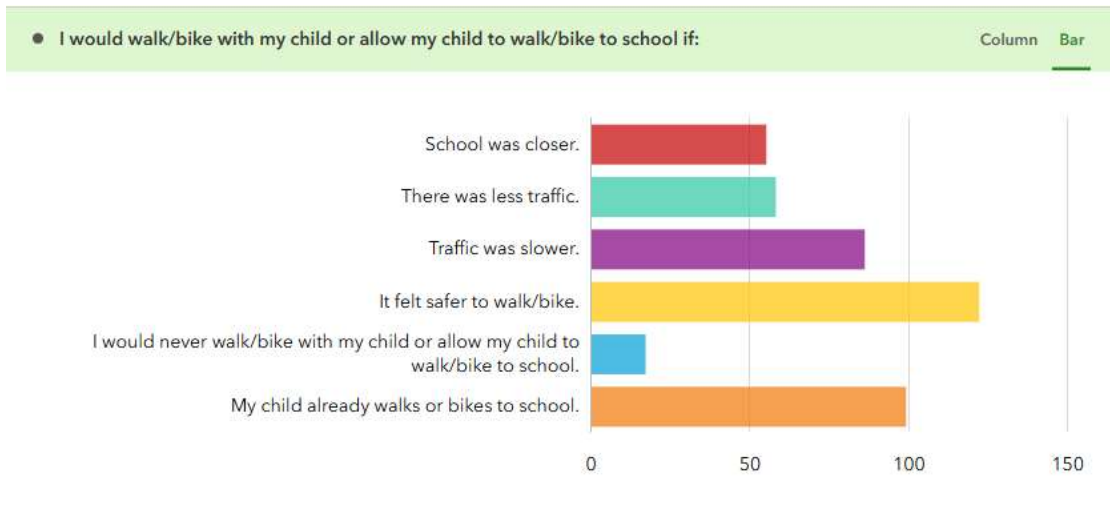
12) WOULD YOU FEEL MORE COMFORTABLE ALLOWING YOUR CHILD/CHILDREN TO WALK OR BIKE TO SCHOOL IF THERE WERE VOLUNTEER-LED WALK AND BIKE GROUPS?



Almost half of the respondents would be more comfortable with walking or biking groups; the rest of the respondents were evenly divided between "no" and "no opinion."



### 13) I WOULD WALK/BIKE WITH MY CHILD OR ALLOW MY CHILD TO WALK/BIKE TO SCHOOL IF:



It felt safer to walk/bike (39%) or traffic was slower/reduced (46%).

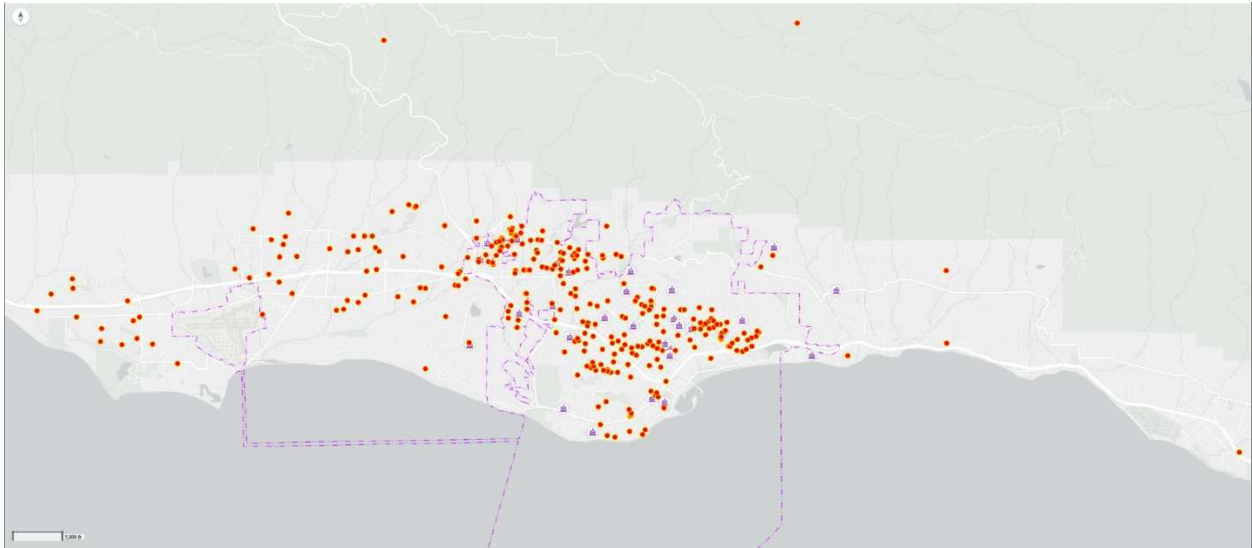
### 14) DO YOU HAVE SUGGESTIONS FOR IMPROVING THE SAFETY OF STUDENTS GETTING TO AND FROM SCHOOL?

Respondents asked for more pedestrian infrastructure (wider sidewalks, crosswalks, crossing guards, lighting, and visibility), traffic calming measures, and bike infrastructure (bike lanes, bike parking) around schools. Respondents would also like to see more law enforcement at and around schools. (See Attachment 2 for school-specific responses.)

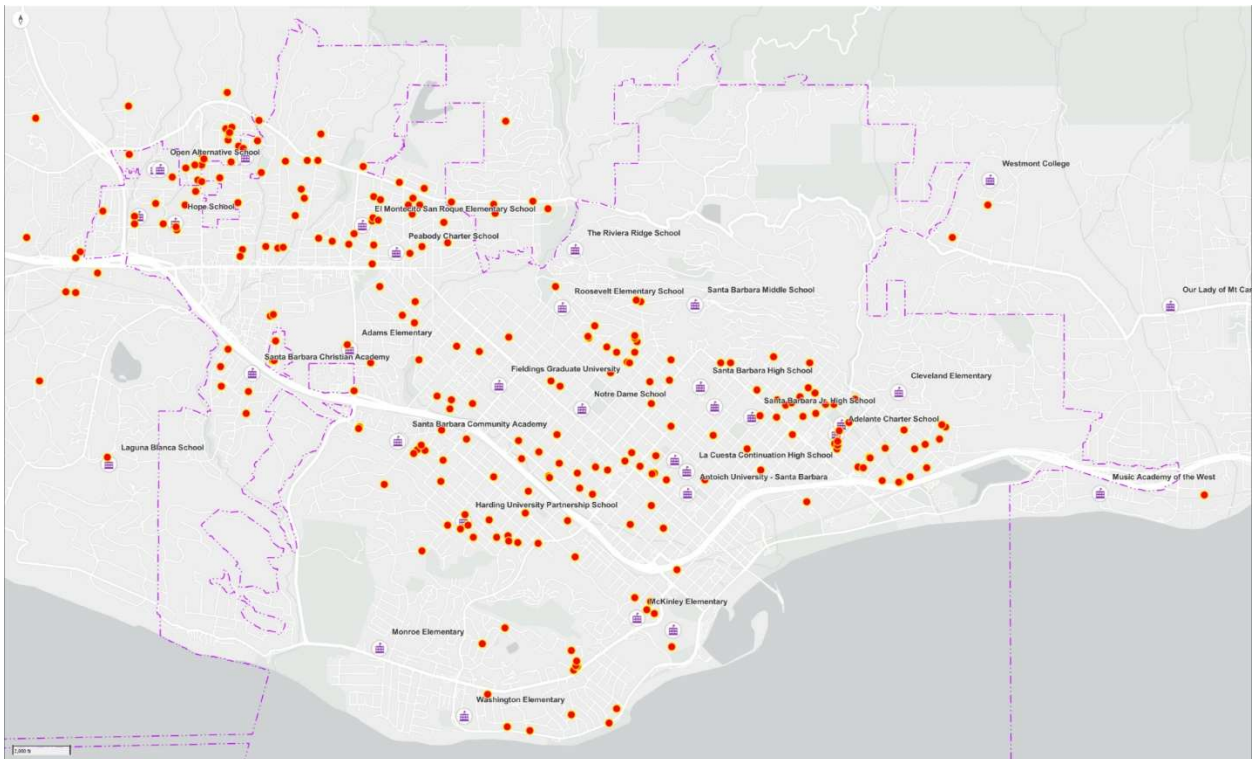


## 15) WHERE ARE YOU LOCATED (CLOSEST INTERSECTION TO WHERE YOU LIVE)?

Full map of responses:



Close up of responses within City limits:



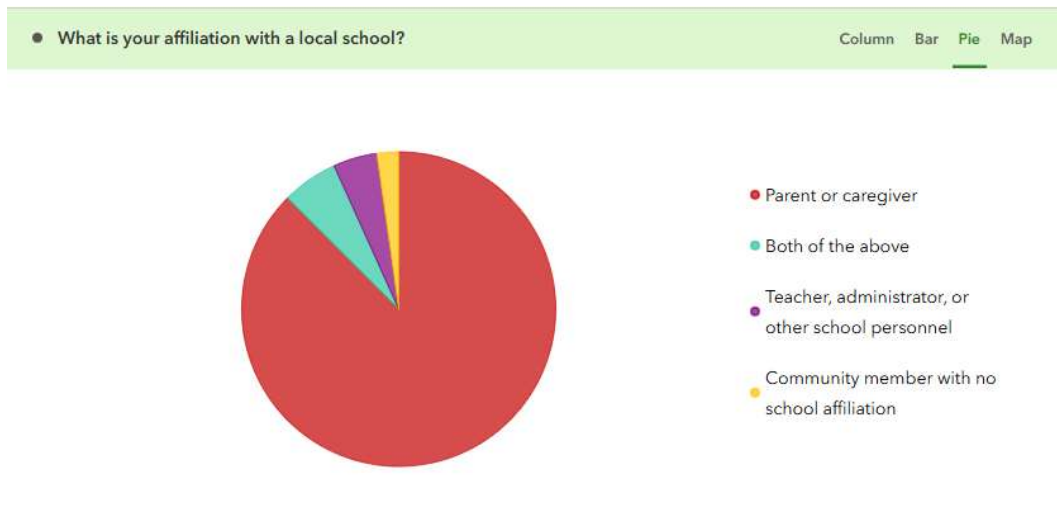


## 16) WHAT IS YOUR GENDER?



77% of respondents identified as female.

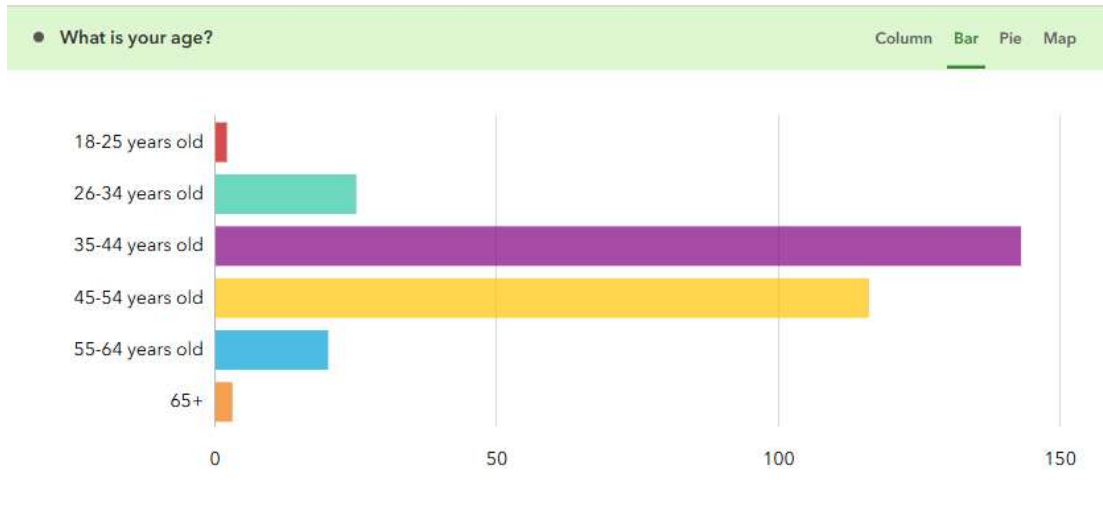
## 17) WHAT IS YOUR AFFILIATION WITH A LOCAL SCHOOL?



87% of respondents were parents or caregivers, with a small minority of respondents being either school personnel or community members.



## 18) WHAT IS YOUR AGE?

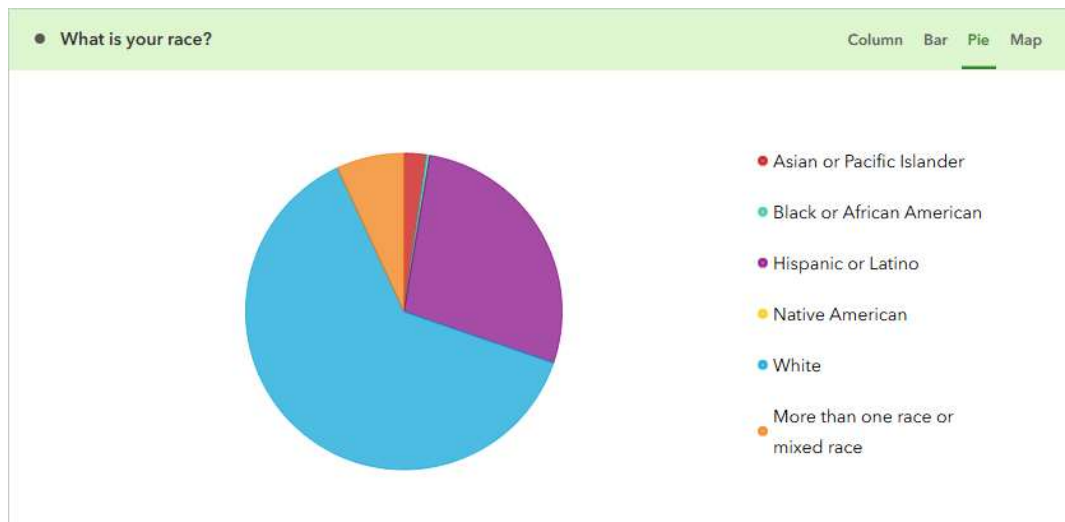


46% of respondents are 35-44.

37% are 45-54.

14% are either 25-34 or 55-64.

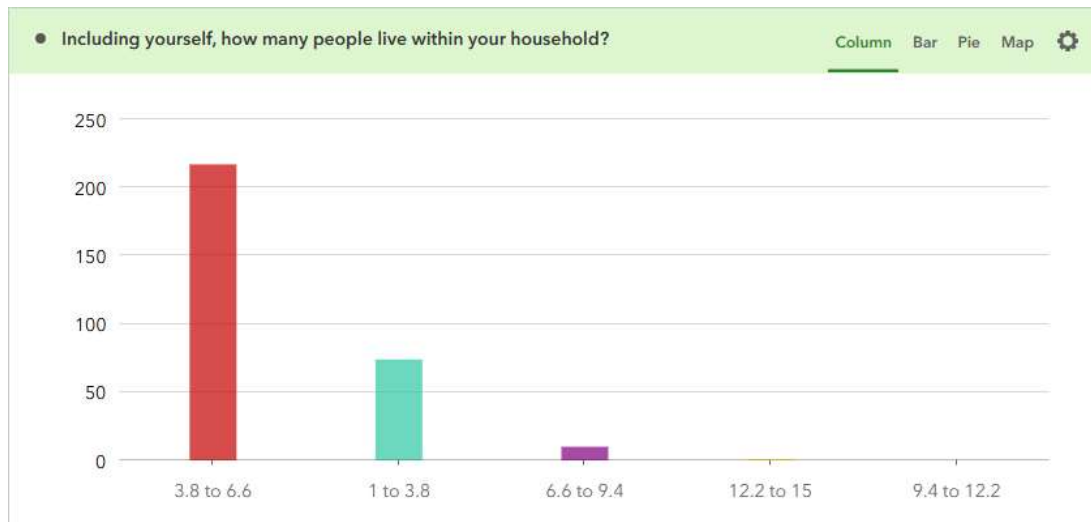
## 19) WHAT IS YOUR RACE?



61% of respondents (61%) are white; about a quarter are Hispanic/Latino.



## 20) INCLUDING YOURSELF, HOW MANY PEOPLE LIVE WITHIN YOUR HOUSEHOLD?



72% of respondents live in households with 4-6 people; about a quarter live in households with 1-3.



# SAFE ROUTES TO SCHOOL

## School-Specific Suggestions

Parents were asked which school their children attended and if they have suggestions for improving safety for students getting to and from school? Responses are organized by School.



## TABLE OF CONTENTS

<b>SAFE ROUTES TO SCHOOL SURVEY .....</b>	<b>1</b>
Adams Elementary School .....	3
Adelante Charter School.....	3
Alta Vista alternative high school .....	5
Cleveland elementary school .....	5
Franklin elementary school.....	5
Harding elementary school .....	6
Hope elementary school .....	7
La Colina junior high school .....	8
La Cumbre junior high school .....	11
Mckinley elementary school.....	11
Monroe elementary school.....	11
Monte Vista elementary school.....	11
Peabody charter school .....	13
Roosevelt elementary school .....	16
Santa Barbara Community Academy .....	18
Santa Barbara High school.....	18
Santa Barbara Junior High .....	20
Vieja Valley elementary school .....	20
Washington elementary school.....	21
Schools Outside of City Limits (Dos Pueblos High, San Marcos High, Goleta Valley Junior High) .....	22



## ADAMS ELEMENTARY SCHOOL

Si multas más severas para los conductores que no respeten las señales del autobús.

The Las Positas overpass doesn't feel very safe

I think everyone south of the 101 in Hidden Valley should be zoned to Vieja Valley and everyone north of the 101 should be zoned to Adams so that no one needs to cross the 101 to get to school.

More crossing guards in the neighborhood during the hours children are going to and from school. Reduce speed limit on Las Positas before and after school hours. Blinking lights slowing traffic during this time.

It's just too dangerous for his age when he gets to the age of a teenager then I would let him but he is too little at the moment

The multi-use path on Modoc will help improve safety for students walking and biking to Adams Elementary and La Cumbre Junior High. Additional paths are needed either off Las Positas Avenue or in a separated lane on Las Positas to connect students on the Westside to Adams Elementary.

More safety training and enforcement is needed for junior high and other e-bike riders. Everyday I see e-bike riders under 18 with no helmets and disobeying traffic regulations. It is a safety risk for everyone using the road and sidewalk.

Dedicating space for bikes and pedestrians that gets kids all the way to school. The drivers around schools are awful even parents dropping their kids off don't respect others in the parking lot! Drivers have been given too many efficiencies that allow them to not pay attention to anything else

## ADELANTE CHARTER SCHOOL

Crossing guards/ bike paths in their own space not next to streets... like lincoln, ne

We sometimes take our kids to Adelante from our home on the Mesa with our Urban Arrow or Rad Wagon. They are also old enough to ride there on their own along the beach path except the short section on Milpas between Cabrillo and Cacique Street is sketchy. I have been nearly right hooked several times on that stretch with the kids on my bike. If there



was a separated path from the beach path to the east side paseo, we would ride to school much more often. The kids fight in the car on the way to school but never when they're on my bike. It's more enjoyable for everyone when we aren't dodging cars.
More police presence, actually enforcing traffic signs and laws.
The crossing ramps don't face the street we wish to cross they face the middle of the oncoming road
More police enforcement
We could really use some bike lock stations at the entrance of Adelante. We would bike to school more if there were some reliable/safe place to leave a bike for the day
Kids on electric bikes. Wed to wear helmets , take a driving class , and obey basic laws of the road
Separated bike lane on Mason? Mostly my kids are very young so I still have them on the sidewalks and it's the cars coming out of driveways that worries me most. We see people ignore the red zones near our house without repercussions, and because of that, we cannot see coming out of our driveway. The Quinientos Creek bridge should have a protected bike lane and no car parking.
I think there needs to be a better way to communicate to bike riders where the bike paths are and which routes on them they can use to get to their destinations. I often see people riding their bike down the middle of the street blocking traffic when one block over is a street with a bike path going down it.
Wilson should be a one way street during school hours. Its too small of a street to have cars going in both directions. Non-school drivers are also impatient and speed while families are trying to drop off their kids. It would be helpful to be able to have two drop off areas that families could utilize. It would also be helpful to have a crossing guard or officer to assist with traffic/speeders.
There is no way I'd have my child walking/riding on the east side. The traffic there is gnarly. There have been some improvements on Mason. Milpas is a no fly zone. The protected lanes, crosswalk lights, and speed bumps on other roads do help.



## ALTA VISTA ALTERNATIVE HIGH SCHOOL

## CLEVELAND ELEMENTARY SCHOOL

I believe speed bumps are needed on alameda padre Serra for vehicles that drive through the school zone and do not obey the speed for a school zone. It is a challenge to pull into Cleveland school as there is a curve at the entrance and cars speed down that street even when you think it's safe to pull out

## FRANKLIN ELEMENTARY SCHOOL

People don't even pay attention to the stop signs or want to make complete stops

Having some staff security around corners on the neighborhood and scope up a formal activity

La seguridad es andar con nuestros hijos ya sea caminando o en carro

Do not allow random cars and homeless park near the schools

Redirect non school traffic away from Mason St.

Place a four-way stop and cross walks at Gutierrez/Soledad.

Cars traffic should be more controlled.

Have safety signs lights for the kids to cross the streets as some kids go back home walking and I've seen in Gutierrez St and Soledad cars going fast they don't stop for the kids to cross and I've 2 times they almost run over kids it's a fast street I even yelled at those cars we need a crossing light or stop sign

Opening up Alisos street road blocks, adding a protected bike lane to it instead. Police patrol due to drunks and drug transactions on Milpas St. As well as homeless public nudity while kids are walking to school.



More slow down signs and more stop signs
There a few ways can improve safety for the kids for example I'm a mother of two kids the go to Franklin school and the parking is horrible in Soledad st and mason there a sing the say school zone and there always cars park there that they don't move at all and me as a parent is so stresseful looking for parking plus a lot of homeless by the park
Having police presence around the school so drivers will slow down and allow children to safely cross the street to get to school
Take away all the useless blocking on alisos st Gas is tooo expensive to make us drive longer routes to get to a simple destination
I am more concerned about the safety of my child being kidnapped or taken and not the ability of my child walking to and from.
No
No
Better driver visibility. Huge Blindspot at the corner of Voluntario and Quinientos St. It is very hard for vehicles to see oncoming cars from both sides of Quinientos when attempting to cross. Same for pedestrians. Worse when cars are parked on Quinientos.
Speed Bumps. Please!

## HARDING ELEMENTARY SCHOOL

Four way stop sign at Robbins and Micheltorena intersection
More paid crossing guards, bike lanes everywhere, more foot patrol police officers or bike cops on the routes siting drivers.
Extend redzones farther from intersections, more speed humps, raised crosswalks, stop signs at every intersection on the Westside (except for the major thoroughfares like San Andres and Micheltorena).
Repaint the crosswalks and install 4 way stop signs @ Micheltorena and Mountain Ave & Mountain Valerio



Mountain street is a nightmare everyone rushes through such a narrow street and it is just an overall nightmare police presence before and after school could be helpful

Regularizar que los ciclistas con bicicleta eléctrica obedezcan sus stops , si no respetan deberían de hacer algo y multarlos así como multan a los conductores de carros o camiones

The westside does a good job with this. Can we please get a public playground though??

## HOPE ELEMENTARY SCHOOL

More bike lanes

E bikes slowing down and following the rules of the road, and cars slowing down.

One kid bikes on his own and I ebike the other to school. Many days I ride along side of the older on La Cumbre and overall I feel fairly comfortable with him riding solo, but sometimes there are people walking on the sidewalk and cars parked in the bike lane, so not 100% safe.

Crosswalks, flasher lights, slower speeds, police ticketing

More dedicated bike lanes, sidewalks and stop signs in front of the school

Several children ride e-bikes across La Cumbre bridge. I drive my children, but see danger in the future on that route. A pedestrian/bike bridge across Highway 101 does not seem plausible, and with all the on-ramps and off-ramps, getting some access across seems improbable. Yet, that whole 154 interchange is atrocious. Caltrans is right there! We already had to make a bike path for one child fatality. Do we have to wait for another death before we decide to make another? Glad we can continue the Modoc bike path, but we need something to get across 101 more safely than what is between basically Micheltoena overpass and the San Marcos Rd area underpass. That 154 pedestrian area is scary. I believe less fortunate live nearby. Hence, "housing" being another issue. Plus, how does one easily get back to Modoc from there?

Put a stop sign on L Cumbre rd at Cali Cita. It's very dangerous at that spot. Cars fly over the hill when they can't see what's on the other side. It's very dangerous to pull out onto road and to cross the road.



Police officers or other authorized personnel at each intersection and fining both e-bikers ( getting to their parents) and drivers for all violations. It's a wild west during morning hours and La Colina dismissal times

See previous written response.

Safer bike routes as well!

## LA COLINA JUNIOR HIGH SCHOOL

I think the Bishop Diego HS parking lot needs better monitors for the parking lot entrance and exit during school arrival and dismissal. Many young drivers and speeding parents almost crush small children walking to Hope & La Colina, with their inexperienced and neglectful driving.

Wider bike lane on Foothill Rd, or even just a sidewalk. Having my kids walk or bike when people speed by at 50mph is nuts.

More bike lanes that have yellow separation poles from car lanes

Fix Harrold Avenue and Russell and Carol and the really poorly maintained path at the back entrance to La Colina. Oh - and make Harrold NOT private! And one way with a side walk and lights!

There is no crosswalk at Via Chaparelle and Cathedral Oaks. Very dangerous for seniors walking to San Marcos Preserve and kids biking to school. Traffic is traveling very fast.

Si, que los conductores de carro y los ciclistas respeten los semáforos y señales de tránsito a todo momento y que se pongan aceras donde no las hay especialmente en el tramo de la calle state st, antes de llegar a la calle Modoc.

Better bike lanes, dedicated lanes and paths to schools.

better drop off places for buses and cars

A bike path or lane on cathedral oaks

Education for kids about hazards with ebikes, understanding traffic laws, helmet safety.



MORE AND BETTER PROTECTED BIKE LANES!!!; traffic calming; daylighting intersections; reduced speed limits in larger areas (school zones); MORE SPEED ENFORCEMENT
PLEASE enforce parking restrictions on Hope. It's ridiculous how many drivers openly and regularly violate restrictions and endanger young cyclists on their way to school by forcing them into traffic lanes. Also we need more protected bike lanes everywhere. Look at SLO, they're light years ahead of SB
Goleta Valley Junior High School (also in SBUSD) is not on the list of schools. Slower traffic and traffic lights at key crosswalks and intersections would improve safety. Far too many students jay walk across Storke Road both before and after school as they walk to and from the bus stops along Storke. For example, the new Whittier crosswalk and traffic light should be activated as soon as possible (along with lots of public education about the new traffic light). Commuting to school would be improved if the bus routes and schedules were more convenient. My child leaves home more than an hour before school starts in order to catch the bus. Then they spend 20-30 minutes at school waiting around for school to start.
Adding stantions or road bumps to the bike lanes on Hollister between turnpike and the 154, and to turnpike and cathedral oaks so students can more safely bike from the neighborhoods near San Marcos high to La Colina (these areas have a lot of drivers rushing to get to school and work and having some physical barrier would make us and other families we've talked to feel safer letting our kids bike to school. It also would make it safer for adults biking to work.
We need sidewalks
Dedicated bike lanes separate from traffic; Bike/walking trains
Add a bus stop eastbound on Cathedral Oaks at the corner of San Marcos Rd. and Cathedral Oaks.
stricter enforcement of driving and e-bike violations
Create designated bike lanes and fix all the potholes and streets. There are so many uplifted sidewalks and potholes in the streets which people often trip or and they fall when their bike tires get caught in holes or other dangerous conditions/deferred maintenance. Hire people to be proactive about finding dangerous conditions instead of waiting for accidents to happen before fixing things.
Outlaw e-bikes until age 16 and require driver's training and a license to ride an e-bike.



There needs to be a traffic light at the exit of La Colina Parking lot. I witness near collisions regularly of people trying to turn left out of parking lot onto Foothill with no light
More lighted crosswalks close to school.
There needs to be regulations/rules for the E-bikes. Its an extremely dangerous situation when children and teenagers are allowed to essentially drive a motorcycle, in traffic with no license or insurance. Who is responsible when there is an accident or worse a fatality?
There is no good way to get through the intersection of 154 and Hollister/State on a bike, so there is no way to allow my child to bike to school. That intersection is just too complicated and would require walking the bike to do it safely. Appreciate the bus routes and dedicated bus. It really gets used in our neighborhood!
Hope school has a crossing guard for a bit after school but he is gone by the time the Jr high is let out. A light at this intersection would be very helpful due to the heavy, speeding traffic. Even on the weekends the cars rarely stop for pedestrians.
Need more sidewalks, curbs, lighted crosswalks, and more bike lanes.
<p>Enforce existing laws like helmet, texting while driving, hedges at intersections.</p> <p>Bring back bike-to-school day and have law enforcement support busy intersections.</p> <p>Protected bike lanes.</p> <p>Lighting.</p> <p>Lockers at school for clothes / helmets.</p>
<p>1. Bike lanes on busy roads such as Cathedral Oaks need significantly more separation from car lanes.</p> <p>2. There needs to be a public education campaign. Many drivers believe they have more rights to the road than bicyclists.</p> <p>3. Congestion around a school during school start and end times is very chaotic. At this particularly dangerous time visibility for drivers is often reduced. The rules for cars need to be limited. For example, my son was hit by a car while riding his bike because a driver attempted to turn left against a lane of stopped cars. In that situation the visibility of bicyclists in the bike lane is completely blocked. The safety hazard for bicyclists could easily be eliminated by disallowing cars to turn left during that time high congestion time period. Presumably all schools could be analyzed for basic restrictions like this on a case by case</p>



basis.

4. Cars violating traffic rules around schools while students are present need to be punished severely.

## LA CUMBRE JUNIOR HIGH SCHOOL

We are very lucky that bicycle improvements were made on Gillespie Street just in time for my son to attend La Cumbre junior high.

## MCKINLEY ELEMENTARY SCHOOL

Por la Cliff Dr.y Loma alta que el tráfico fuera un poco más seguro muchos niños van solos a la escuela

Patrullar por las mañanas las calles concurridas

## MONROE ELEMENTARY SCHOOL

Monroe District is not centralized

## MONTE VISTA ELEMENTARY SCHOOL

There is a cross walk from Pemm place to Monte Vista but it doesn't light up like the one on the upper side of the school. There is even a place for a safety sign but nothing has been in it for years. I'd like to see a light up cross walk.

We need some way to slow traffic to and from Foothill. I would like two more cross walks with flashing lights when crossing. One crosswalk near the top of Grove Lane where Foxen meets Grove. And one at the bottom where lower Foxen meets Grove. Also the cross walk in front of Willowglen park needs to be repainted - the yellow is almost 100% gone. We need flashing lights there as well as hundreds of kids cross the street there daily even into the evening .



Teach older children proper (middle school age) what the rules of the road are. And give tickets to in safe bike users.
Anything to make them not speed. A stop sign or speed humps would help
Yes! We need a flashing light up sign at the school crossing at Hope and Center Ave. We also need the police to hand out tickets to all the speeders flying down Hope Ave during school hours (especially in the morning) to send a message.
Make Foothill safer for bikes from where a school is out to the end of that district boundary. Ontare to all the way past La Colina Jr high should be made safer.
We could really use a cross walk at La Vista Rd across to Duncan to access our elementary school by walking or biking. There are 6+ children who live on our street who must be driven to school because it is unsafe to cross Foothill.
We need a crosswalk across foothill at Barger Canyon Rd or La Vista Rd
<p>1) add speed reducing light up speed limit on signs on Foothill, Hope street (similar to the one on Ontare Street)</p> <p>2) add safety bike lane painted in green on upper State street , Hope &amp; Foothill roads</p> <p>3) monitoring &amp; speeding tickets on parts of foothill.</p> <p>4) More of a police presence on upper State Street to reduce homeless/unhoused</p> <p>5) there are way too many disorderly, drunk, drugged homeless on upper State, and our kids get scared every time they ride their bikes to 7-Eleven because there are always "scary people" to them there. My kids have been yelled at and shouted profanities by drunks when trying to walk or bike to 7-Eleven or Target. We are used to it and desensitized as adults, but we forget how scary that can feel for a young child.</p> <p>6) A lot of our friends who live on Fox Street (One of the best trick-or-treating Halloween streets) Have experienced a ton of car break-ins.</p> <p>Thank you so much for helping make our neighborhood safer for our kids!</p>
Yes we need a crosswalk with lights
A light up crosswalk at Hope Ave & Center Ave could help.



The crosswalk at Hope and Center needs lights indicating someone is crossing the street or a crossing guard. Cars do not stop for pedestrians at this crosswalk.
Please install a second crosswalk and pedestrian sign/light on Hope Avenue in front of Monte Vista elementary school (south of the school).
Lighted crosswalk at Hope Ave and Center Ave. Kids are not often allowed to cross Hope Ave alone due to this non-crosswalk lighted intersection. Bright orange construction flags or a lighted crosswalk would improve safety. Our neighbors were almost run over by a speeding car there before and the lighted crosswalk down the street has saved lives. Please help! We want to protect our children and give them agency to safely get to school on their own.
Bike lanes are needed reflectors so you can see the area. Too many high street lights would probably upset neighbors.
I would love to see a stop sign or two by each side of campus, this would force people to slow for crossing students. I would also love to see speed bumps on Hope by the school since Hope is not technically a through street. Either way, there needs to be something to force drivers to slow by the school
Add curb ramps on San Remo and up Grove
Enforcement of street parking violations on north Hope Avenue, particularly the 7:30-9:00 am bike lane on the northbound side. Especially right before Monte vista starts, around 8:20-8:30 am.

## PEABODY CHARTER SCHOOL

Más policía por las calles a la hora de salida de los niños
Dedicated bike lanes, safer biking/walking on foothill
We live on a hill and it sucks to walk it.
Add a bike lane on foothill
There needs to be investment in formal traffic safety measures on Alamar and Calle Noguera. This is overdue and negligent on the part of the city. Additionally, the loop around Peabody (vista de la Cumbre and Calle Rosales) needs to have speed bumps to slow traffic



in the presence of kids and to offset the visibility limits of the traffic pattern when cars are parked on the street
Lack of parking is a huge issue. I live around Cottage hospital and I see that often employees of Sansum and Cottage always take up all the street parking available. Around Peabody school there is such limited parking that people park illegally daily making drop off very very dangerous.
Unfortunately I think it comes down to individual drivers and their concern for school children and overall slowing down/ safety - which isn't easily changed. I do appreciate the blinking cross walk at La Colina to assist in safer street crossing.
At Peabody it's not too bad but lack of sidewalks is a huge issue in San Roque generally. The concept of Bike Boulevards is interesting - the city should look into it!
Fix the sound indicators on the crosswalks at State and Las Positas/San Roque so it tells you when the cross walk sign is on. Right now it just keeps beeping the same sound after the walk sign comes on.
Traffic guard at the crosswalk by Calle Noguera and Calle Laureles where it turns into Vista De La Cumbre. It's a highly used street and tons of students walk across.
There are few sidewalks in San Roque. Sidewalks would make walking in the neighborhood much safer.
School hour traffic speed reduction, marked crossings at more than one intersection along Alamar. As an aside, we intentionally avoided Adams School district because there are so few safe ways to reach that school. There should be bike/walking paths around (ideally through) the municipal golf course linking neighborhoods to Adams. Crossing Alamar to get to Peabody is a fright but nothing compared with having to cross Las positas.
I think you should shut down the cut through from Peabody to Alamar on Calle noguera. The speed bumps do nothing.
Putting in an elevated sidewalk on both sides of Calle Noguera near Peabody. Or not letting cars park on the side w/o a raised sidewalk.  We are very appreciative of the crossing guard at San Roque Road!
More crosswalk signs that light up when someone wants to cross the street.



<p>Yes! More sidewalks are needed on the streets where parents park around Peabody Charter School. Loads of children have to walk in the street along Calle Rosales and Calle Granada to get to school.</p>
<p>as I said earlier, there is no way to safely cross E Calle Laureles from Paseo del Descanso to get to Peabody from this side of the neighborhood. Incredibly dangerous and I know that people drive their kids from the 1/2 mile away houses which contributes to the insane traffic around Peabody. This could be fixed with a stop sign or cross walk or crossing guard.</p>
<p>More crossing guards. Stop signs on Calle laureles. Cars do not stop on Calle laureles and Paseo del Descanso, even if 5-6 kids are waiting to crosss</p>
<p>There really needs to be a speed bump, cross walk, stop sign or something at the paseo del descanso and Calle laureles crossing to improve safety for the children walking to school</p>
<p>Yes! Put in sidewalks in the San Roque neighborhood!!! Enforce tree trimming- the visibility is terrible in the neighborhood with overgrown trees that block the road and visibility. Have police enforcement for speeding cars. Have bike lanes in San Roque. With a school as large as Peabody, more families would walk or bike if it's safer. We walk or bike each day but are on high alert each day to get to school safely.</p>
<p>Calle laurales is a very busy and straight away- so people speed. A speed bump or stop sign would greatly slow people down and keep kids safe. Or a cross walk for pedestrians at Paseo Del Descanso. The street in front of Peabody is so incredibly tight it's dangerous getting in and out of your car during drop off /pickup because of the narrow street and number of vehicles. Vista de la Cumbre has two blind corners, tons of cars parked on the street and could benefit from speed bumps or SLOW signs.</p>
<p>Yes, either the volunteer led bike group that you mentioned or more bike lanes on our roads.</p>
<p>There are unexpected issues for kids walking or biking to school. While we do not have a lot of traffic, around school times streets that circle the school or attach to Foothill or State Street like Calle Palo Colorado, Calle Noguera, Calle Rosales, &amp; Calle Granada, San Roque Rd, Calle Laurales, are packed &amp; we have no sidewalks across from the school. People ignore the red curbs by the school, because there are not enough drop-off parking areas. It's hard for cars to see pedestrians. It would be best to have bulb-outs on the corners that are safe places for pedestrians to wait and button-lighted crosswalks.</p>
<p>Other unexpected concerns:</p>



<p>Blind driveways due to curved streets          Loose or aggressive dogs that make it less safe all ages to walk or bike          In the past, on our street, there was a frequent police presence to a house in 1-1/2 year span, sometimes someone handcuffed at the curb, &amp; we have no other way to exit our street making it concerning to not be in a car.          Bee hives</p>
<p>In mission and de la vina. Cars don't stop when the school bus is dropping off kids. To have someone to check the cars who don't stop.</p>
<p>Better painted crosswalks adjacent to the school at the corner near Kindergarten. Don't have trash and recycling trucks making rounds near the school at the same time that kids are walking and biking to school (8am)</p>

## ROOSEVELT ELEMENTARY SCHOOL

Cycle paths outside the school would be a good way to encourage people to cycle, and better bike parking outside the school/near the school. There's also some gnarly curbs that haven't been made in to drop curbs yet (so hoping they do!) on Montgomery St which is a NIGHTMARE for little kids on scooters and bikes and strollers. I can't even imagine being disabled and needing to navigate that path, it would be a huge barrier.

Definitely cycle or walking groups that meet at a certain times and certain locations, I bet parents would feel so much more comfortable letting kids go to school on their own in groups.

Maybe have police presence at particular spots around schools where speeding is common. To discourage excess speeds.

Crossing guard at 5-way stop at Pedregosa, Laguna, Olive Sts.

Don't build a 251 unit building next to the mission. It will create more traffic.

More stop signs and crosswalks. I make my kids bike on the sidewalk, streets are far too dangerous.

Tener mas seguridad cerca de las escuelas, poner mas atencion al volante y no usar el telefono cuando esten cerca de escuelas o lugares donde pueda aver personas caminando, y asi poder evitar accidentes no distraerse.




The intersection of Olive, Laguna, and E. Pedregosa could really use a roundabout. Is it a five way stop which is often a traffic hazard for kids walking to school to Roosevelt
More safety officials further out from the school like a block or 2 each way. Cars drive fast. Pedregosa and Garden street crossing does not stop. Can get very busy. Also not having service vehicles, ie garbage trucks, electrical trucks, etc., run those routes at the peak school hours. They take up most of the street, we can't see and they hold up traffic. We're all just trying to get to school safely and on time.
Pedestrian cross walks at Mountain and APS. Specifically it is hazardous to cross at APS.
Laguna St. is narrow by Roosevelt. Cars park along Laguna St. in the approach to the school. This creates lots of conflicts for biking on Laguna St because there is no room when cars back up. If there was only a way to eliminate parking along Laguna. I also think access to the school on Emerson is underutilized. I haven't traveled much but friends told me other countries have entire car free zones around schools.
For one, create and enforce a "no living in cars or vans" in residential neighborhoods. There are RVs parked longer than the 72 hour rule and regulars around Alive Keck park. This is not patrolled or enforced at all and people are making the park their personal gym and laundry hanging area. Secondly, more 4 way stops (some in upper east are just 2-way and people forget).
More sidewalks on foothill and mission canyon
A stop sign or crosswalk in the crossing of Islay and Olive Avenue where lots of kids see each other and cross the road, but cars speed up and have sometimes poor visibility.
More stop signs at key intersections. More bike lanes.
Generally the streets closer to the school have sidewalks and many stop signs, and there are often many kids walking together. But higher up where we live on APS crossing the street, even at a stop sign, feels treacherous. I would actually recommend encouraging more parked cars on APS to slow down traffic. Also the cross street of Moreno and Grand doesn't always have a clear right of way for pedestrians or cars
Safe crossing on APS?
Some how encouraging non school traffic to avoid the intersections around school at peak times
Less street parking, more stop signs, better visibility of cars coming out of their driveways



## SANTA BARBARA COMMUNITY ACADEMY

Me preocupa que muchas veces los ciclistas no respeten los limites establecidos, ya sea en un ciclista o los que se rigen por el area de escuela o solo de calle Y algunos automovilistas no ceden el paso y aceleran aun mas La falta de iluminacion o señalamiento de luz para cruce ahora que se obscurece mas pronto

Modoc and Portesuello is big traffic every morning spend sometimes 5 minutes to cross left side the street.we need a stop  light in the cross to school La cumbre jr

Car drivers slow down

Hace falta semaforo en el cruce de Portesuello y Modoc porfavor y en la tarde cuando voy de Camino de regreso a las 6 pm esta muy oscuro la acera de Modoc junto a la jr no hay luz haste las positas vayan y vean despues de 6 en este Horarios

## SANTA BARBARA HIGH SCHOOL

Painting legible lane stripes in our neighborhood would help along with adding the bumps at the center AND sides of the lanes. Drivers are looking at their phones. Driving by braille would help keep them in their lane and protect cyclists. Eliminating parking along Anapamu Street is important. Drivers park halfway out into the lanes and buses/construction/work/delivery trucks often encroach the traffic lanes while parked.

Milpas is VERY dangerous for bikers

Empowering kids to ride bikes more safely, ie getting a license and enforcing wearing helmets.

More bike lanes would help

Qué las personas ; fueran más responsables y consideradas. Es algo imposible pero si empiezo yo.



Que instalen cámaras en puntos estratégicos donde ocurran o se piense que pudiera suceder un hecho delictivo a nuestros estudiantes
Crossing light in front of sBHs, there's a lot of drop off traffic with hurried parents and new student drivers
Create a program at Dos Pueblos HS to request that every student with an e-bike must complete a program on safety rules around the neighborhood surrounding the school.
To have more police officers and give them tickets to the traffic infractor. There are too many construction materials and holes everywhere in the city. Many homeless on the streets, many gangs members on the streets.
Remove parked cars from bike lanes. Slower speed limits
There are a good amount of protected bike lanes, but certain streets are treacherous with all of the traffic and distracted drivers.
Don't change milpas street, it is fine the way it is. If you reduce lanes for bikes it will only increase traffic in the neighborhood streets, people will find ways around and create more traffic on neighborhood streets.
No
My adult child is disabled and couldn't ride to school. We live on the bike route to La Cumbre and see so many students on e-bikes without helmets and multiple kids on a bike. I worry about them. Worry about drivers who don't always stop at stop signs.
There's a new pedestrian crossing on Haley near Nopal that is supposed to be safer but it's only paint on the road. How is that supposed to be safe, especially in the dark? There's no stop sign or flashing lights or anything that would actually alert a driver that someone is trying to cross. At least on Milpas, there are crossing signals at the intersections, but they don't even turn on unless someone presses the button. The ones on Santa Barbara street turn on automatically, and I don't know why the ones on Milpas don't do that. Way more people are walking there. I think traffic on Milpas should be made to go slower, there should be only one lane in each direction, and the red area by corners should be way bigger so people can actually see to turn safely. I'd rather have drive times on that road be slower so we can have a safer neighborhood.



## SANTA BARBARA JUNIOR HIGH

The first and last hour the police check the crossing area

I would like to mention something that I recently observed while driving home. I was on Voluntario street and stopped to let a mother and three children. She was holding a child and the two little ones. The children that crossed the street might have been in the of ages 4 and 2. Well they were hurrying to cross the street and the two year old boy fell in the middle of the street. And her sister helped him get up. I feel the need to express and ask if possible to add a cross walk light on Indio Muerto street which is now is Huttush. This is location is Indio Muerto and Voluntario street. On this location there are blinds spots because double park. Thanks

Bike lanes

Hacer aceras para que caminen poner pintar los letreros que ya no se ven reducir el limite de velocidad

My child would bike but does not fee safe crossing the intersections where there is not a four way stop sign or light. And coming from our location on West Figueroa to SBJH, there is not a route that works. Haley is too fast and scary

## VIEJA VALLEY ELEMENTARY SCHOOL

Currently there is only a narrow bike lane and no sidewalk on the area of state st my kids would use. There are also always homeless individuals and clients from the methadone clinic loitering around the area. It does not feel safe for kids to walk or bike.

Updating mint In paving and trimming the bushed at the intrrsdction of arroyo.

Enforce speed limit and cross walks on Modoc

Bike paths and sidewalks

Connecting the bike paths from our neighborhood to the school. Around the mall, there is no safe place to ride or walk. They are missing sidewalks and no bike lanes in some areas. And the street parking is so needed because there's a lack of parking and a lot of the apartments and condos.



Having a bike lane or sidewalk available on Via Tranquila would enable safer non-vehicular travel to and from the school.

In our case, Auhay Drive is the worst part for my son to ride on. The street isn't wide enough to allow for people to park in many of the areas they park cars. There are cars parked mostly in the road which leaves no room for kids on bikes to stay out of traffic. Lots of people use Auhay as a cut through to Hollister making it unsafe. If lines were painted along the sides of Auhay and cars were not allowed to park over those lines, it would be much safer. Or blocking off the end of Auhay nearest to The Creekside Restaurant and making it one way so only residents would use the road.

More sidewalks! Better separation of bike lanes in ALL areas...just having pockets of multi use paths doesn't help matters.

Negotiate with the railroad to widen Hollister under the tracks so more space can be made for bikes and pedestrians. Trim weeds in same section of Hollister so bikes can ride farther to the right when traveling west.

My oldest child takes the bus to La Colina, he has to cross Hitchcock (between State St and Calle Real) to get to his bus stop on the other side. The speed limit on Hitchcock should be lowered. The street is on a curve which makes it very difficult to safely cross. A light up crosswalk should be put in on Hitchcock for the hundreds of pedestrians who cross this street each day, especially for the many students and seniors who live here.

Our son would also like to bike to La Colina but it feels unsafe because there are cars parked in the bike lane on north La Cumbre road between the intersection of State Street/north La Cumbre and the intersection of north La Cumbre/La Colina rd which means students on bikes must merge into fast moving traffic to avoid the parked cars. There are signs prohibiting parking in the bike lanes there during school transition times, but the lanes remain full of parked cars. I have contacted the SB PD multiple times about this without resolution.

## WASHINGTON ELEMENTARY SCHOOL

Yes!

I am most concerned about the bus stop on Quarentina where people live in their cars at or near the school bus stop. This site is unsafe and needs to be moved ASAP. One arrest already occurred at the bus stop. Please address.



I love the idea of a volunteer led group!
See above comments
Slow down Cliff! It is a known safety issue. The fix is three years out. The city has the funding already but it will take the death of a child to get it done faster. Enforce the speed limit. Put up signs that use radar to show speeding. Do something. I watch families try and cross the street daily and they have to sprint. I live at cliff and la marina, there is a downhill turn that people drive 50-60mph around. They have a hard time stopping in time for my disabled son. Already have multiple death accord our street and a hit and run just down the road.
Enforce the speed limit. Add cross walks.
There needs to be ADA sidewalks on the corner of Shoreline and Santa Cruz.
Flashing crosswalks across Cliff Drive or crosswalk guards? Speed bumps? I've nearly been hit 3 times walking my kindergartener across Cliff Drive when we were on the crosswalk
Crossing guard
More school zone lights during drop off and pick up hours. I don't love police presence but it would be great to have officers on motorcycles sitting in the school zones catching the people that are going 45 through the 2ph school zone. People need to slow down

## SCHOOLS OUTSIDE OF CITY LIMITS (DOS PUEBLOS HIGH, SAN MARCOS HIGH, GOLETA VALLEY JUNIOR HIGH)

Cathedral Oaks needs a separated SAFE BIKE LANE from Mountain View to Dos Pueblos.
there should be a light or a cross walk on the crossing of los carneros and cathedral oaks so students biking towards DPHS can safely make a left turn, or students turning right to GVJH can safely make a right turn.
This is an idea that likely isn't feasible, but I just wish that the bike lane on foothill Road was more separated from cars. It just doesn't feel safe to have kids bikes along foothill Road, but it's the easy corridor to everything in our lives. My son used to ride through the



neighborhoods just off of foothill to get to La Colina junior high. Now that he goes to San Marcos high school it's just a little bit too far for him to safely bike. We have a carpool instead.
No but you forgot to list Santa Barbara Charter School in your list of schools.
Habiendo mas paradas para cruzar calles
Ninguna
We need a crossing guard in front of GVJHS/ SB Charter school to ensure safe crossing with so much traffic. One of my sons was hit on his bike in the crosswalk 2 years ago and I have seen tons of near misses over the 9 years my kids have attended those schools.  Please add GVJHS & DPHS to the school list- there are tons of kids that bike to both these schools. Also noticed Santa Barbara Charter elementary is not listed either.
Sidewalks would be an incredible asset.
The bike lanes on State St are a joke. It's a high traffic street with zero protection for bikers. Additionally, at the intersection of State St and Calle Real, the bike lane disappears and multiple lanes of cars turn right onto the freeway — so how are bikers supposed to go straight?
Bike lanes separate from traffic
Pedestrian crosswalks that can activate red stop lights so drivers know a pedestrian is crossing and can see it.
Physically separated bike lane on cathedral oaks





## PUBLIC WORKS DEPARTMENT

# ITEM 2: SAFE STREETS FOR ALL PLANNING EFFORT - REVIEW OF SAFE ROUTES TO SCHOOL SURVEY RESULTS

---

Transportation and Circulation Committee

June 26, 2025



## Recommendation

- That the Transportation and Circulation Committee review and provide comments on the Safe Routes to School Survey results that will be included in the “Engagement and Collaboration” and “Safe Routes to School” chapters of the Safe Streets for All Action 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



# Safe Routes to School Survey

- Purpose of Survey:
  - *Identify traffic safety-related needs and priorities of families traveling to/from school*
- Developed in collaboration with:
  - *California Walks (Cal Walks) and UC Berkeley Safe Transportation Research and Education Center (Safe TREC)*
  - *MOVE Santa Barbara County*
  - *Principal and Vice Principal at Franklin Elementary School*



# Safe Routes to School Survey

- Distributed through ParentSquare in November and December 2024, and January 2025
- 19 Schools in SBUSD and Hope Elementary School District
- 20 questions
- English and Spanish
- 311 responses covering all schools
- Between 1 and 36 responses per school



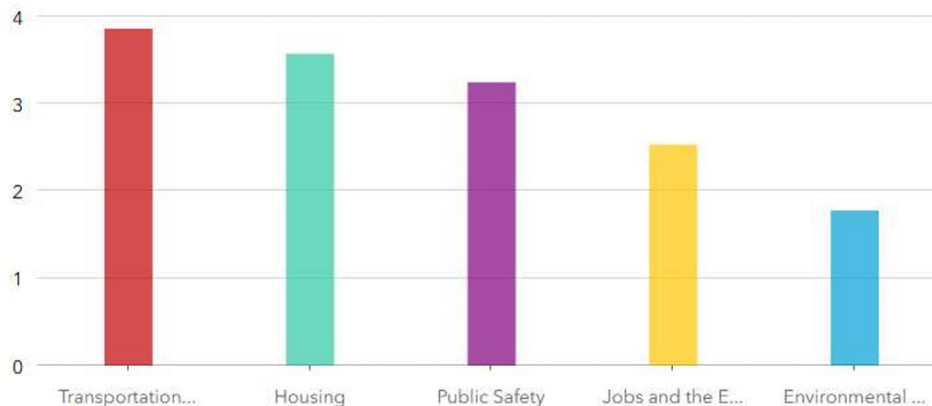


# Survey Responses

## 2) RANK THE CHALLENGES YOU EXPERIENCE IN YOUR NEIGHBORHOOD:

Respondents ranked the following in order of biggest to smallest challenge:

- 1) Transportation Safety
- 2) Housing
- 3) Public Safety
- 4) Jobs and the Economy
- 5) Environmental Issues



Attachment 1, page 2





# Survey Responses

## 6) OUT OF THE FOLLOWING SCENARIOS, WHICH IS THE BIGGEST SAFETY THREAT TO YOU?



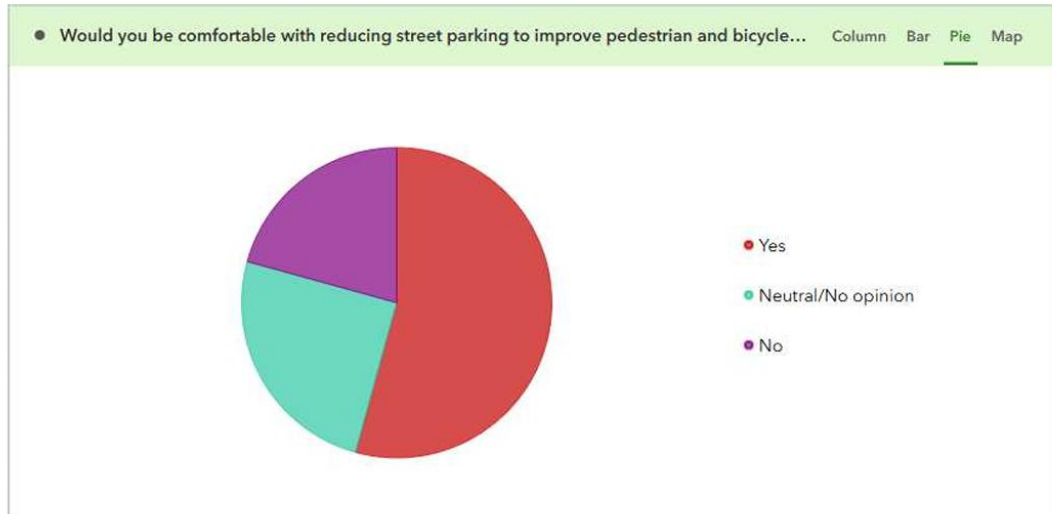
Attachment 1, page 9





# Survey Responses

7) WOULD YOU BE COMFORTABLE WITH REDUCING STREET PARKING TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY, INCLUDING ADDING BIKE LANES?



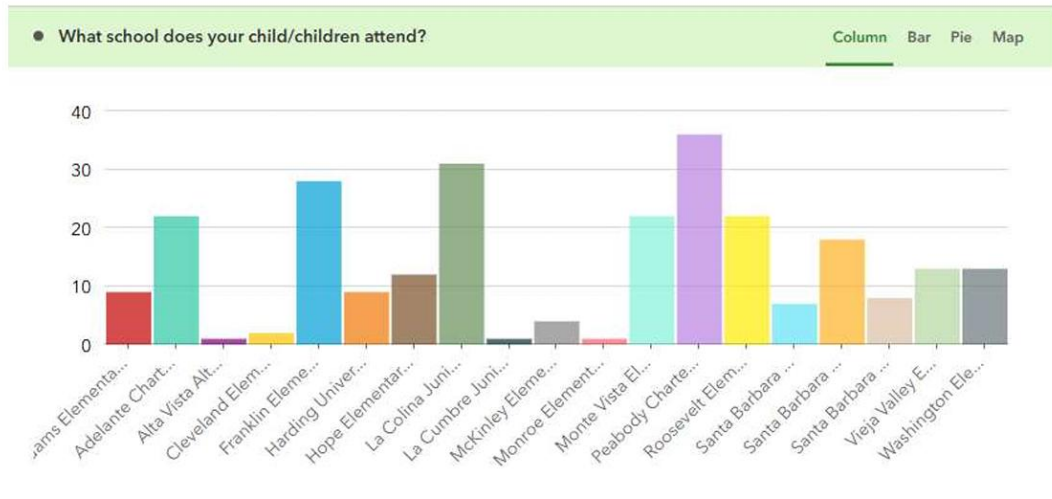
Attachment 1, page 10





# Survey Responses

## 9) WHAT SCHOOL DOES YOUR CHILD/CHILDREN ATTEND?



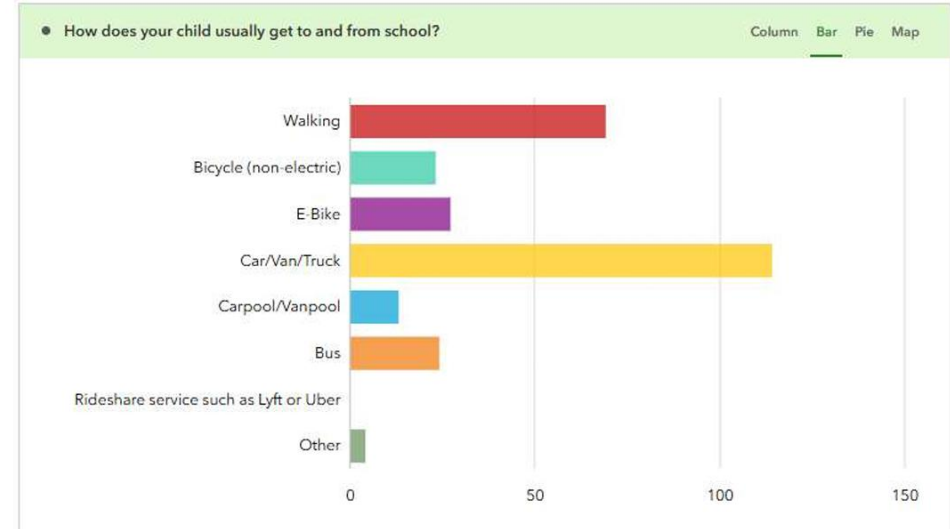
Peabody, La Colina, Franklin, and Adelante provided the most responses; Alta Vista, Cleveland, La Cumbre, McKinley, and Monroe had the least.





# Survey Responses

## 10) HOW DOES YOUR CHILD USUALLY GET TO AND FROM SCHOOL?



Most respondents get to school via car (37%), walking (22%), or biking (e-bikes and non-e-bikes, 16%).

Attachment 1, page 11





## Survey Responses

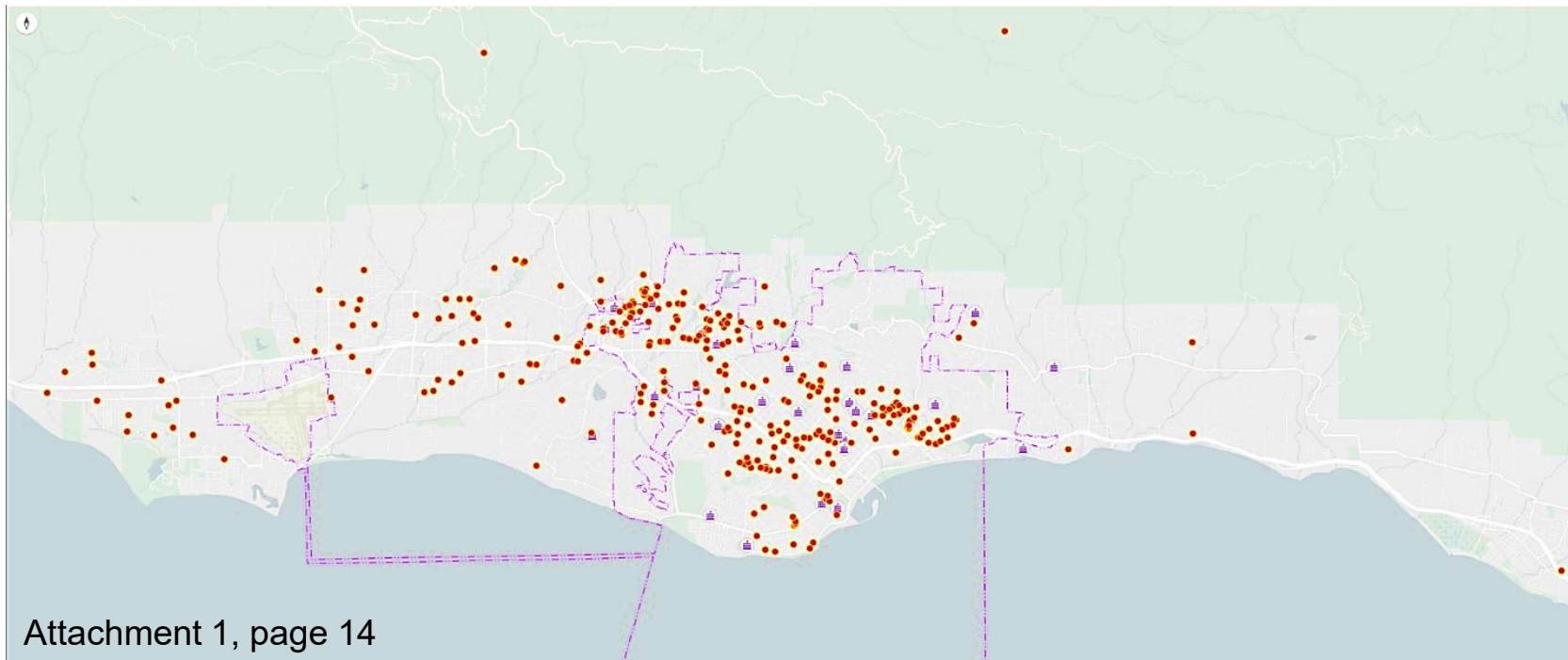
### 14) DO YOU HAVE SUGGESTIONS FOR IMPROVING THE SAFETY OF STUDENTS GETTING TO AND FROM SCHOOL?

Respondents asked for more pedestrian infrastructure (wider sidewalks, crosswalks, crossing guards, lighting, and visibility), traffic calming measures, and bike infrastructure (bike lanes, bike parking) around schools. Respondents would also like to see more law enforcement at and around schools. (See Attachment 2 for school-specific responses.)





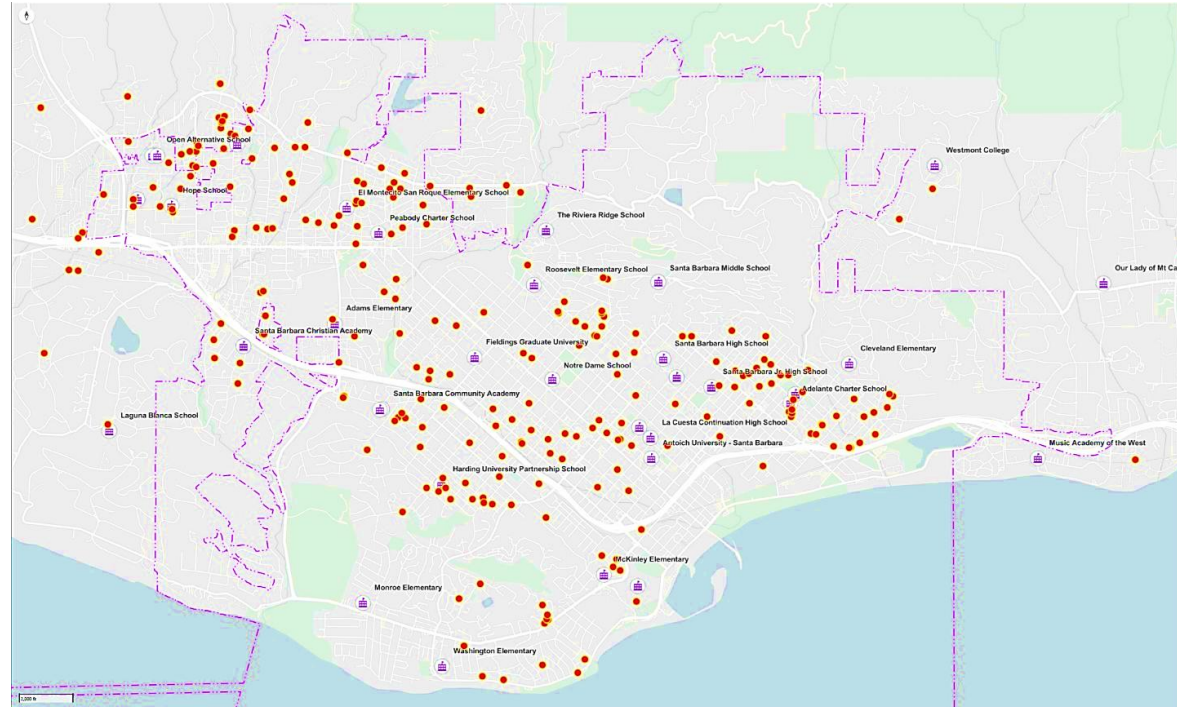
# Survey Responses – full map



Attachment 1, page 14



# Survey Responses – City limits



Attachment 1, page 14



# Survey Challenges

- Participation
- Balanced representation across schools and demographics
- Many perspectives may not be represented with lower participation





## Next Steps



Citywide traffic safety survey  
launched May 27, 2025

Take the survey by June 30:  
[SantaBarbaraca.gov/SafeStreets](https://SantaBarbaraca.gov/SafeStreets)



Review of School Survey and  
Citywide Survey responses

- Look for overlap with collision data and for potential engineering, education, and enforcement solutions
- Develop safety counter measures



Additional community engagement in the fall of 2025





# 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