CHAPTER 4

Safety Analysis

Revised June 2026

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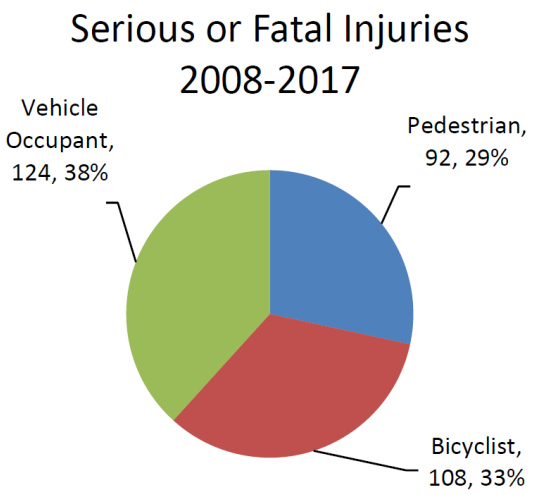
Introduction

On average, more than 3,700 people are killed and 16,000 are seriously injured in traffic collisions each year in California (*Recommendations For California Statewide Guidance On High Injury Networks*, page 3, source link.) 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 of California's (State) collisions findings, pedestrians and bicyclists were disproportionally represented in collisions resulting in serious injury or death.



The Safe Streets for All Plan includes an analysis expanding 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 eligible for grant monies to address collision patterns and to be consistent with the State's methodology for establishing high injury networks.

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 meaningful community-supported solutions is to document existing conditions and patterns of collisions. The next step is to develop a High Injury Networks (HIN) Map in GIS. A HIN 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

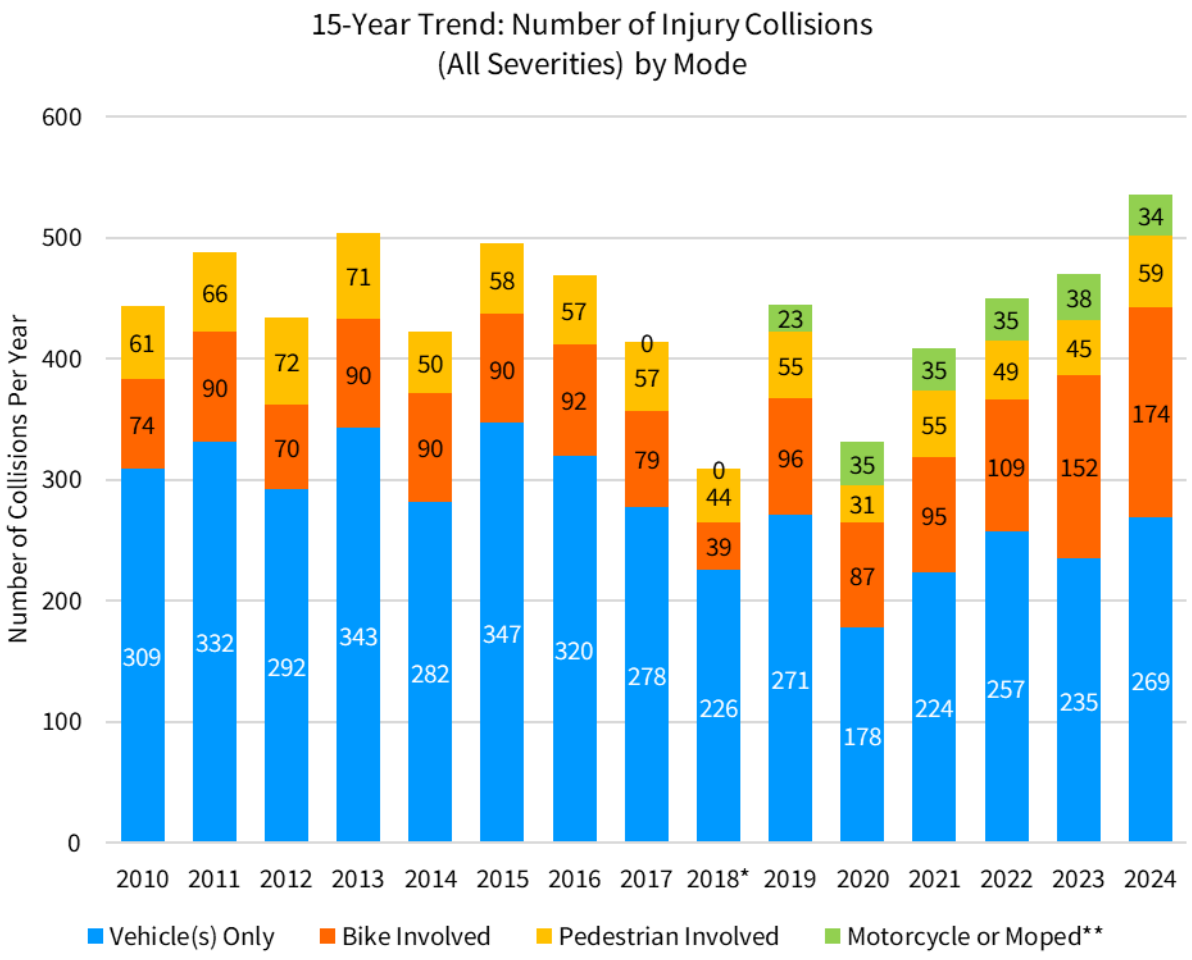
Collision reports contain the highest degree of injury experienced by parties involved. The degrees of injuries are categorized as follows (paraphrased from the Model Minimum Uniform Crash Criteria by the National Highway Traffic Safety Administration, 2017 and 2025 editions and California Highway Patrol's criteria titles are in parenthesis) Beginning in 2023-2024, the Santa Barbara Police Department transitioned the traffic collision reports to use "suspected" before injury collisions.

- **FATAL:** A fatal injury is any injury resulting in death within 30 days of the crash.
- **SEVERE INJURY (Suspected Serious Injury):** A suspected serious injury is any injury that prevents the injured person from walking, driving, or normally continuing activities at the time of the crash, including:
    - Unconsciousness
    - Paralysis
    - Crush injuries
    - Severe lacerations (exposing tissue or causing significant bleeding)
    - Significant burns
    - Broken or distorted extremities
    - Severe head, chest, or abdominal injuries
- **OTHER VISIBLE INJURIES (Suspected Minor Injury):** Injuries, other than fatal or severe, which are evident to any person at the collision scene. Examples include: visible bruises, minor cuts, small lacerations, and minor swelling. These injuries do not prevent normal activity but are observable.
- **COMPLAINT OF PAIN (Possible Injury):** A person has injuries that are not apparent from the outside. Examples include: complaints of pain, nausea, dizziness, and soreness. No visible signs are required.
- **PROPERTY DAMAGE ONLY (PDO) (No Apparent Injury):** No injuries were sustained.

For 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. 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

Figure 1: Table graph of 15-year trend of number of injury collisions (all severities) by mode.

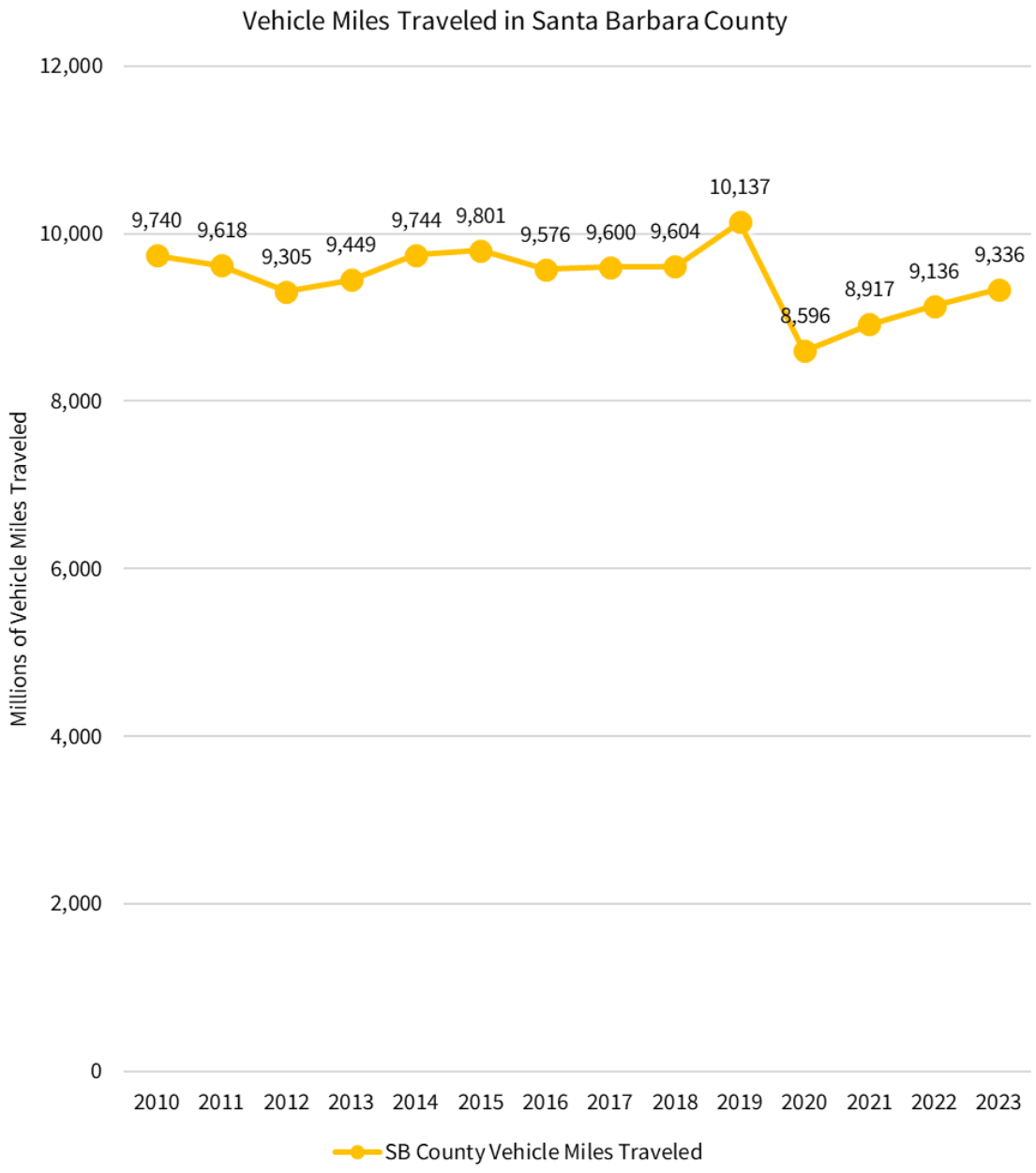


- Notes about the table chart:
  - *Collision data for 2018 is incomplete due to the transition of a new collision analysis database.
  - **Motorcycle and Moped Collisions are included in "Vehicle(s) Only" Category Prior to 2019.
  - ***Bike versus Pedestrian is included in the "Bike Involved" category.

Traffic collisions tend to follow rates of increased traffic, which is typically caused by increase in population or economic activity. Figure 3 shows the amount of vehicle miles traveled on streets and highways in Santa Barbara County obtained through the Santa Barbara Association of Governments. 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 travel 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: Chart of Vehicle-Miles traveled in Santa Barbara County from Santa Barbara County Association of Governments.

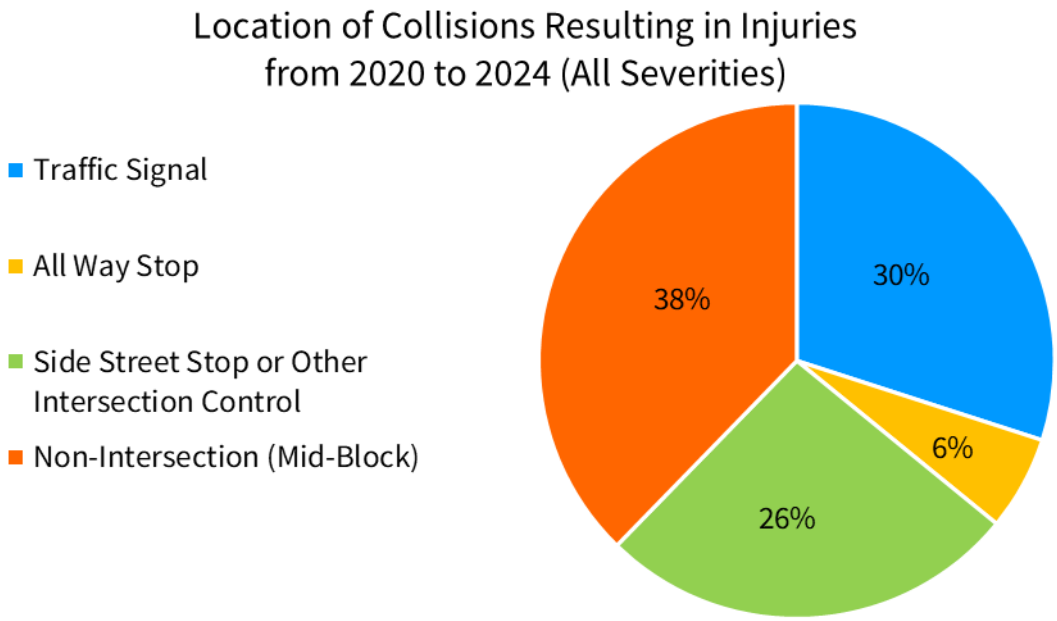


Knowing Where to Focus Collision Reduction Efforts

Where are Collisions Happening?

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 4).

Figure 3: Pie chart of "Location Of Collisions Resulting In Injuries From 2020-2024. All Severities."



Who Are The Victims?

Between 2020 and 2024, there were 2,196 reported collisions resulting in injuries. Figure 5 shows the share of fatal and severe collisions by travel mode, and Figure 6 shows the proportion of collisions by mode that result in severe or fatal injuries.

Figure 4: Pie chart of "Share of Fatal and Severe Collisions by Travel Mode (2020 - 2024)"

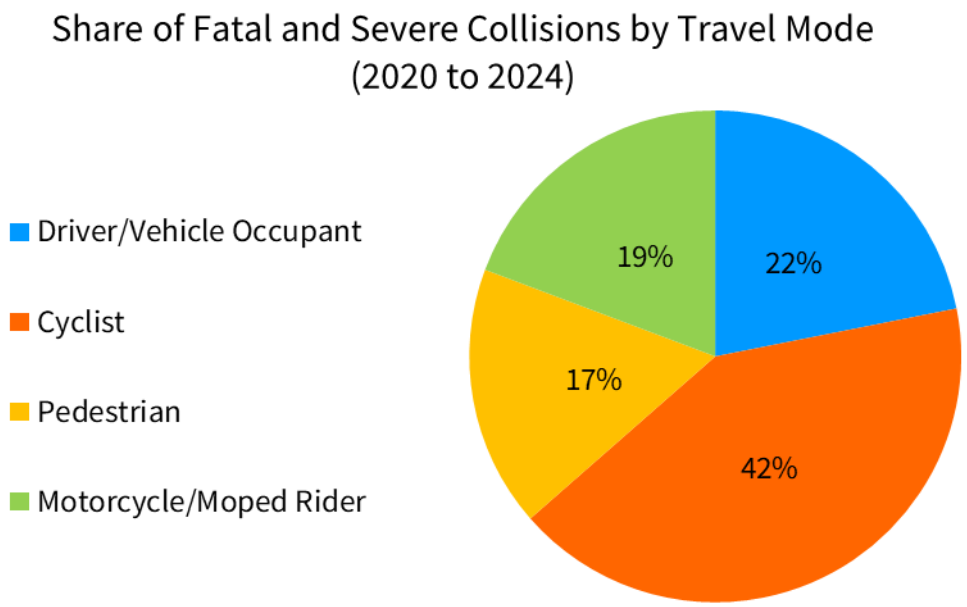
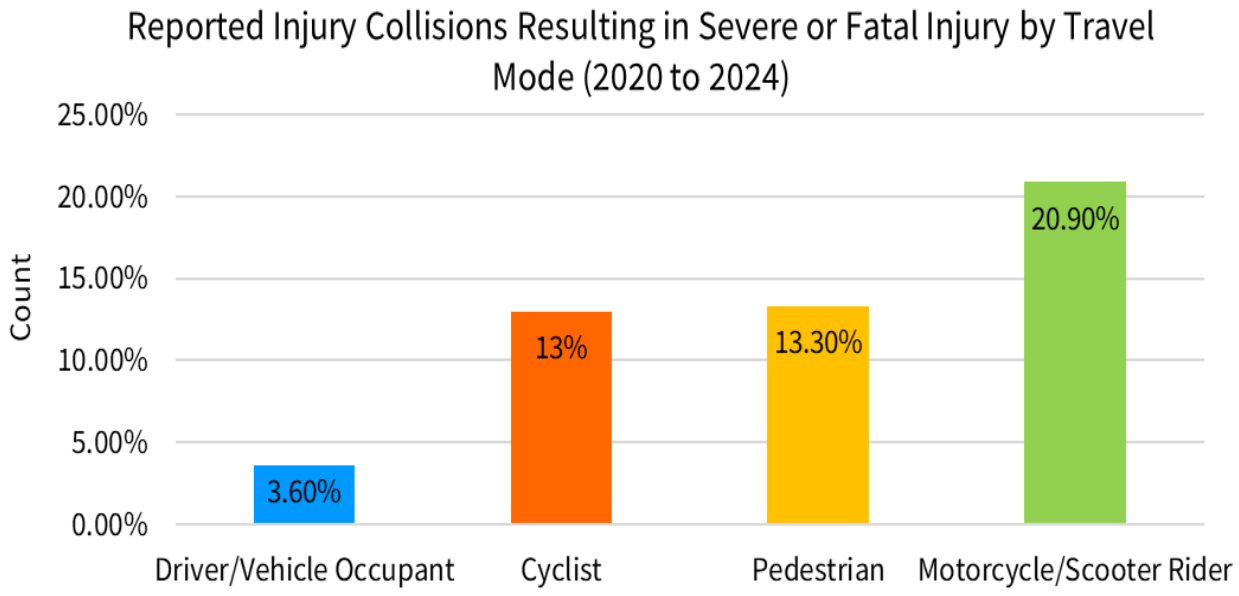


Figure 5: Bar Graph of "Reported Injury Collisions Resulting in Severe or Fatal Injury by Travel Mode (2020 -2024)"



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. Table 1 shows data of road user and collision severity from 2020 to 2024, demonstrating that all three groups are overrepresented in the City's fatal and severe injury crashes. Specific data relating to pedestrian, bicyclist, and motorcycle involved collisions is on the next pages.

*Table 1: Road User and Collision Severity, 2020 To 2024**

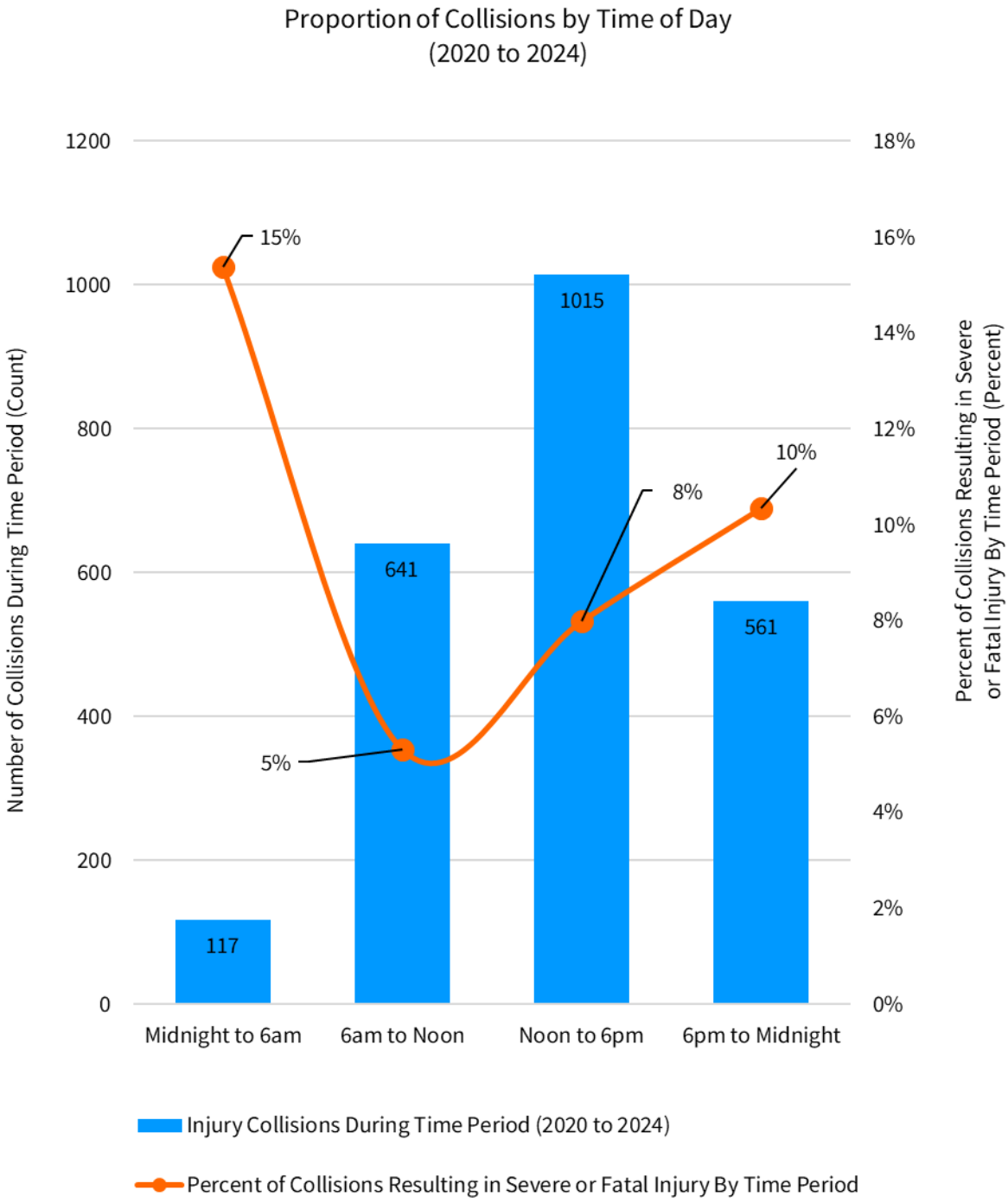
**Beginning in 2023-2024, the Santa Barbara Police Department transitioned the traffic collision reports to use "suspected" before injury collisions.*

Road User Involved	Fatal Collisions	Severe Collisions	Collisions with Other Visible Injuries	Collisions with Complaint of Pain	Share of Fatal and Severe Collisions Reported	Share of All Injury Collisions Reported
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%**

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: Bar graph with a trend line of "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 is a total of 21 primary collision factors documented in collision records.

Table 2: Top 5 Primary Collision Factors Vs. Type For All Severities

Primary Collision Factor	Description	Percentage of Total Collisions Resulting in Injuries
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%

Table 3: Top 5 Primary Collision Factors For Collisions Resulting In Severe And Fatal Injuries

Primary Collision Factor	Description	Percentage of Total Collisions Resulting in Severe or Fatal Injuries
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%

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 is a total of nine primary collision factors documented in collision records.

Table 4: 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 5: 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 in Multi-Party Collisions?

Figures 8 and 9 below show the party at fault for all multi-party collisions between 2020 and 2024 and collisions resulting in severe or fatal injuries. The figures do not include solo collisions.

Figure 7: Pie chart of "Party at Fault for Collision (All Injury Severities, 2020 to 2024).

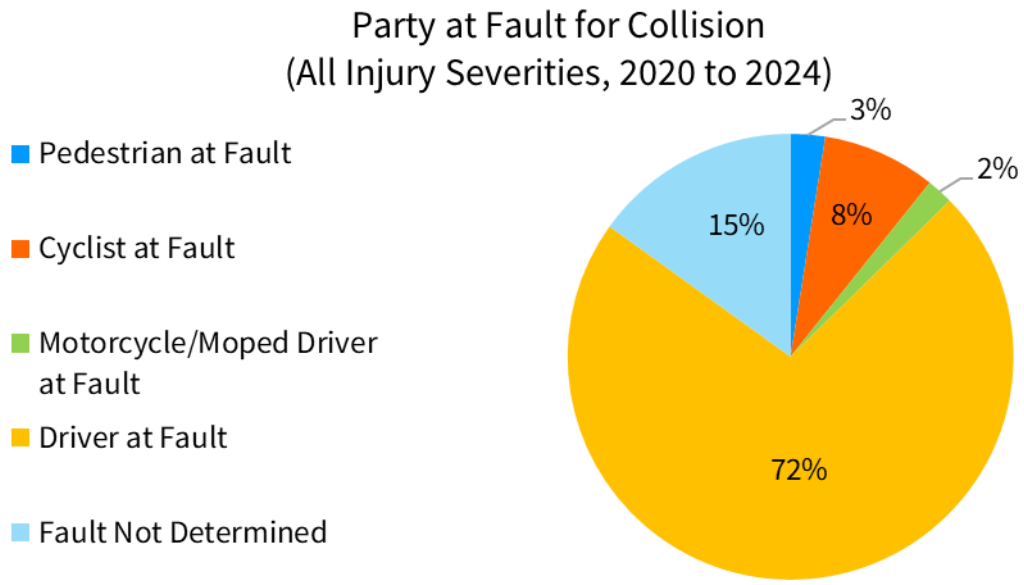
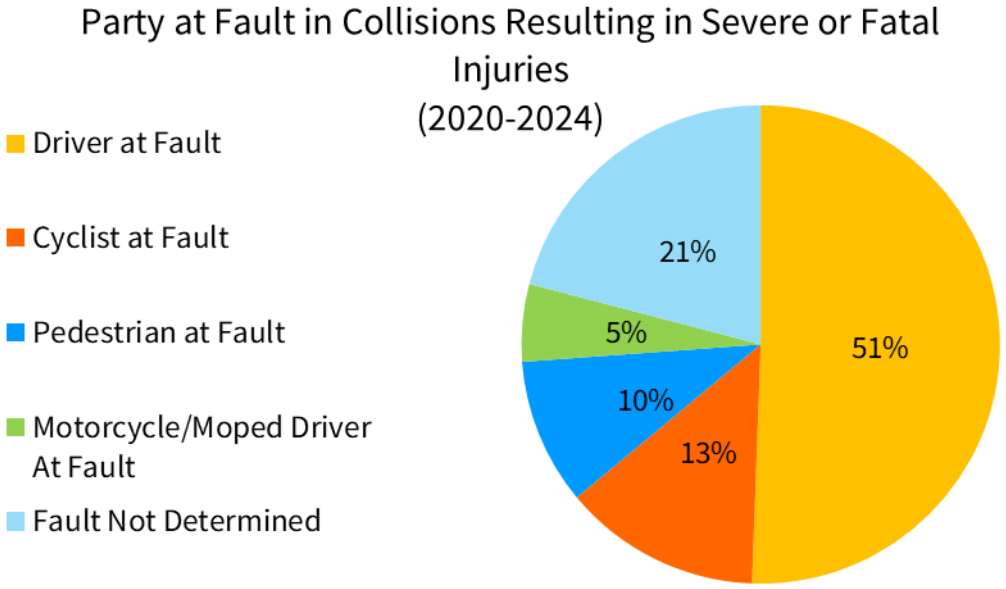


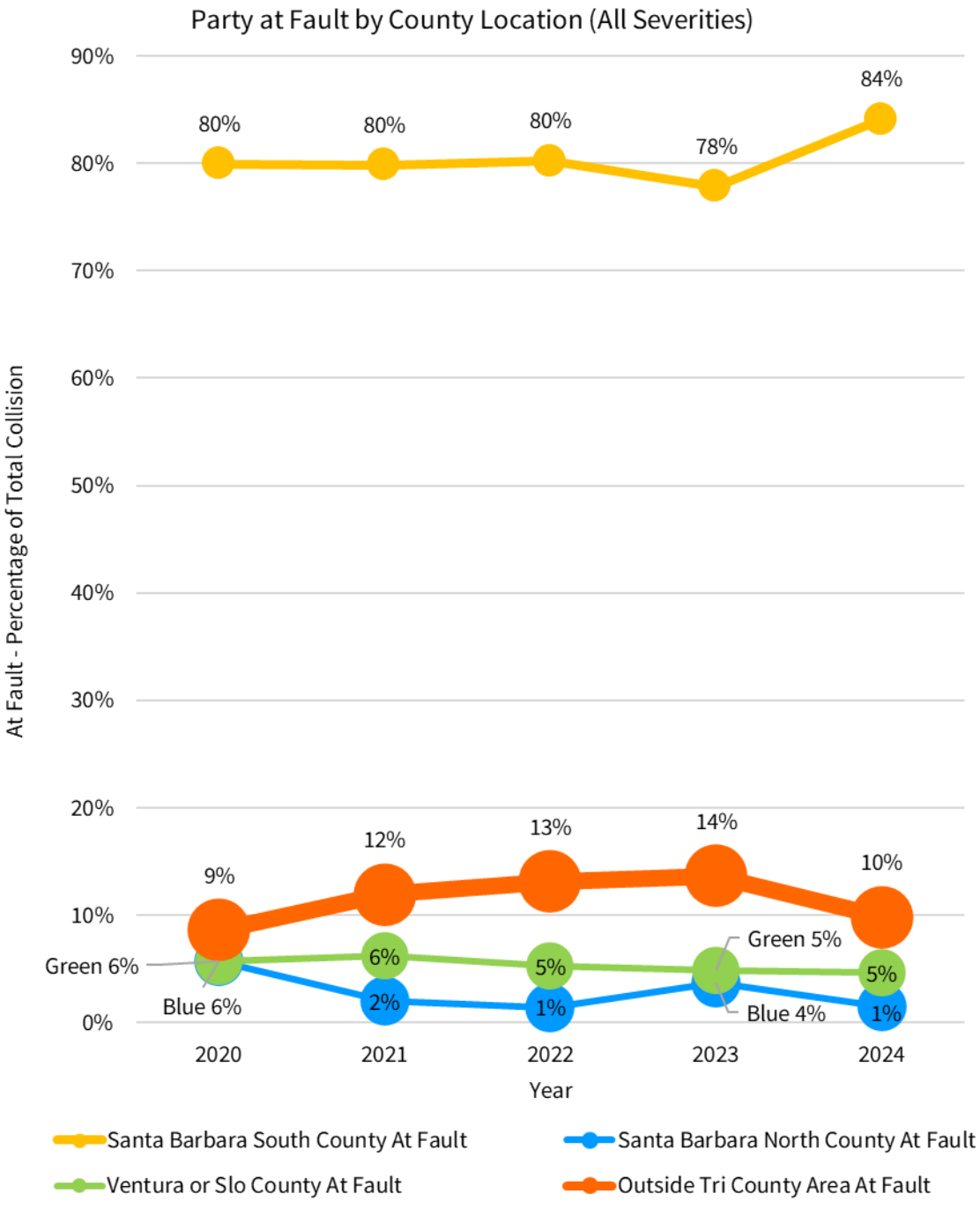
Figure 8: Pie chart of "Party at Fault in Collisions Resulting in Severe or Fatal Injuries (2020 - 2024)"



Where Are At Fault Parties From Multi-Party Collisions?

Figure 10 below shows where the at fault parties home address is located for multi-party 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: Chart with a trending line showing "Party at Fault by County Location (All Severities)."



Pedestrian Involved Collision Data

The data indicates pedestrians are vulnerable road users. When they are involved in collisions, the severity of injuries and changes of fatality tends to be higher because pedestrians have no protection.

Pedestrian Involved Collision Trends and Collision Severity

Figure 11 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 over-represented in terms of severity of collisions.

Figure 10: Table graph of "Pedestrian Involved Collisions (All Injury Severities)."

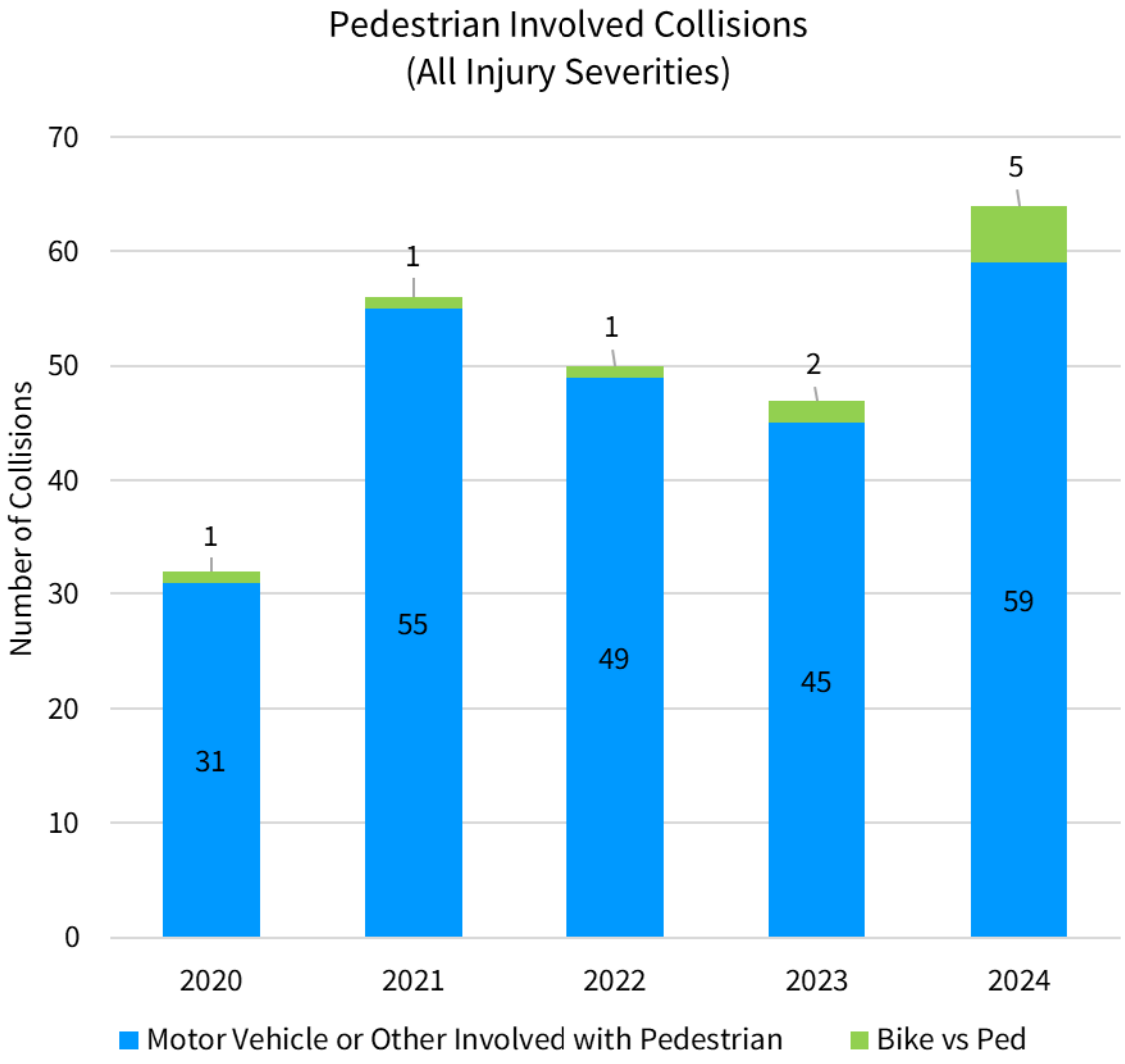
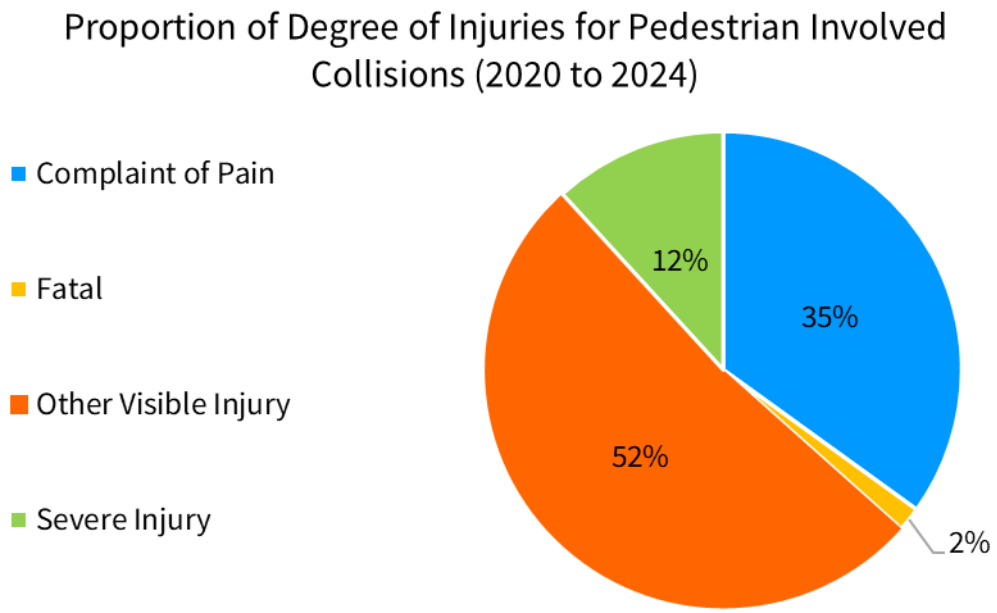


Figure 12 shows the proportion of degree of injuries for pedestrians involved in collisions between 2020 and 2024. For pedestrians, 13.3% of collisions result in either severe or fatal injuries. This compares to approximately 13% of bicyclists involved collisions resulting in severe or fatal injuries, 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 13 below maps the individual pedestrian involved collisions that happened between 2020 and 2024. Figure 14 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 12: Map of Pedestrian Involved Collisions, 2020 to 2024

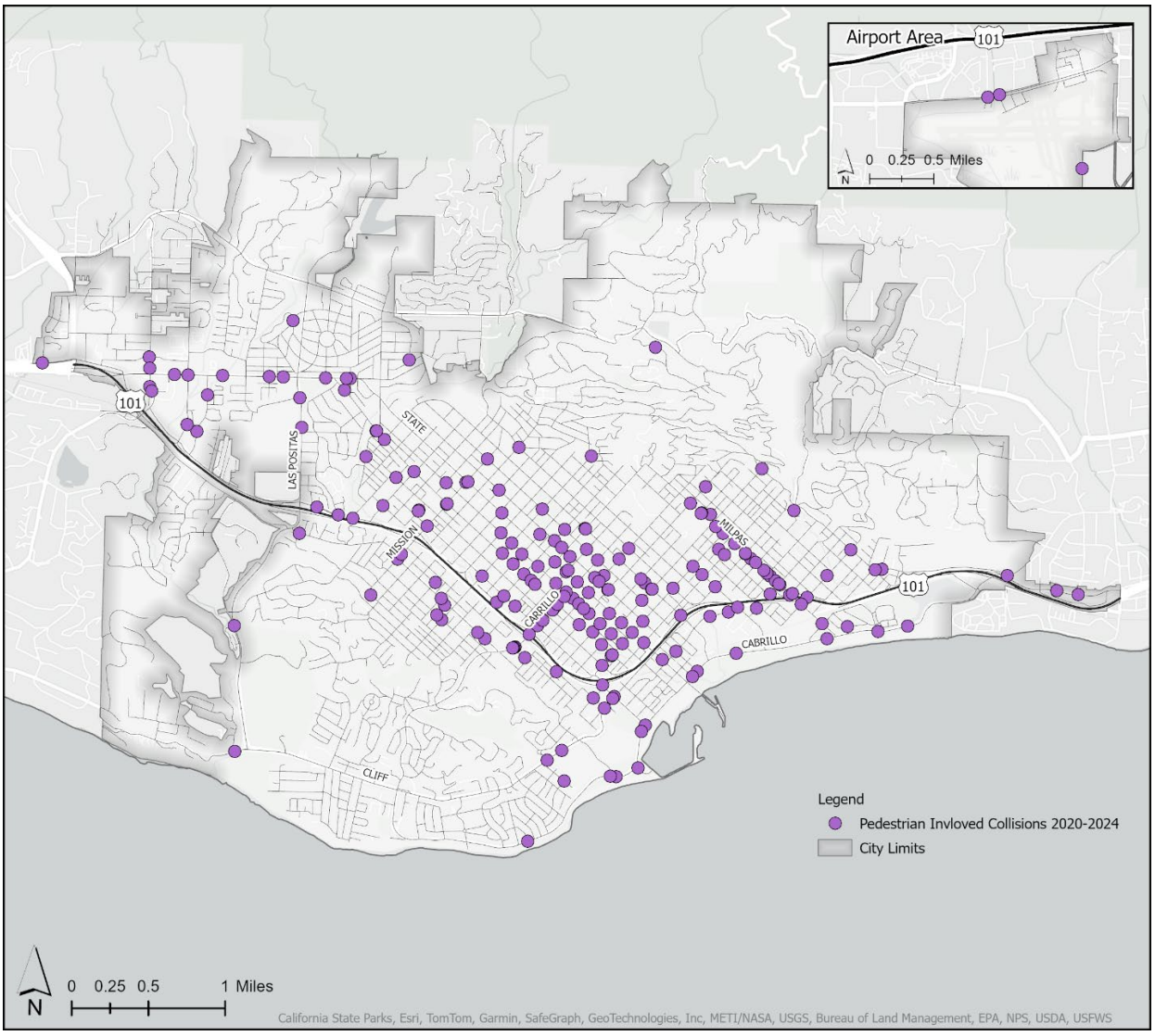


Figure 13: Heat Map of Pedestrian Involved Collisions, 2020 to 2024

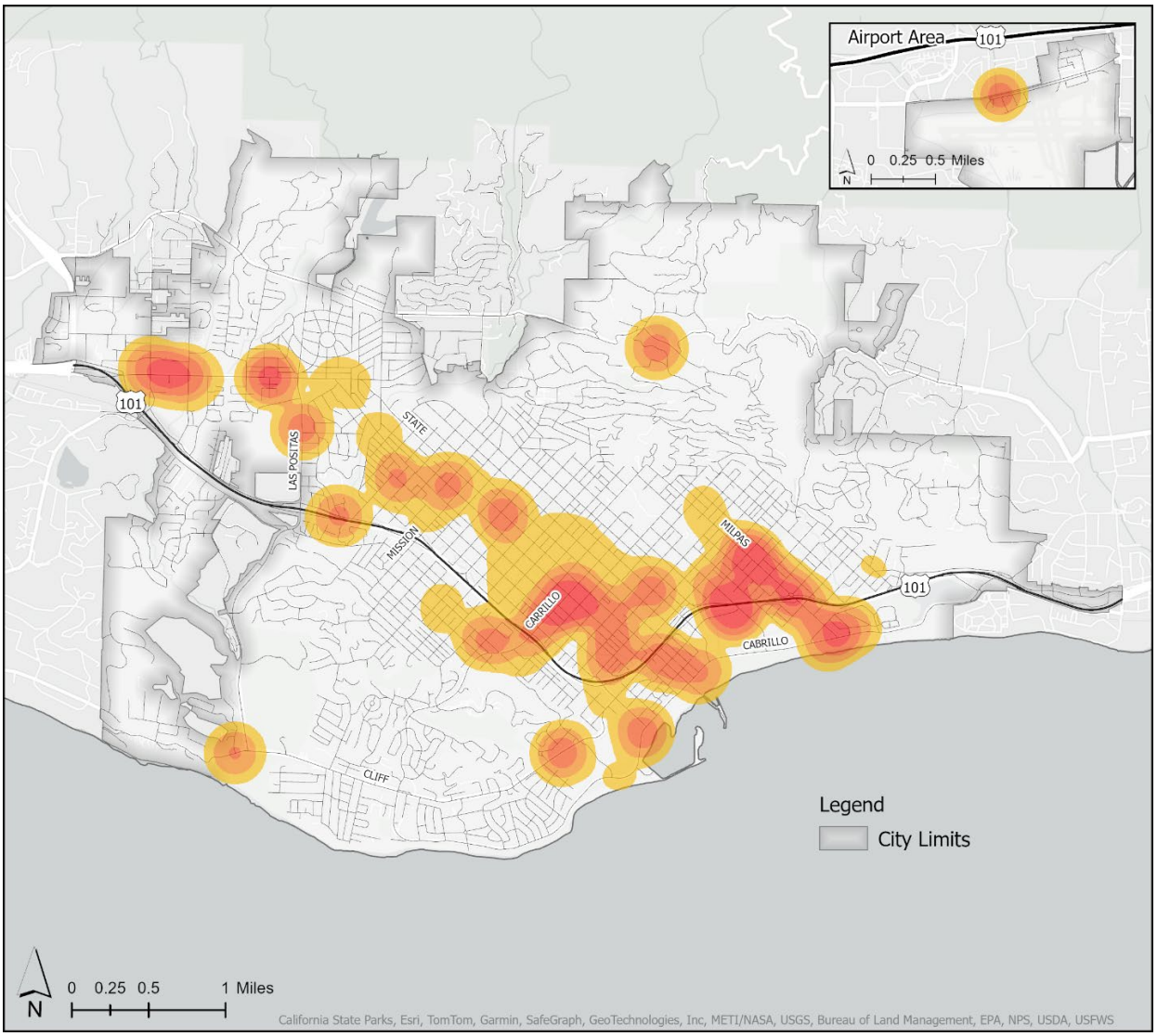


Figure 15 shows the majority of pedestrian involved collisions happen at intersections. Figure 16 shows the majority of pedestrians are hit crossing in a crosswalk at intersections.

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

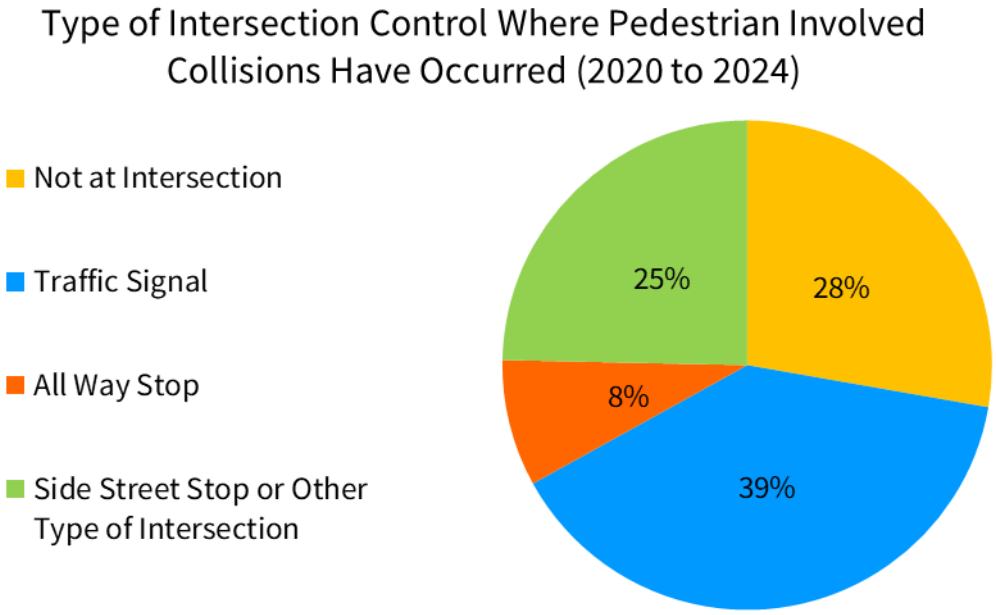
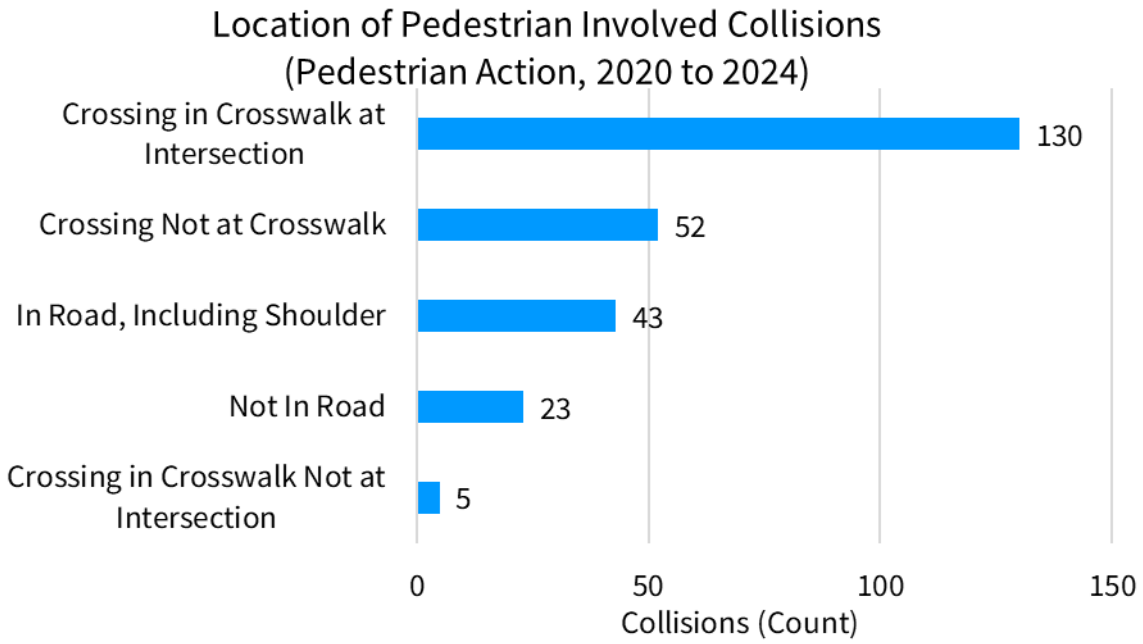


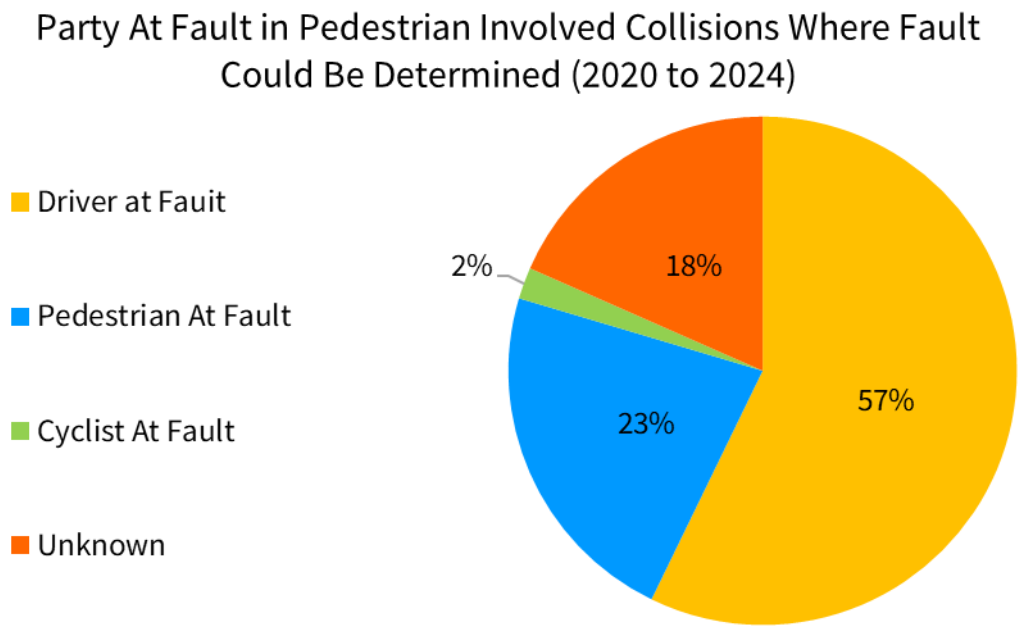
Figure 15: Table graph of "Location of Pedestrian Involved Collisions"



Who Is At Fault in Pedestrian Involved Collisions?

Figure 17 shows drivers are at fault a majority of the time with a pedestrian involved collision.

Figure 16: Pie chart of "Party At Fault in Pedestrian Involved Collisions Where Fault Could Be Determined (2020 to 2024)."



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 18 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)."

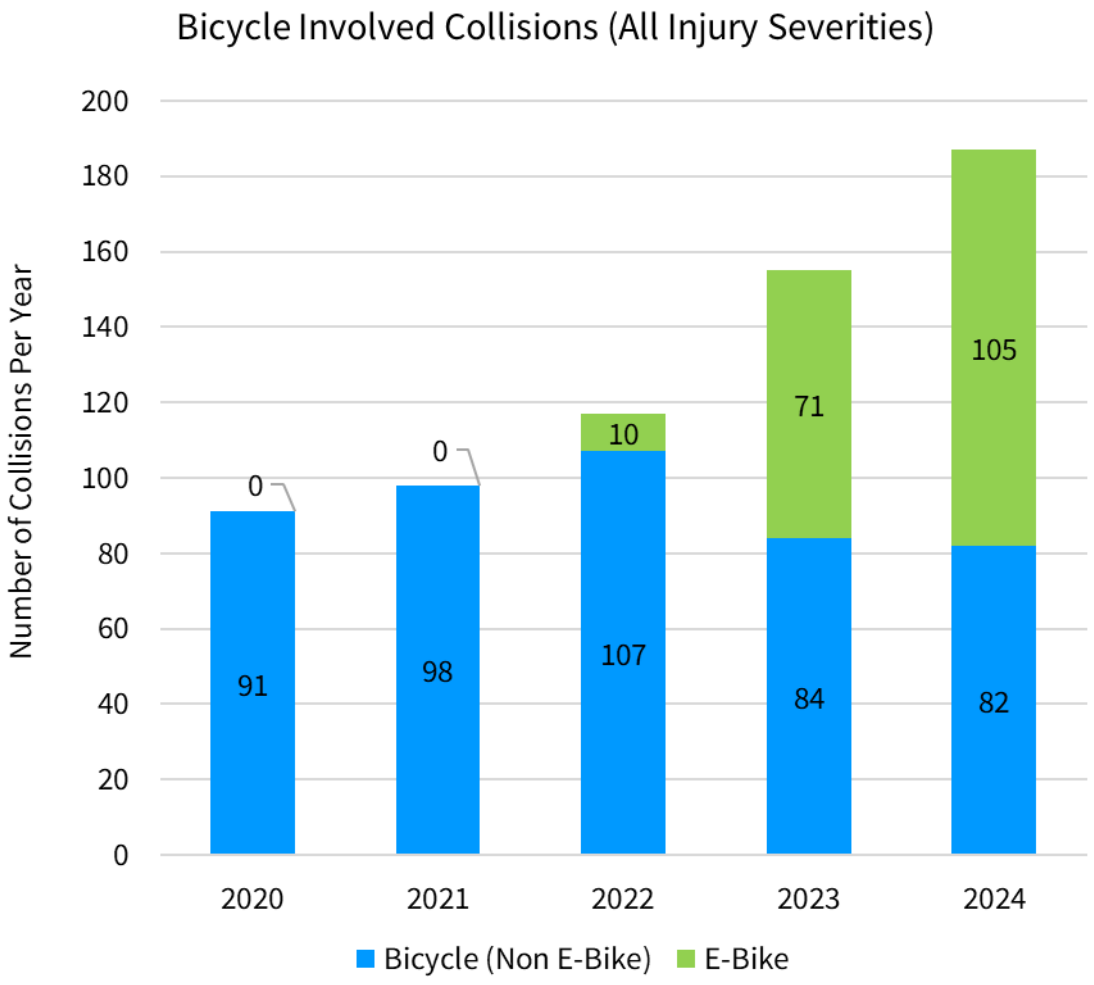


Figure 19 shows who the other party involved in the bicycle involved collision is.

Figure 18: Table graph of "Who Is the Other Party in Bicycle Involved Collisions?."

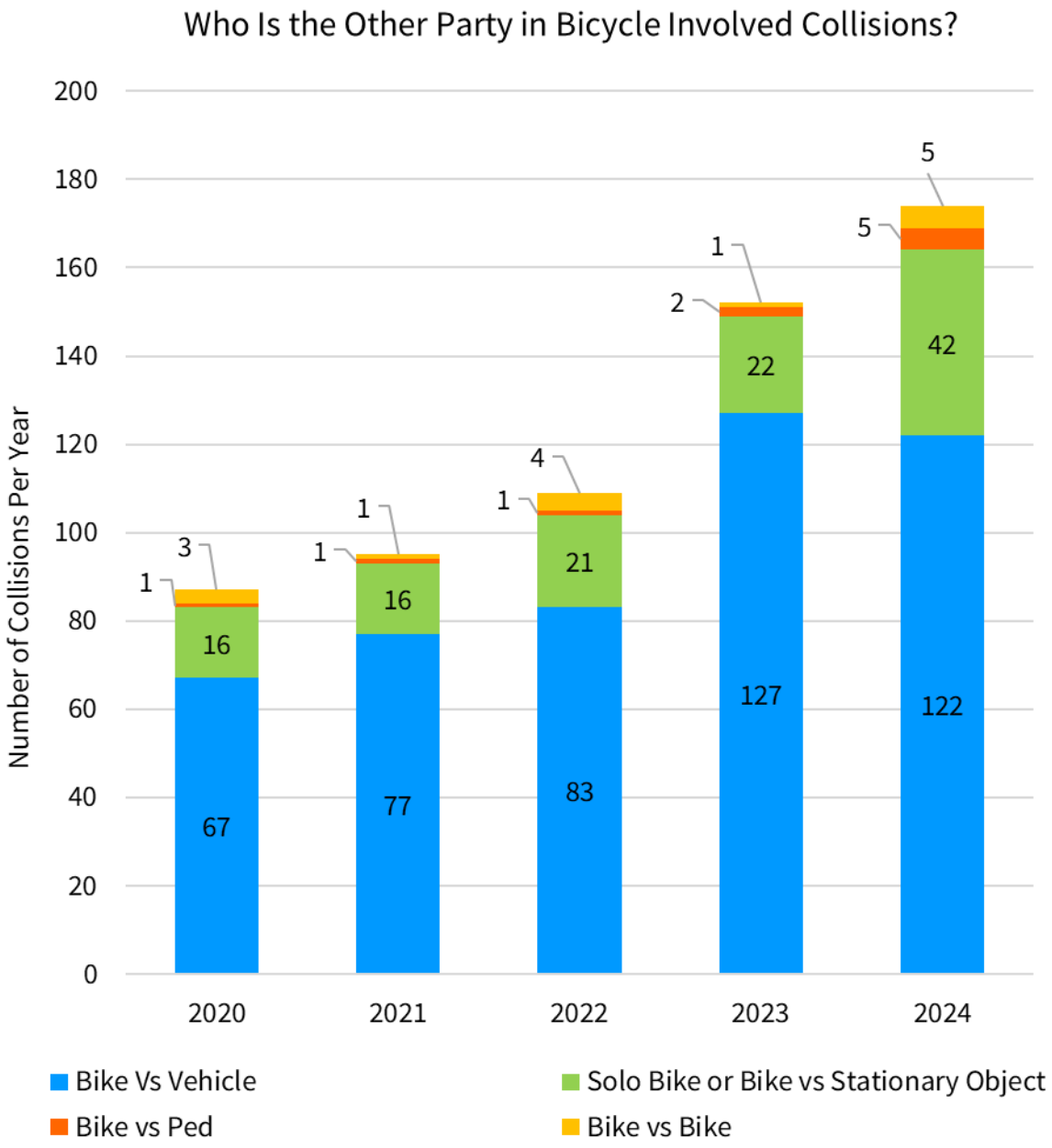
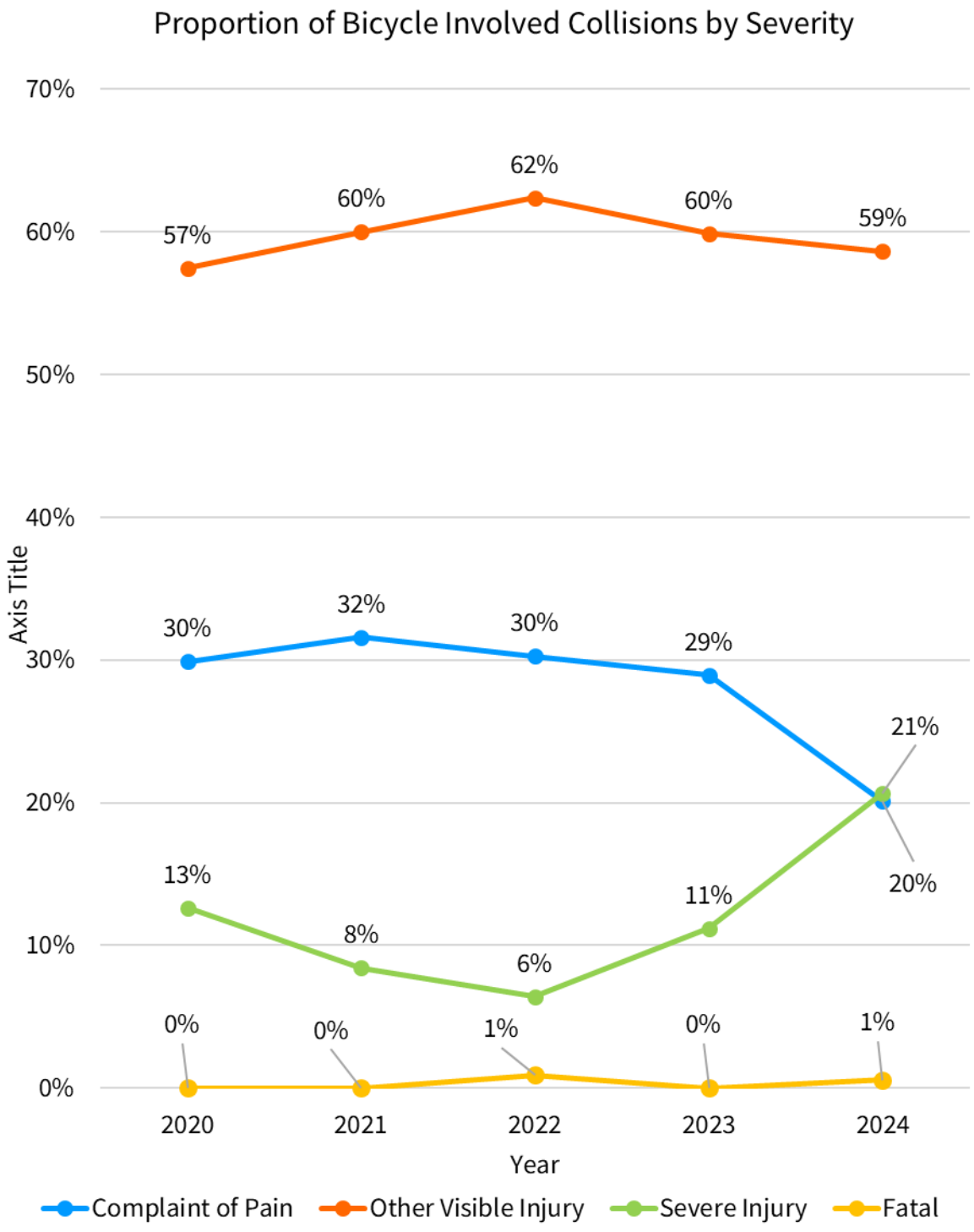


Figure 20 shows in the severity of bicycle involved collisions over time.

Figure 19: Table graph of "Proportion of Bicycle Involved Collisions"



Where Are Bicyclist Involved Collisions Happening?

Figure 21 maps the individual bicycle involved collisions that happened between 2020 and 2024. Figure 22 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 20: Map of Bicycle Involved Collisions 2020 to 2024 (Does not include collisions on sidewalks or multiuse paths

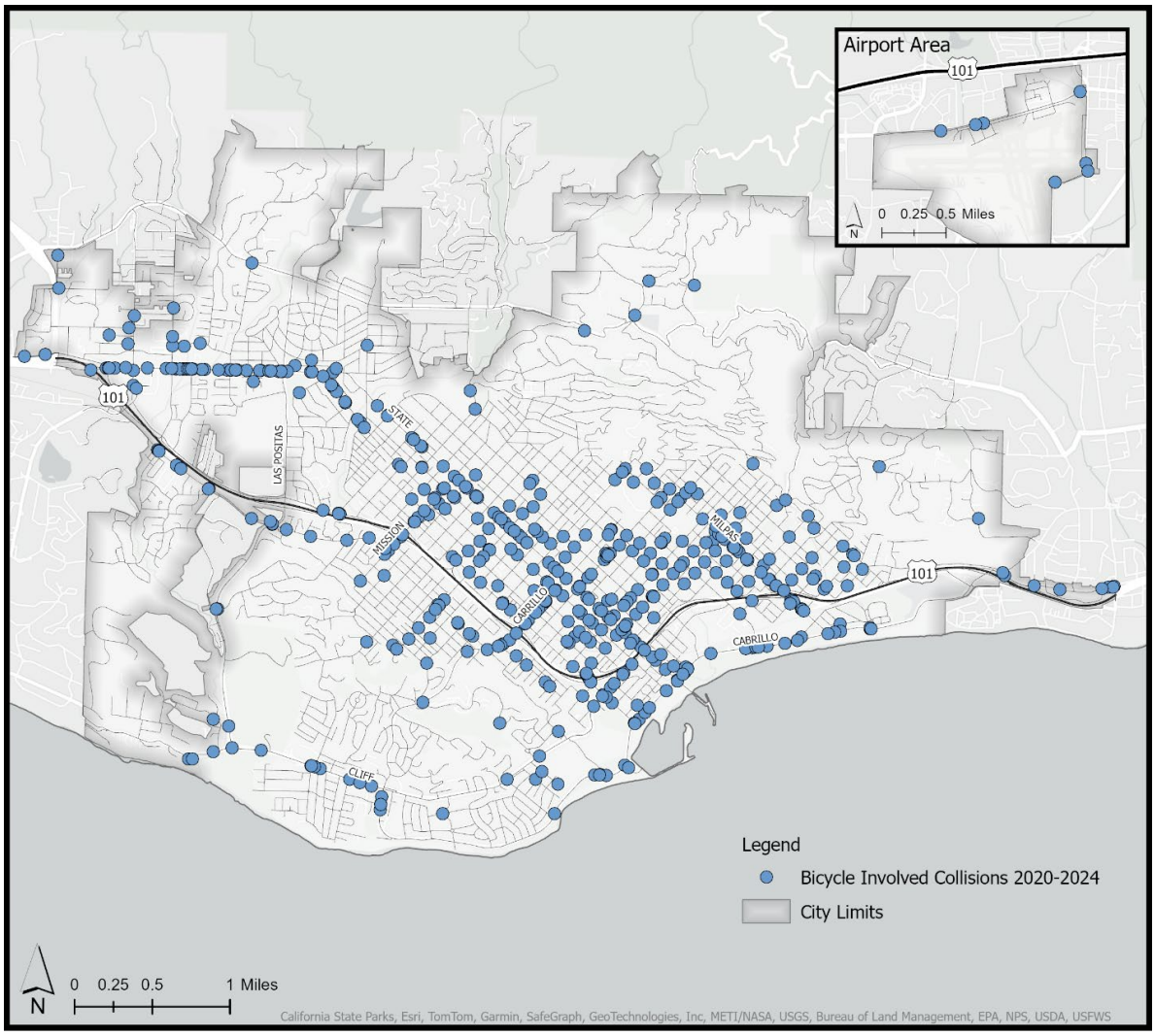


Figure 21: Heat Map of Bicycle Involved Collisions, 2020 to 2024 (Does not include collisions on sidewalks or multiuse paths)

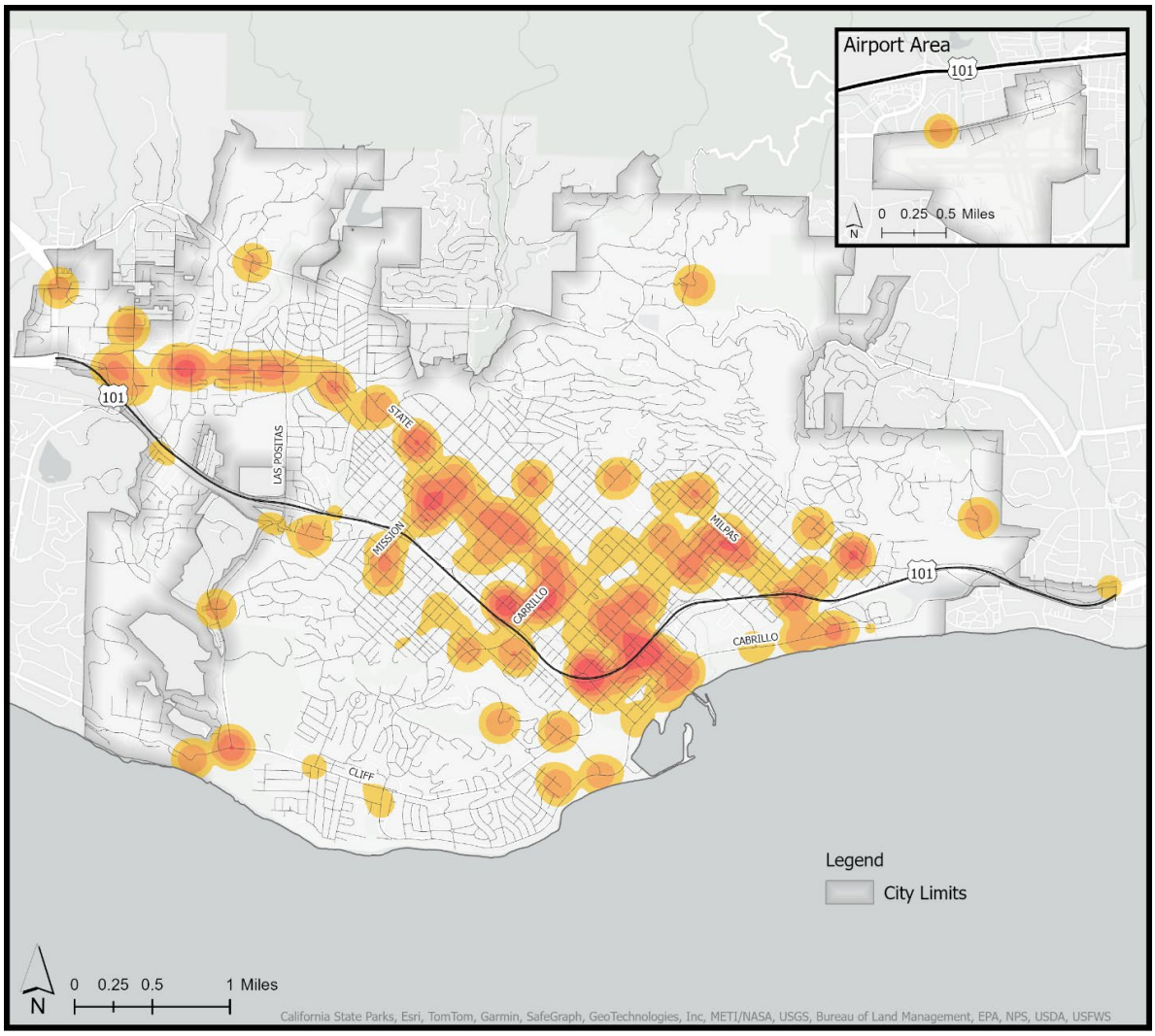
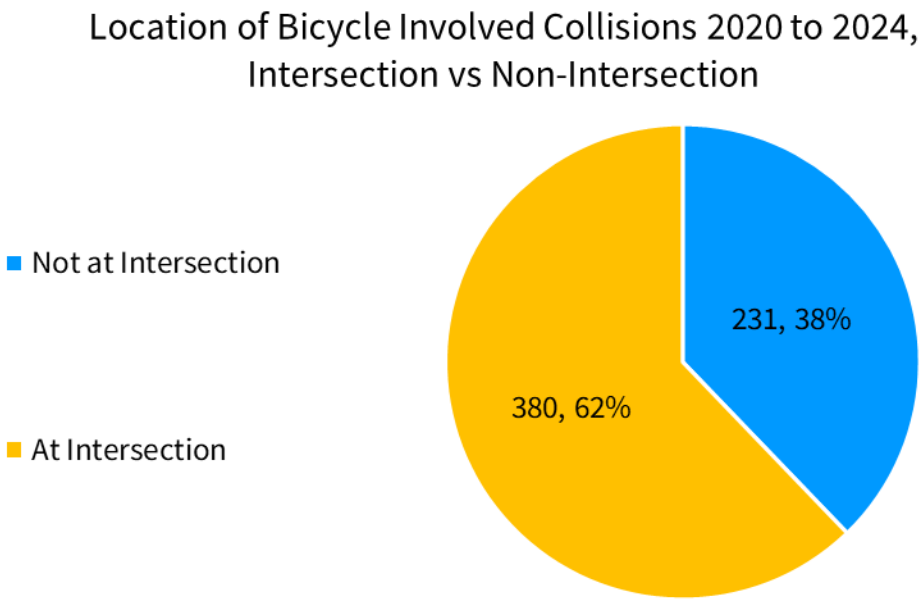


Figure 23 illustrates the proportion of bicycle involved collisions at intersections versus non-intersection locations.

Figure 22: Pie chart of "Location of Bicycle Involved Collisions 2020 to 2024, Intersection vs Non-Intersection"



Who Is At Fault In Bicyclist Involved Collisions?

Figure 24 shows the party at fault in bicycle involved collisions excluding solo bicycle involved collisions. Solo bicycle involved collisions are shown in Figure 25.

Figure 23: Table graph of "Party at Fault in Bike Involved Collisions"

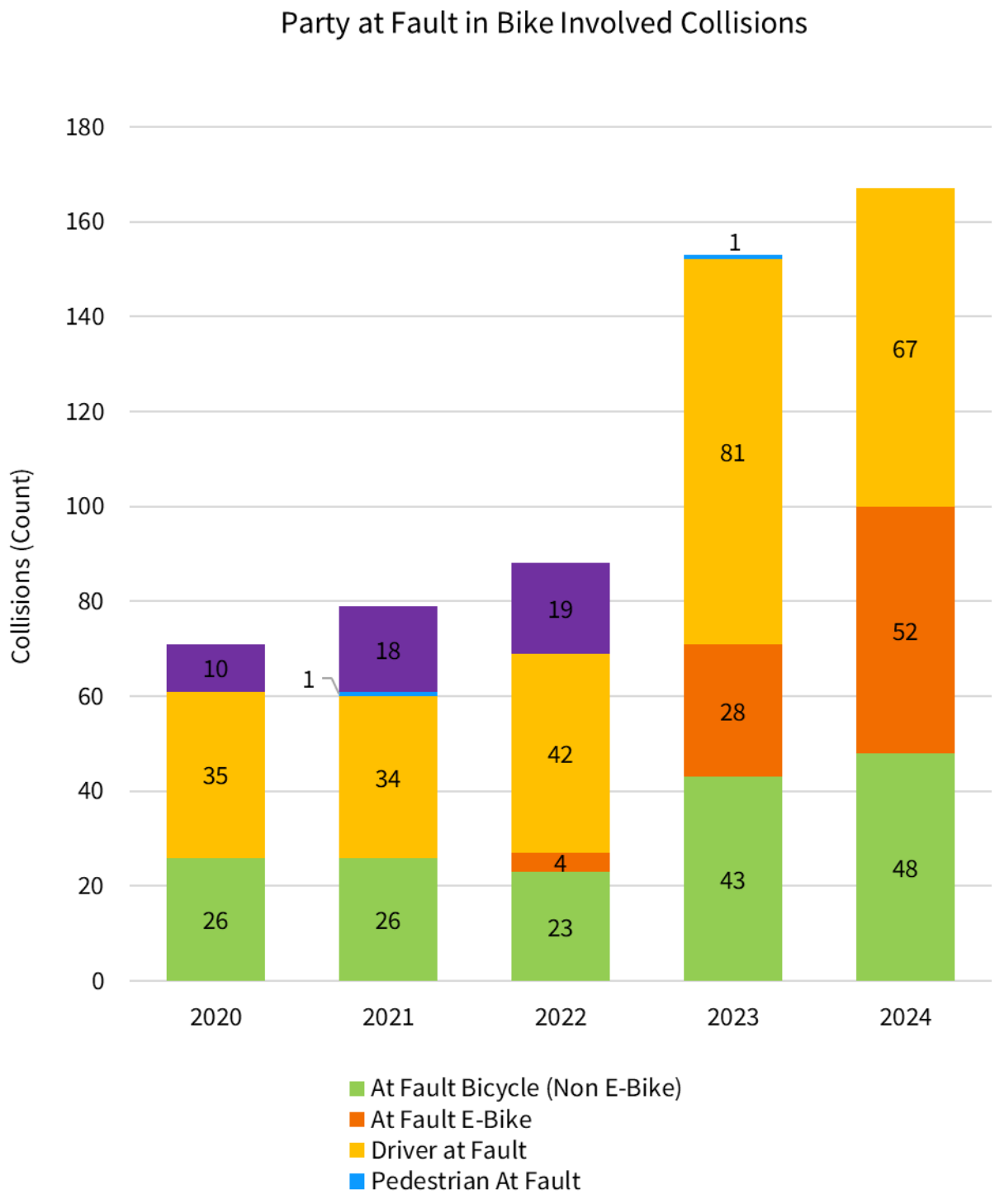
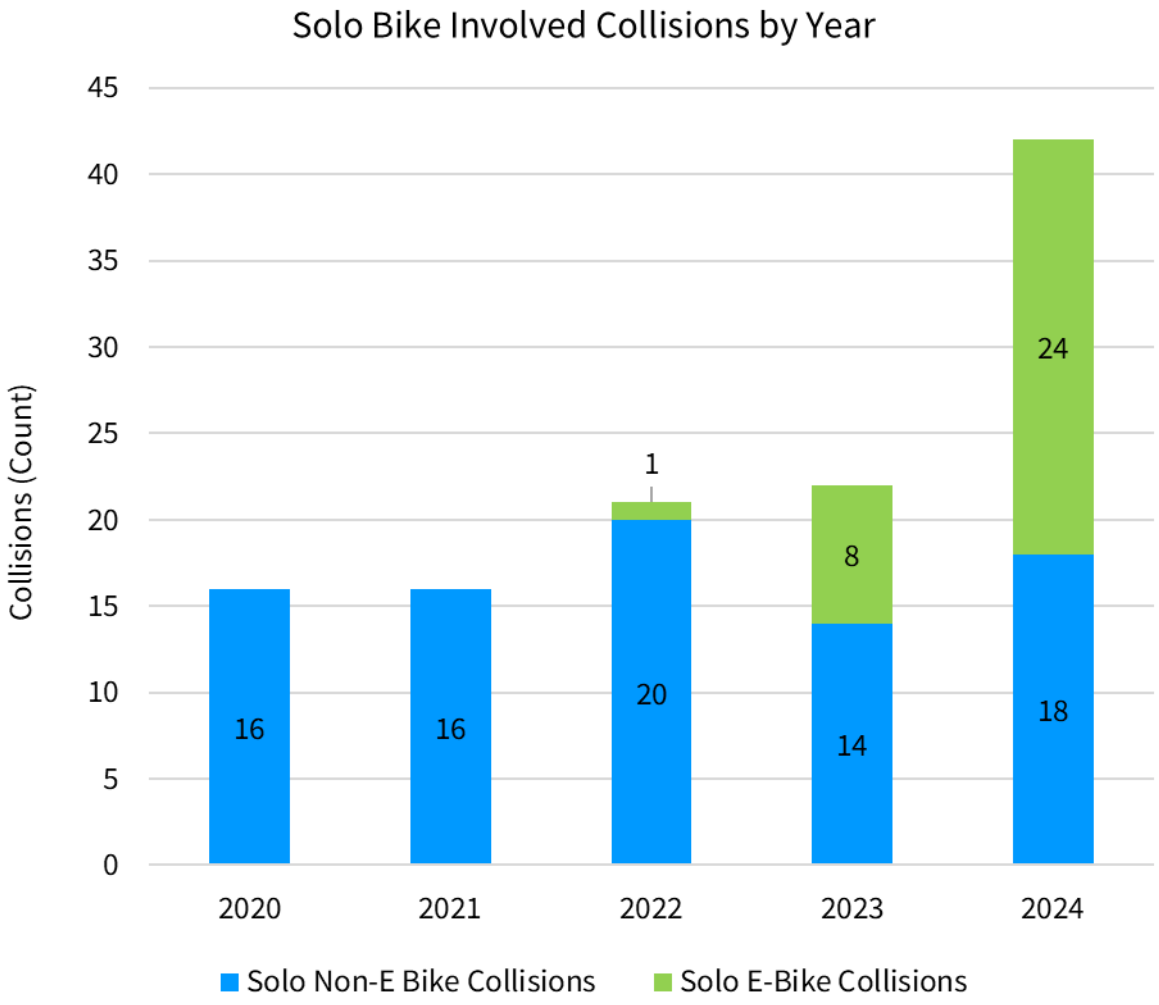


Figure 24: Table graph of "Solo Bike Involved Collisions by Year"



Primary Collision Factors for Bicyclist Involved Collisions

The top three primary collision factors for bike involved collisions when bicyclists are at fault, and when drivers are at fault.

Top three primary collision factors for bike involved collisions by party at fault:

- Bicyclist at Fault:
  - 15.66% due to unsafe speed.
  - 12.95% due to improper turning.
  - 12.35% due to traffic signals and signs,
- Driver at Fault:
  - 28.88% due to improper turning.
  - 27.08% due to unknown factors.
  - 19.13% due to Auto R/W Violation.

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 for bicyclists 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 26 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 27 shows the proportion of degree of injuries for motorcycle involved collisions. Figure 28 shows the location of motorcycle-involved collisions at intersections vs non-intersections. Figure 29 shows the party at fault in motorcycle involved collisions.

The charts below reflect collisions involving motorcycles, scooters, and motorized bicycles (mopeds). California Highway Patrol vehicle codes 02, 03, and 05.

Figure 25: Table graph of "Number of Motorcycle Involved Collisions by Year"

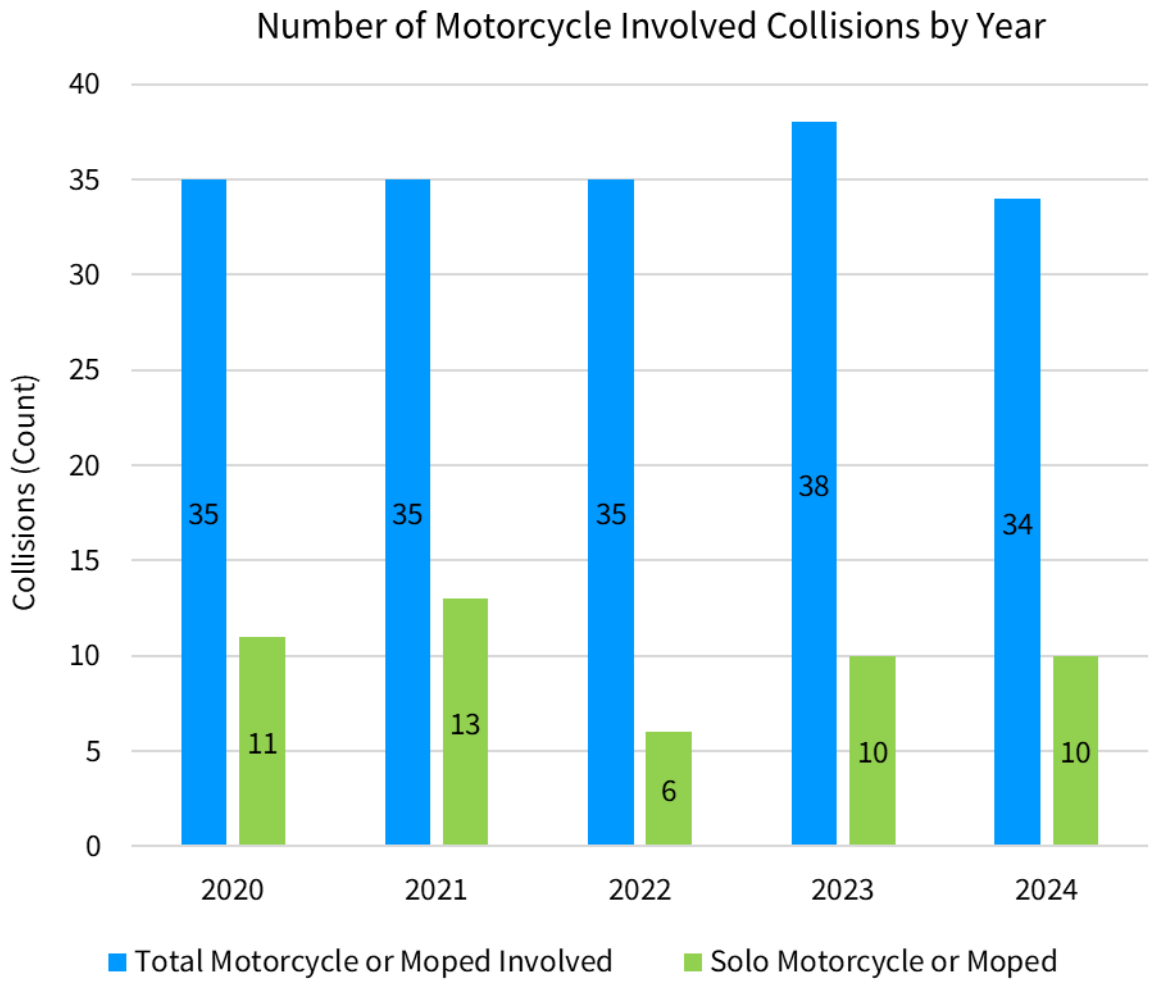


Figure 26: Pie chart of "Proportion of Degree of Injuries for Motorcycle Involved Collisions (2020 to 2024)"

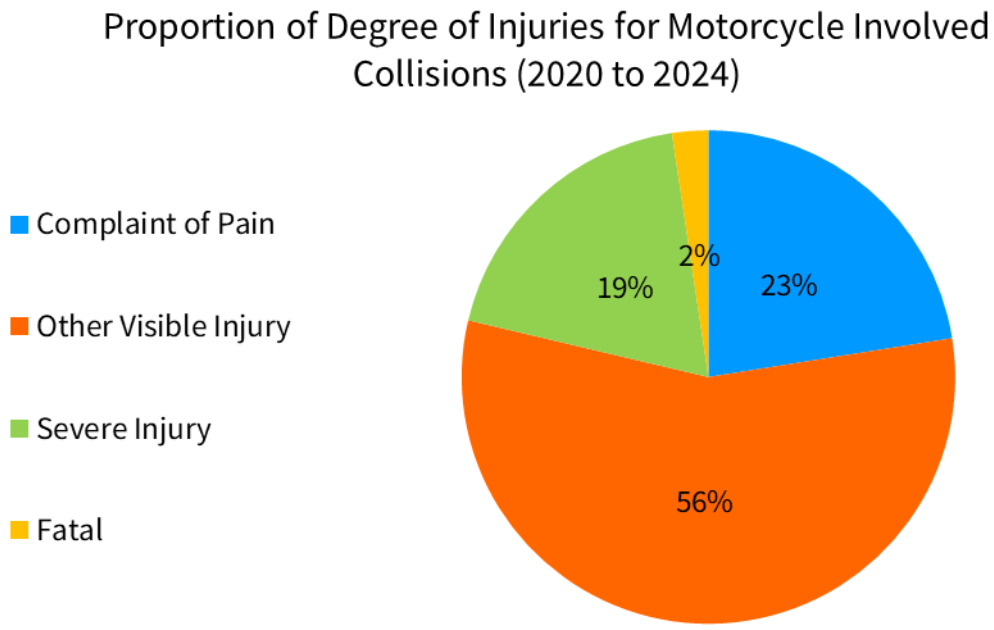


Figure 27: Pie chart of "Location of Motorcycle Involved Collisions at Intersection vs Non-Intersection (2020 to 2024)."

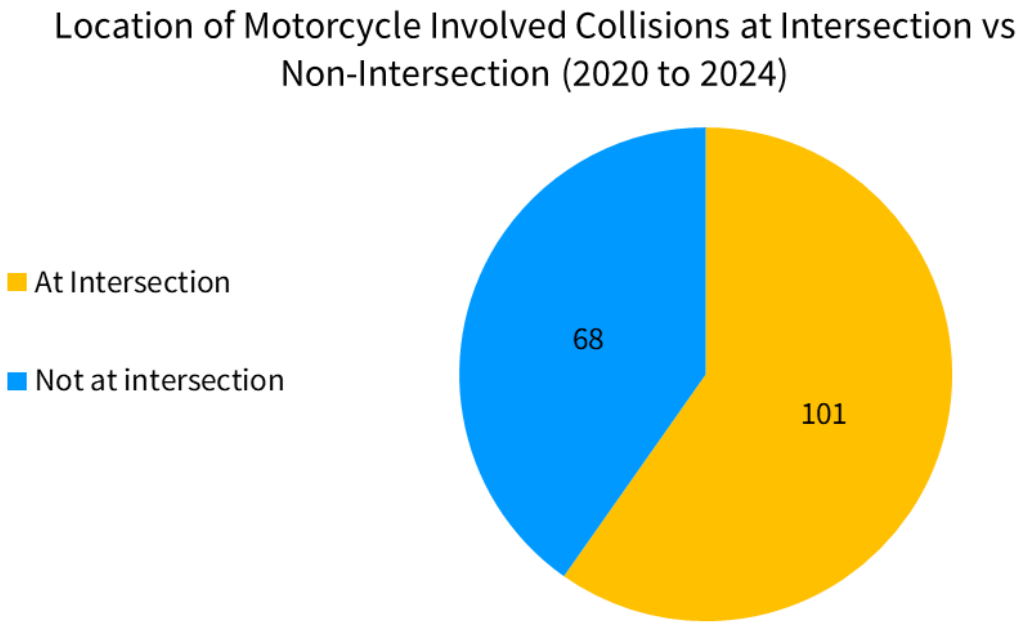
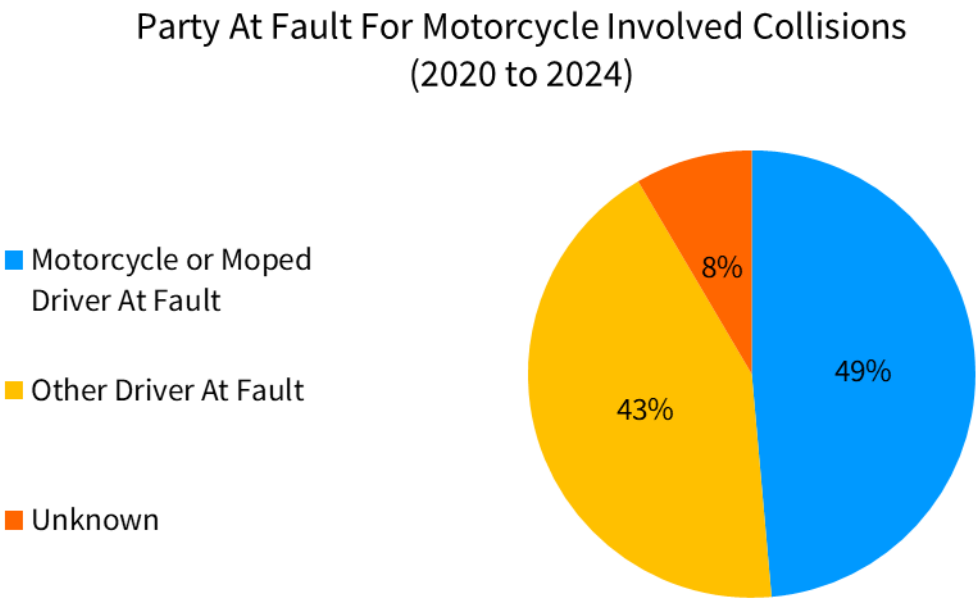
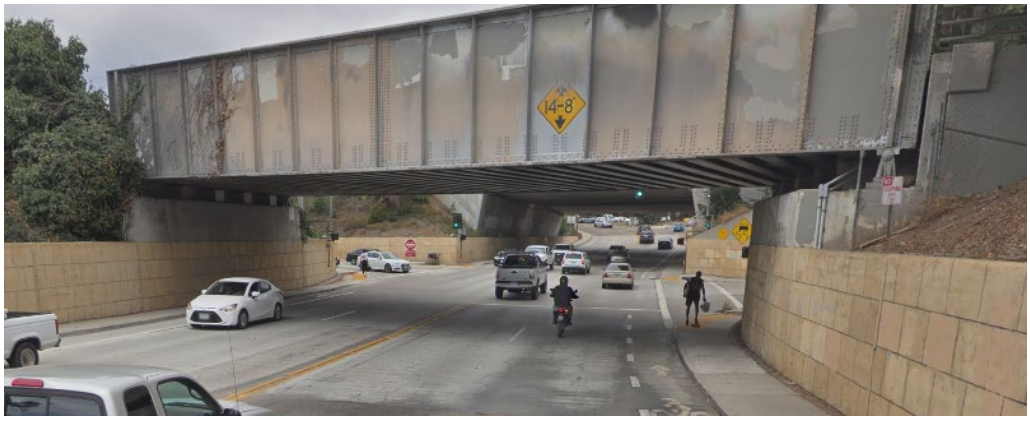


Figure 28: Pie chart of "Party At Fault For Motorcycle Involved Collisions (2020 to 2024)"



Top three primary collision factors for motorcycle involved collisions by party at fault:

- Motorcyclist at Fault:
  - 30.9% due to Unsafe Speed.
  - 16.5% due to Improper Turning.
  - 11.3% due to Driving Under Influence.
- Other Party at Fault:
  - 47.5% due to Auto R/W Violation.
  - 21.6% due to Improper Turning.
  - 7.5% due to Traffic Signals and Signs.



Driving Under the Influence Collision Data

Figure 30 below maps the individual driving under the influence collisions that happened between 2020 and 2024. Figure 31 is a heat map of driving under the influence collisions and illustrates where higher concentrations of driving under the influence 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 29: Map of Driving Under the Influence Collisions, 2020 to 2024

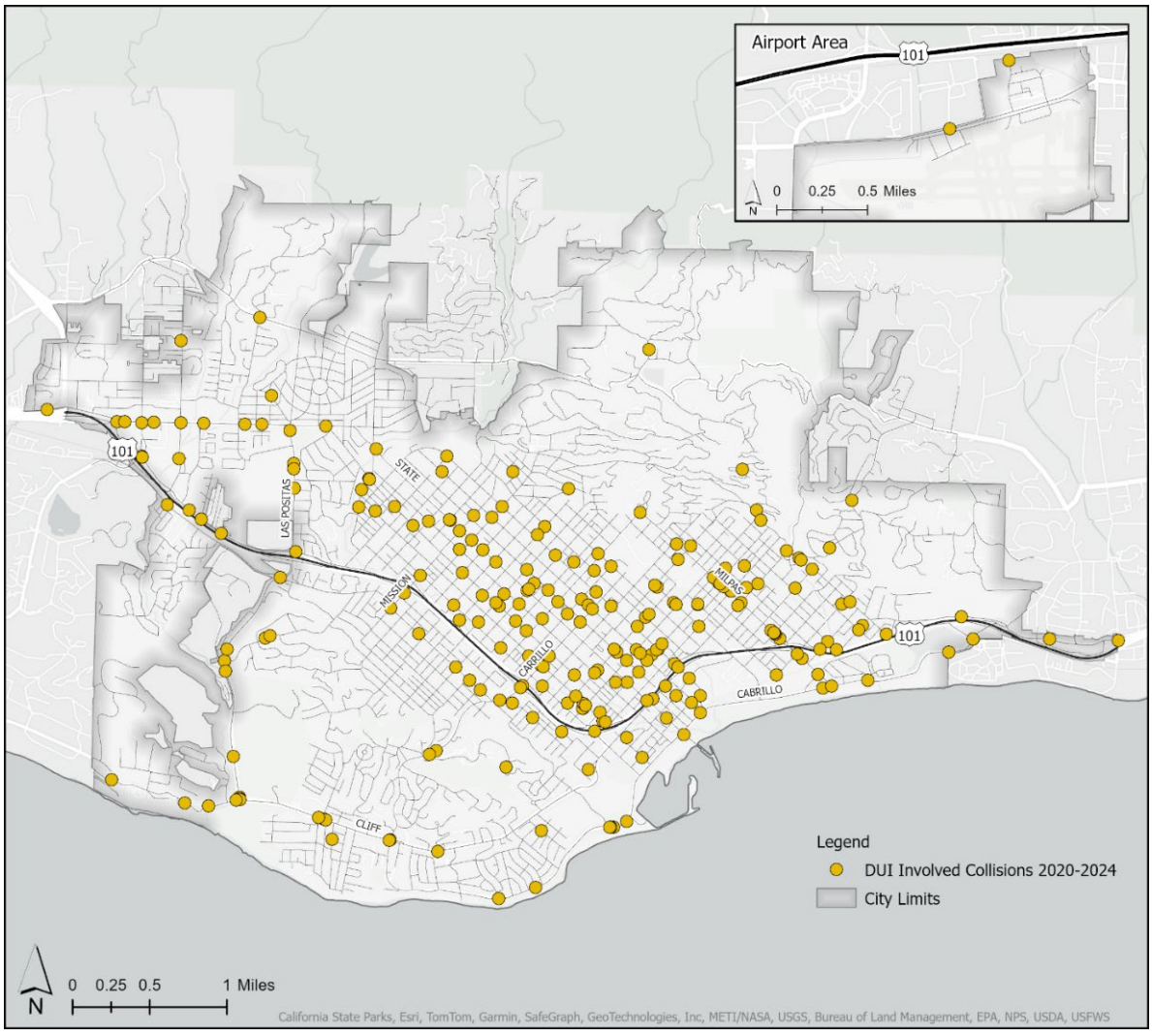
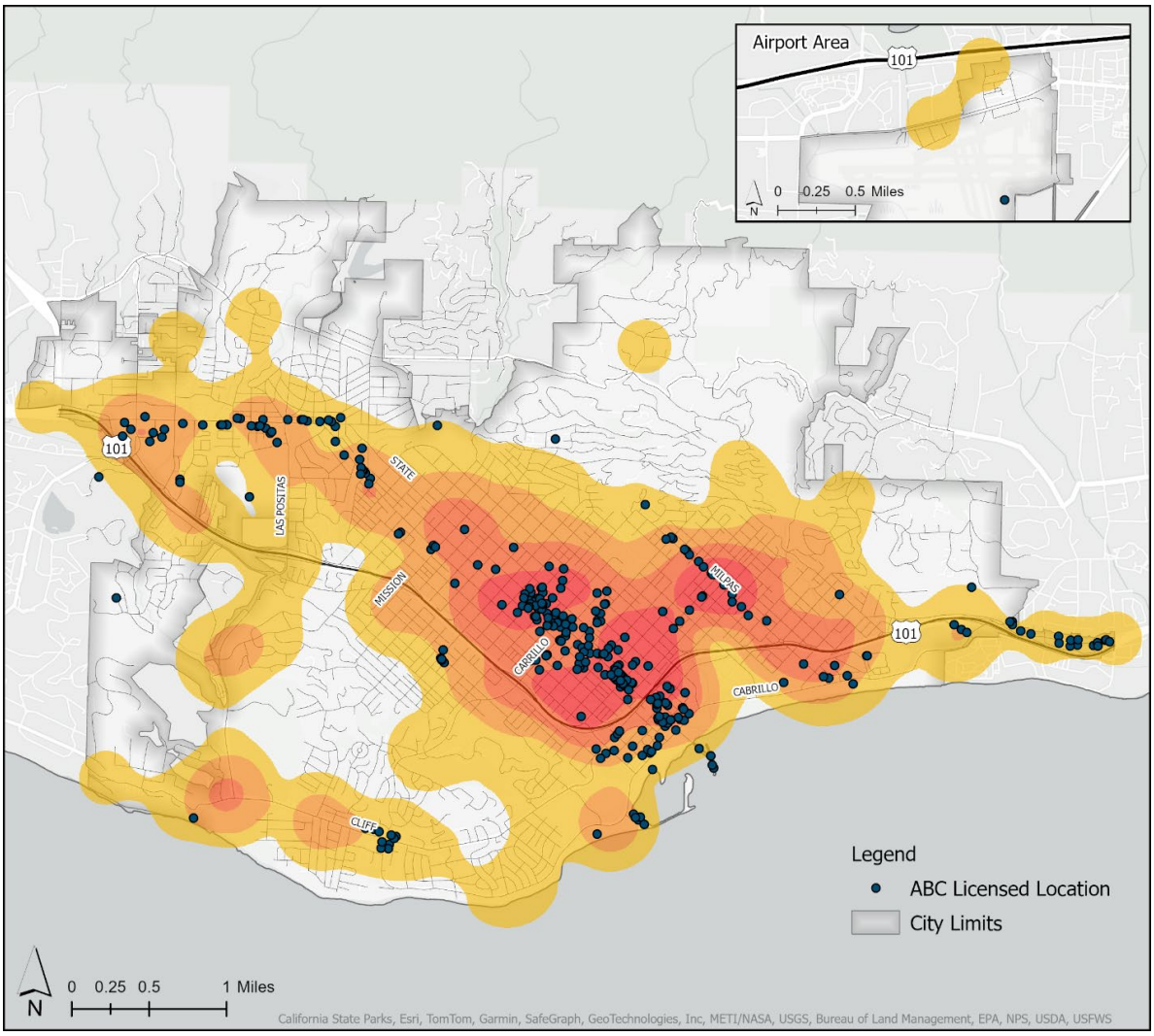


Figure 30: Heat Map of Driving Under the Influence Collisions, 2020 to 2024



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. HIN 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, HIN 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, from 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 6: Collision Weighting Based On Collision Severity

Injury Type	Location Type	2024 LRSM	Weighting
Fatal or Severe	Signalized Intersection	$ 2,162,000	120.1
Fatal or Severe	Non-signalized intersection	$ 2,443,000	135.7
Fatal or Severe	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 HIN 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 underserved 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 32 shows the Santa Barbara High Injury Network for 2020 to 2024. Figure 33 shows a heat map of collisions resulting in serious or fatal injuries for 2020 to 2024.

Figure 31: High Injury Network Map, 2020 to 2024

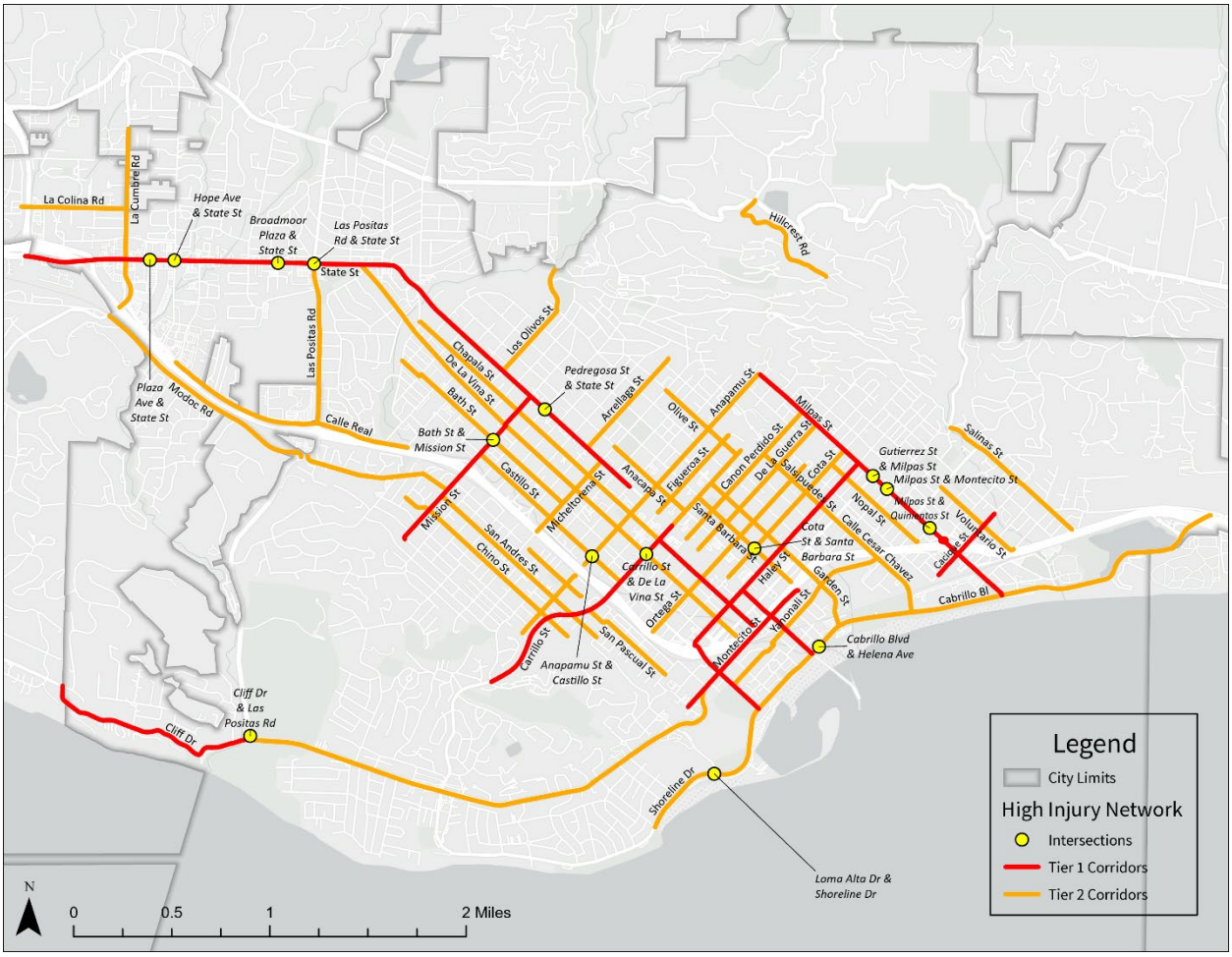
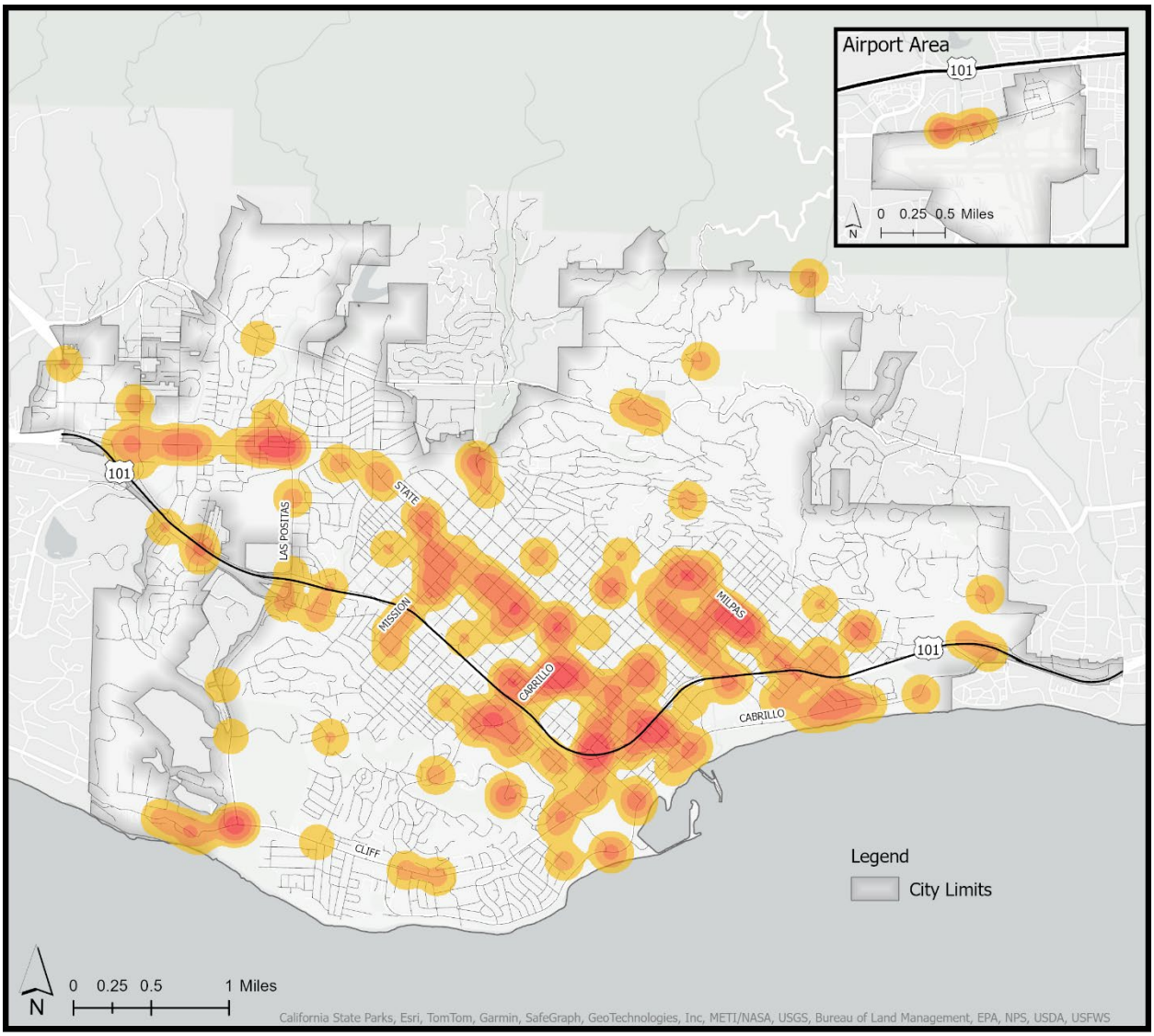


Figure 32: Heat Map of Collisions Resulting in Severe or Fatal Injuries, 2020 to 2024



Lists of High Injury Network

Table 7: 2020 To 2024 High Injury Network Corridors And Scores:

Tier 1 (Top 5% of street network by length)

Rank	Street	From	To	Segment Length (Miles)	Weighted Score	Total Injury Collisions	Severe or Fatal Injury Collisions
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)

Rank	Street	From	To	Segment Length (Miles)	Weighted Score	Total Injury Collisions	Severe or Fatal Injury Collisions
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

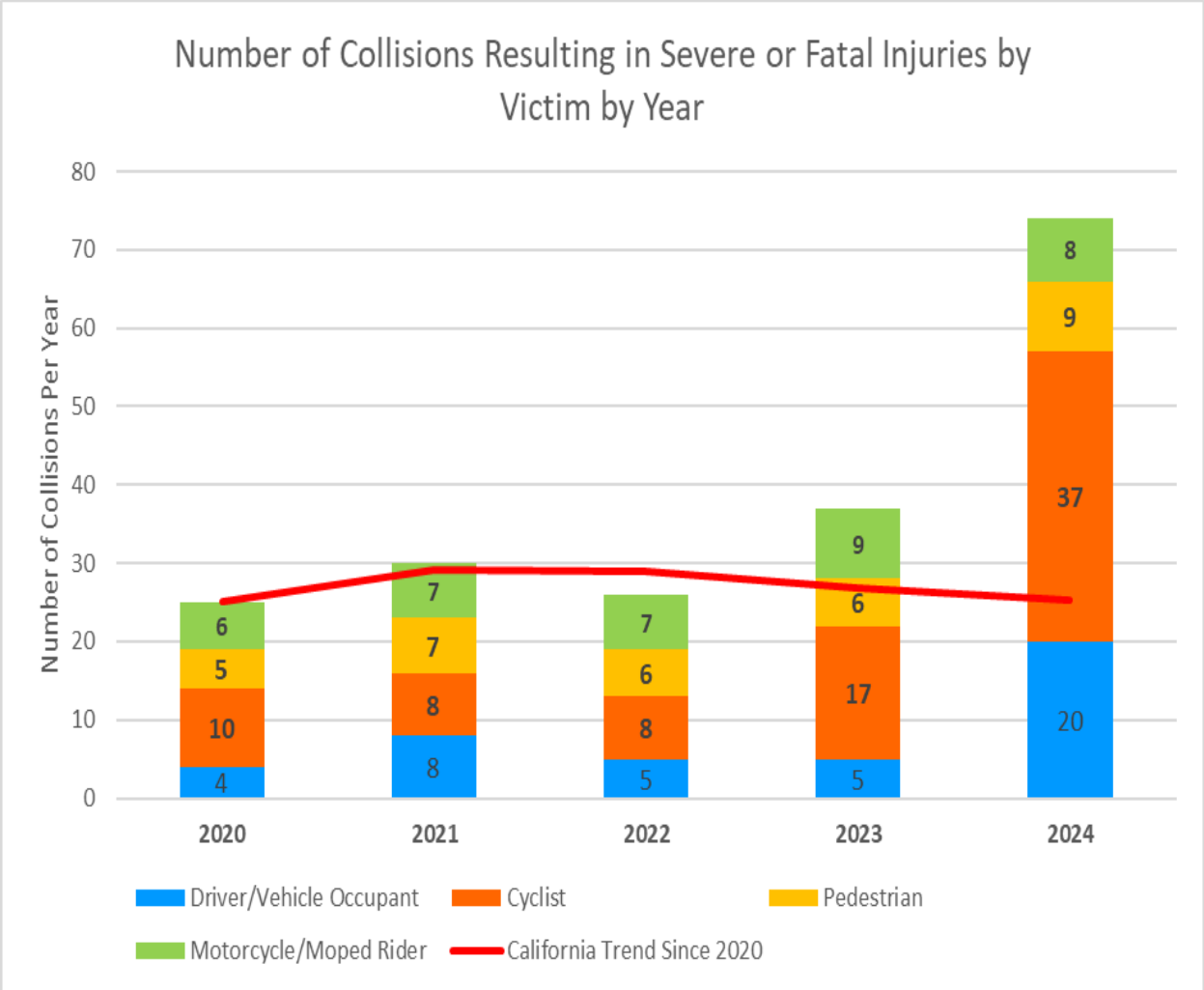
Table 8: 2020 To 2024 High Injury Network Intersections And Scores

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 previous tables, collisions resulting in severe or fatal injuries have a heavy weighting in establishing the City's High Injury Network. Figure 34 shows the trends in Santa Barbara for the number of collisions per year resulting in severe or fatal injuries. This figure 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.

Figure 33: Table graph with trend line of "Number of Collisions Resulting in Severe or Fatal Injuries by Victim by Year"



Of the 81 cyclist-involved collisions shown in Figure 34 from 2020 to 2024, 26 are solo collisions.

Figure 35 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: Pie chart of "Where Collisions are Happening

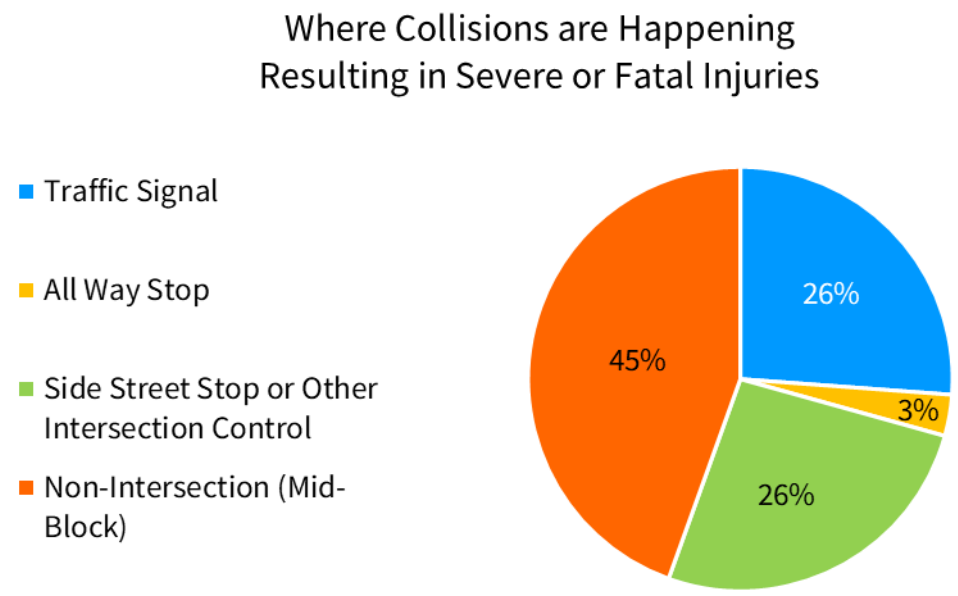
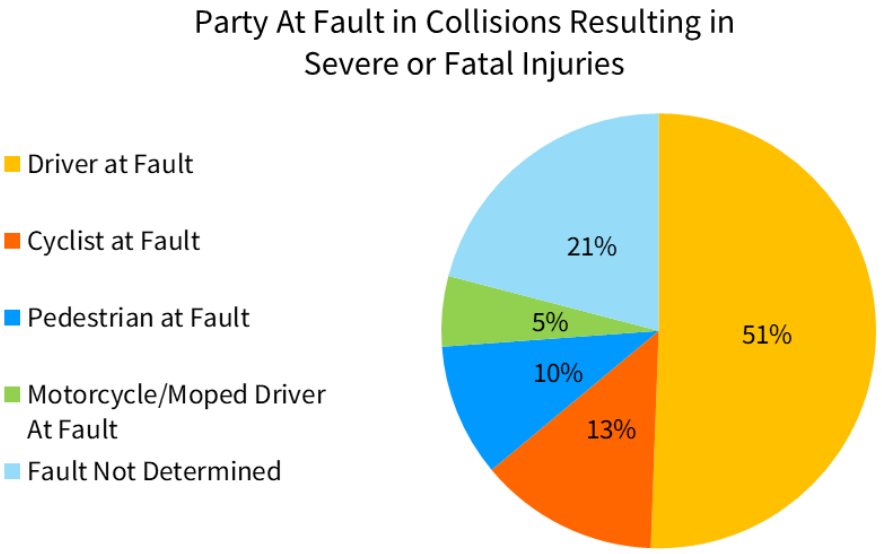


Figure 36 shows the party at fault in multi-party collisions resulting in severe or fatal injuries in multi-party collisions.

Figure 35: Pie chart of "Party At Fault in Collisions Resulting in Severe or Fatal Injuries"



FOCUS AREAS TO REDUCE COLLISIONS AND SEVERITY

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.

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.

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.

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.

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.

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 or traffic signals and signs related violations.

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.