

10/29/2024
City Council



SantaBarbaraCA.gov

ITEM 9 PUBLIC WORKS DEPARTMENT

Safe Streets for All Action Plan, Pedestrian & Bike Master Plans, & Vision Zero Update

CHAPTER 1

Leadership Commitment and Goal Setting

Revised July 2026

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Vision

The City of Santa Barbara (City) Safe Streets for All Action Plan (Plan) is guided by the principles of Vision Zero and the Safe System Approach. This Plan sets a clear course toward eliminating traffic fatalities and severe injuries within the City and calls for a unified action across City departments and meaningful collaboration with the people who live, work, and travel to Santa Barbara.

City Council Resolution

Resolution No. [Adoption Number is Pending Council's Approval]

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA
ADOPTING THE CITY'S SAFE STREETS FOR ALL ACTION PLAN AND
FORMALLY INTEGRATING SAFE SYSTEM APPROACH AND
COMPLETE STREETS PRINCIPLES INTO ALL TRANSPORTATION
SAFETY IMPROVEMENTS

WHEREAS, the Federal Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021. The law authorized \$1.2 trillion for transportation and infrastructure spending through FY 2026. This included the Safe Streets and Roads for All (SS4A) grant program.

WHEREAS, the National Roadway Safety Strategy (NRSS) was signed into law in January 2022. Through the NRSS, the United States Department of Transportation committed to a national vision of zero roadway fatalities and identified priority action aligned with the five Safe System elements.

WHEREAS, Caltrans' Strategic Highway Safety Plan was updated in January 2023. In 2020, State transportation leaders recognized that a change, known as "The Pivot," was necessary to combat the rise in fatalities and serious injuries on California's roadways through the implementation of the Safe System Approach.

WHEREAS, on October 19, 2024, City Council approved and authorized the Public Works Director to execute a grant agreement with the Federal Highway Administration (FHWA) to develop the City of Santa Barbara Safe Streets for All Action Plan (Action Plan).

WHEREAS, the Action Planning Effort included three online surveys, two webinars, two in-person community engagement workshops, and SS4A Action Plan updates before the City's Transportation Circulation Committee, Police and Fire Commission, and Neighborhood Advisory Committee.

WHEREAS, the City of Santa Barbara's SS4A Action Plan is aligned with the Safe System Approach and Complete Streets principles as a guiding framework for all transportation safety improvements including changes to citywide policies, programs, and practices to clarify our multimodal safety priority. Capital and land development programs shall incorporate Complete Streets design elements.

WHEREAS, Complete Streets principles ensure that streets are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel for all users, including people walking, bicycling, using mobility devices, riding transit, and driving.

WHEREAS, the City's SS4A Action Plan identifies high-injury corridors and recommends infrastructure improvements that align with Complete Streets best practices.

WHEREAS, integrating Complete Streets principles into the SS4A Action Plan will support equitable mobility, improve public health, strengthen economic vitality, and enhance quality of life for residents and visitors.

WHEREAS, the City of Santa Barbara's SS4A Action Plan supports the September 2018 City Council adopted Vision Zero Strategy 2030 that set a target to eliminate all traffic fatalities and serious injuries on the City's roadways by the year 2030.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA THAT:

1. Adopt the Safety Action Plan. The City Council hereby adopts the City of Santa Barbara SS4A Action Plan as the guiding document for transportation safety improvements.
2. Integrate Complete Streets Principles. Complete Streets principles are hereby adopted as a foundational framework for implementing the SS4A Action Plan. All transportation projects, including maintenance, capital improvements, and development-related infrastructure, shall incorporate Complete Streets design elements unless a documented engineering justification demonstrates that such elements are infeasible due to right of way constraint, topographical constraint, emergency access constraint, environmental constraint, cost of feature is higher than safety or mobility benefit, conflicts with state or federal standard that cannot be waived, or project involves only maintenance or emergency repair.
3. Application to High-Injury Network Corridors. The City Council endorses the SS4A Action Plan's recommended improvements along the identified High-Injury Network corridors and directs staff to prioritize these projects for funding, design, and construction.

4. Funding and Grant Pursuit. City staff are authorized and directed to pursue federal, state, and regional funding opportunities, including SS4A grants, to implement Complete Streets-aligned safety improvements. Look to leverage local/regional funding for required grant matches or to make the grant competitive.
5. Policies. That Staff implement the education, engineering, enforcement, and post-crash care policies identified in the Action Plan.
6. Reporting and Accountability. Staff shall provide annual updates to the City Council on progress toward implementing the Safety Action Plan and integrating Complete Streets principles into City projects.



Vision Zero Santa Barbara Core s **(City Council adopted in 2018)**

Life is Most Important.



The protection of human life and health is the overriding goal of traffic planning and engineering, taking priority over vehicle speeds and other objectives.

Every Person Matters.



Everyone has the right to be safe on our streets, regardless of the way they choose to travel.

People Make Mistakes.



To prevent and reduce roadway fatalities and serious injuries, traffic systems can and should be designed to account for the inevitability of human error.

Focus on Dangerous Locations and Behaviors.



City engineering and enforcement efforts will be informed by accurate and timely collision data and focus first on the most problematic locations, collision types, and behaviors.

Drivers Have a Critical Responsibility.



When we drive, we control a machine that can inflict a great deal of physical harm. As drivers, we have a critical responsibility for the safety of others, and when we drive/park we must be careful not to put others at harm.

Pedestrians and Cyclists are the Most Vulnerable Road Users.



Because pedestrians and cyclists have the most to lose, all road users need to abide by the laws to help keep them safe.

The Government Shares Responsibility for Safe Streets.



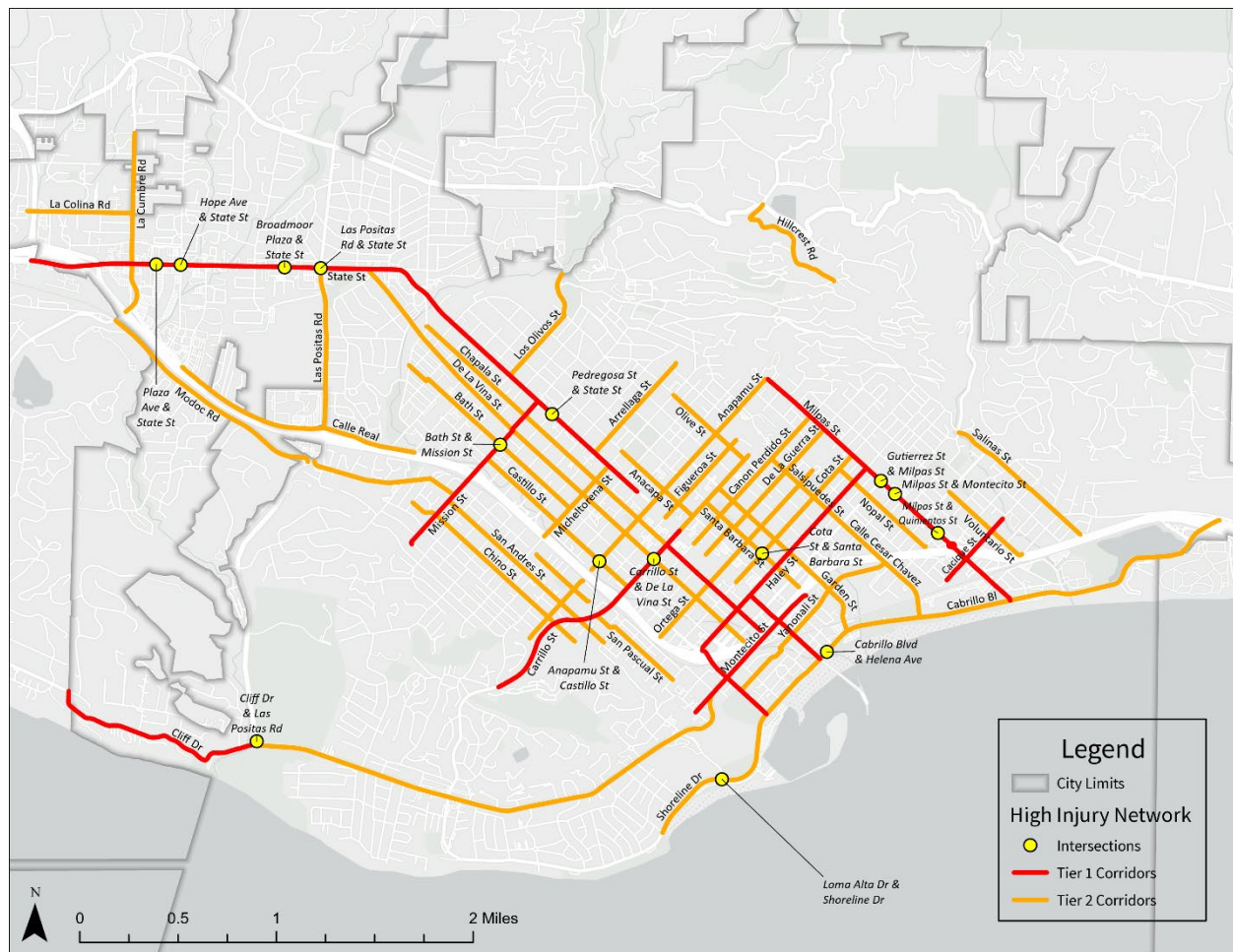
All elected officials and appropriate government staff will need to collaborate and act to achieve compliance with the Vision Zero Strategy.

Focus on the High Injury Network

Figure 1 below shows the City's High Injury Network by tiers:

- **Tier 1 (in red)**, accounts for 5 percent of City streets by length, and represents 45 percent of severe and fatal injuries in the City and 35 percent of all injury collisions.
- **Tier 2 (in orange)**, accounts for 15 percent of City streets by length (ranking between 5 percent and 20 percent), and represents 43 percent of severe/fatal collisions and 38 percent of all injury collisions.

Figure 1: City of Santa Barbara High Injury Network (HIN)



Given 88 percent of severe/fatal injuries happen on only 20 percent of City roadways, concentrating on traffic safety enforcement, engineering, and education solutions in those areas can have significant impact on reducing severe/fatal injuries on City roadways.

Safe System Approach

The Safe System approach is a framework for designing and managing our roadways that accounts for human error and vulnerability. The approach is rooted in five core elements (inside the circle) and six guiding principles (outside of the circle). The approach has been adopted both federally by the Federal Highway Administration (FHWA) and at the state level by Caltrans and is strongly correlated to the City's Vision Zero Core s.

By adhering to the Safe System approach, Santa Barbara is implementing industry best practices, and ensuring eligibility for future federal and state safety grant funding. By establishing a roadway system that addresses all five core elements, the City builds in redundancy so that if one piece of the system fails, the whole system doesn't fail.

Image 1: Image of Federal Government's Safe Systems Approach Graphic



Objectives of a Safe System Approach



Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



Safer Roads

Design roadway environments to mitigate human mistakes, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.



Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and non-occupants (pedestrians/cyclists).



Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.



Post-Crash Care

Enhance the survivability of collisions through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary collisions through robust traffic incident management practices.

Principles of a Safe System Approach

Fatal and Serious Injuries are Unacceptable

A Safe System Approach prioritizes the elimination of collisions that result in fatal and serious injuries.

Humans Are Vulnerable

Human bodies have physical limits for tolerating crash forces before fatal or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

Responsibility is Shared

All stakeholders — including the government at all levels, industry, non-profit/advocacy, researchers, and the general public — are vital to preventing fatalities and serious injuries on our roadways.

Safety is Proactive

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for collisions to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

For more information



[Read the U.S. Department of Transportation's "What is a Safe System Approach?"](#)



[Read the California Safe Road's "The Safe System Approach." \(PDF\)](#)

[Read Caltrans' "Strategic Highway Safety Plan."](#)