CHAPTER 8

Safe Routes to School

Adopted July 28, 2026

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Purpose and Vision

The Safe Routes to School (SRTS) component of this Safe Streets for All (SS4A) Action Plan establishes a clear commitment to protecting children as they travel to and from school. Children walking, biking, rolling, and accessing transit represent some of the most vulnerable road users in the transportation system. Ensuring their safety is central to the community's broader goal of eliminating roadway fatalities and serious injuries.

This chapter outlines a coordinated and data driven approach to improving safety in school zones and along key travel corridors. It supports the SS4A emphasis on systemic safety, multimodal access, and community driven solutions. The vision guiding this work is simple and powerful:

Every child in our community should be able to walk, bike, roll, or take transit to school safely, confidently, and independently.

How SRTS is Integrated with City's Vision Zero Strategy and Safe Streets for All Action Plan

The SRTS chapter is fully integrated into the broader SS4A Action Plan. School area improvements support systemic safety strategies such as speed management, complete streets, and safe crossings. They also advance community goals related to public health, climate action, and equitable mobility. By embedding SRTS within the larger safety framework, the City ensures that children's safety is not treated as an isolated issue but as a core component of a safe, multimodal transportation system.

Schools within the City of Santa Barbara

Within the City there is a diverse network of public, private, and charter schools serving students from early childhood through high school. These schools vary in size, enrollment, and surrounding land-use context, ranging from dense urban neighborhoods to suburban residential areas. Understanding the unique characteristics of each school and its surrounding area is essential for identifying safety needs and prioritizing improvements.

Public schools within the City of Santa Barbara or have routes to them within the City, include:

Elementary (TK – 6th grades)

School Name	# of Students (2024-2025 school year)	Neighborhood(s)	School District
Adams Elementary	469	Hitchcock/Samarkand	Santa Barbara Unified
Adelante Charter	306	Eastside	Santa Barbara Unified
Cleveland Elementary	254	Eastside/Eucalyptus Hill	Santa Barbara Unified
Franklin Elementary	424	Eastside	Santa Barbara Unified
Cold Spring Elementary (*not within City limit, however, portion of attendance boundaries are within City limit*)	178	Outside city limits (note: no sidewalks/bike infrastructure within County to get to school)	Cold Spring
Harding University Partnership	364	Westside	Santa Barbara Unified
Hope Elementary	279	Hope	Hope School District
McKinley Elementary	293	Alta Mesa/Lower West	Santa Barbara Unified
Monroe Elementary	315	Mesa	Santa Barbara Unified
Monte Vista Elementary	267	Hope	Hope School District
Montecito Union (*not within City limit, however, portion of attendance boundaries are within City limit*)	345	Outside city limits (note: no sidewalks/bike infrastructure within County to get to school)	Montecito Union
Peabody Charter	776	San Roque	Santa Barbara Unified
Roosevelt Elementary	463	Lower Riviera	Santa Barbara Unified
Santa Barbara Community Academy	221	Westside	Santa Barbara Unified

School Name	# of Students (2024-2025 school year)	Neighborhood(s)	School District
Vieja Valley Elementary (*not within City limit, however, attendance boundaries are within City limit*)	313	Outside city limits	Hope
Washington Elementary	477	Mesa	Santa Barbara Unified

Junior High Schools (7th and 8th grades)

School Name	# of Students (2024-2025 school year)	Neighborhood(s)	School District
La Colina Junior High	832	Hope	Santa Barbara Unified
La Cumbre Junior High	426	Westside	Santa Barbara Unified
Santa Barbara Junior High	512	Laguna/Eastside	Santa Barbara Unified

High Schools (9th - 12th grades)

School Name	# of Students (2024-2025 school year)	Neighborhood(s)	School District
Alta Vista Alternative High	119	Hope	Santa Barbara Unified
La Cuesta Continuation High	77	Laguna/Downtown	Santa Barbara Unified
San Marcos High (*not within City limit, however, portion of attendance boundaries are within City limit*)	1,926	Outside city limits	Santa Barbara Unified
Santa Barbara High	1924	Laguna/Eastside	Santa Barbara Unified

Private schools within the City include:

School Name/Grade Level	# of Students (2024-2025 school year)	Neighborhood(s)
Anacapa School (7-12)	48	Downtown
Bishop García Diego High School (9–12)	281	Hope
Eureka School of Santa Barbara (6-12)	7	Upper State
Fusion Academy Santa Barbara (4-12)	Not available	Downtown
The Knox School of Santa Barbara (K-8)	40	Downtown
Notre Dame School (TK-8)	113	Downtown
Providence School (TK-12th)	243	San Roque
Santa Barbara Middle (6-9)	182	Riviera
St. Therese Classical Academy (5-12)	20	Downtown

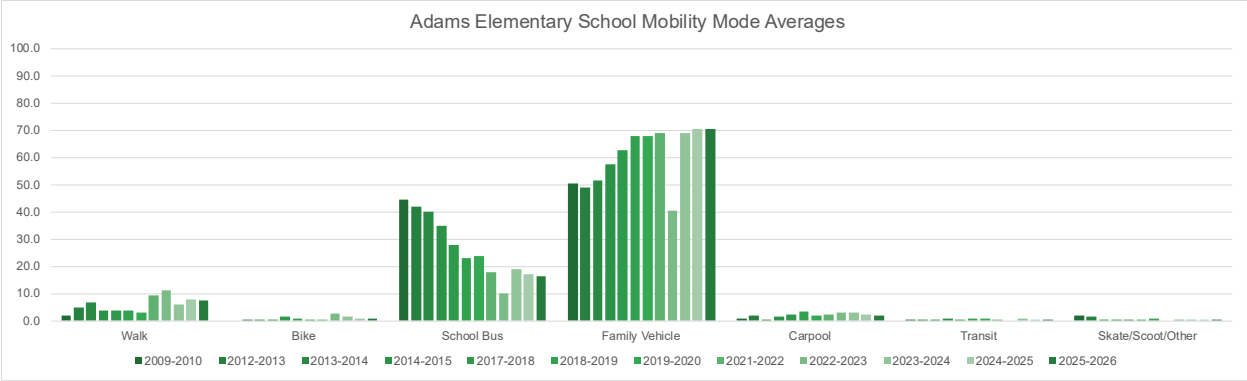
Private schools do not have defined attendance boundaries. Streets that connect to private schools are taken into consideration when projects are developed; however, grant funding sources do not take into consideration routes to private schools.

Current Travel Patterns and Mobility Barriers

Travel behavior varies significantly across schools. While many students rely on family vehicles for daily travel, a substantial number walk, bike, or use school buses and public transit. Included on the following pages are school tallies collected by MOVE Santa Barbara County, the City and County's Safe Routes to School Program service provider. Key mobility barriers identified by MOVE coordinators and by families through school surveys are also summarized by school.

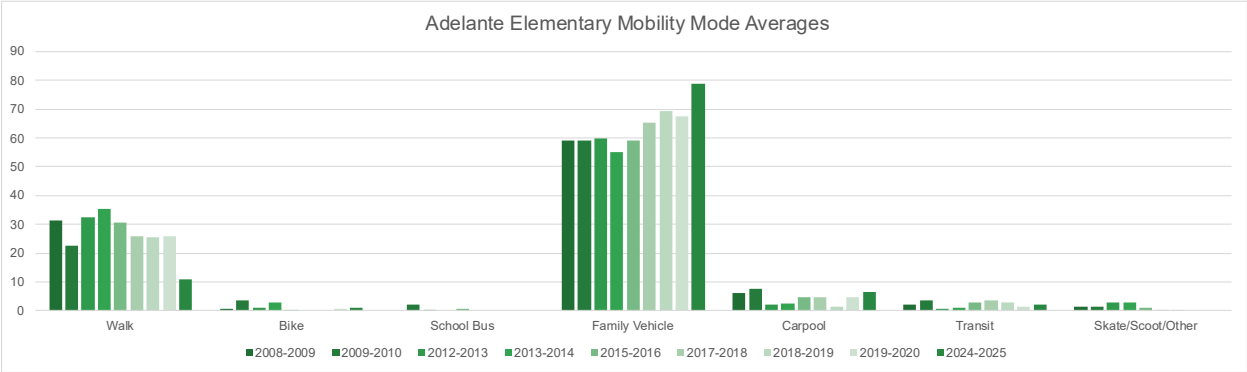
Elementary (TK-6th)

Adams Elementary – Key Mobility Barriers



- Las Positas (State to Modoc)
  - High vehicle speeds/volume
  - Highway 101/Las Positas Overcrossing
  - Lack of continuous sidewalk (on Las Positas and within Samarkand neighborhood) and no protected bike lanes
  - Limited school drop off area on school campus
- Upper State Street
  - High vehicle volumes and multiple driveway conflicts
  - No protected bike lanes
- Calle Real
  - High vehicle speeds/volume
  - Lack of continuous sidewalk (Note: Westside and Lower West ATP Implementation Project will add sidewalk connection from Junipero Bridge to Las Positas)

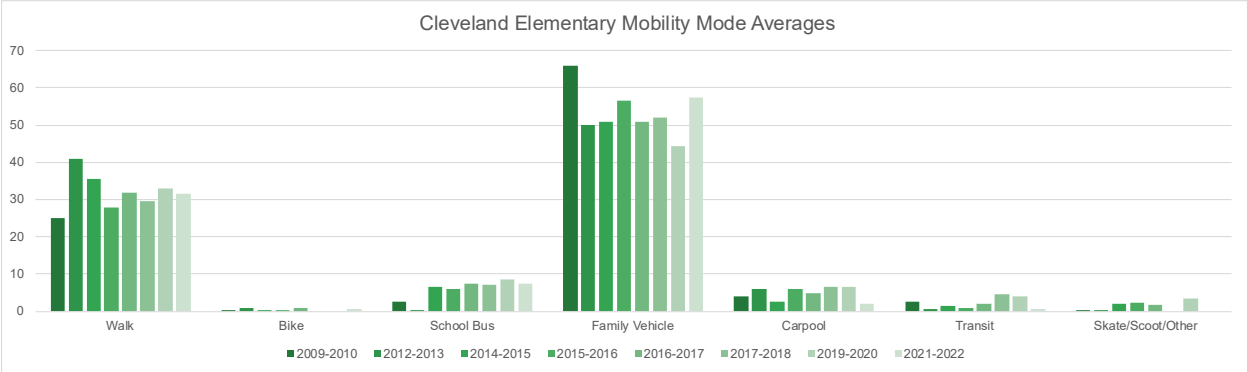
Adelante Elementary- Key Mobility Barriers



- Need for secure bike parking.

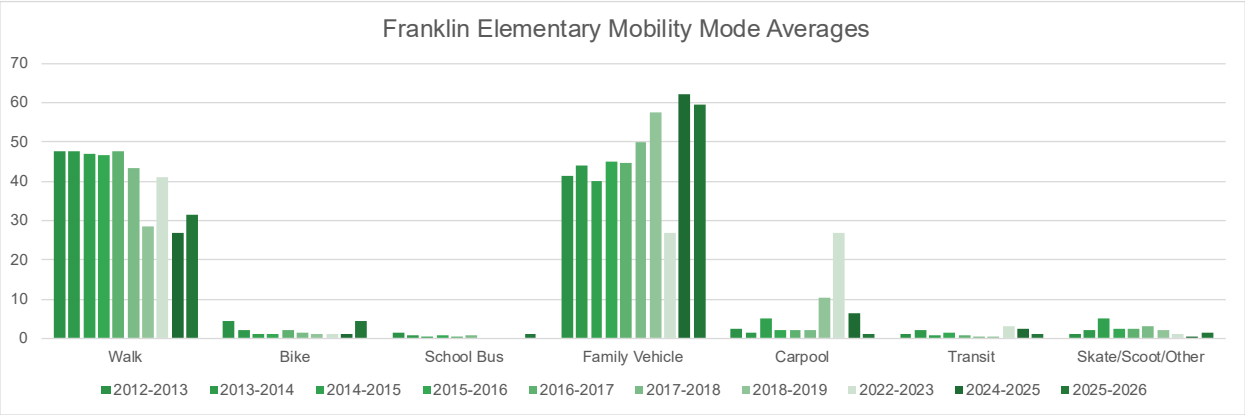
Adelante does not have an attendance boundary. It is located next to Franklin Elementary and other neighborhood barriers are listed under Franklin.

Cleveland Elementary – Key Mobility Barriers



- Salinas Street
  - High speed vehicles, minimal street lighting, intersection sight line concerns (Note: Lower Eastside Safety Improvements will address these issues. Construction in 2028)
  - No bike infrastructure
- Alameda Padre Serra
  - Speeding vehicles in school zone

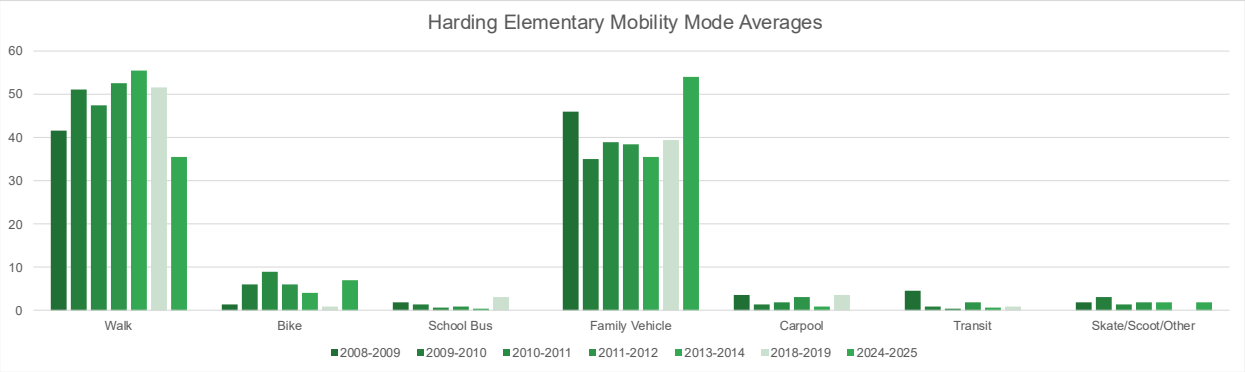
Franklin Elementary – Key Mobility Barriers



- Lower Eastside Neighborhood
  - Intersection visbility at various intersections in neighborhood. (Note: Lower Eastside Safety Improvements will address these issues. Construction in 2028)
- Soledad Street (Mason → Yanonali)
  - Cars park in school loading zone and impact safety related to drop off and pick up operations
- Mason Street (Soledad → Alisos)
  - Lack of bike infrastructure

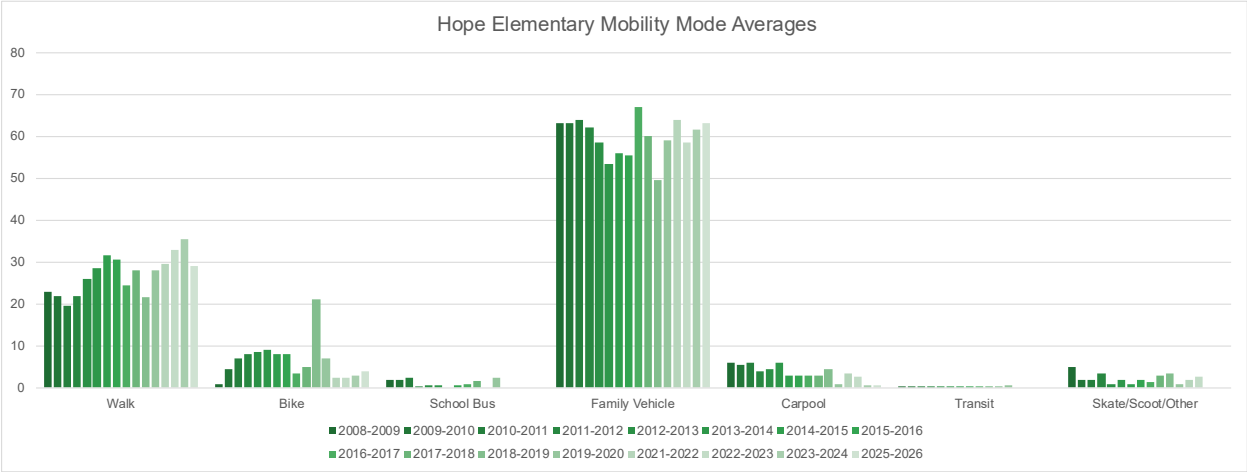
Challenging to cross Mason Street as pedestrian at Soledad and Voluntario intersections (Note: Lower Eastside Safety Improvements will add four-way stop at Mason/Soledad)

Harding Elementary – Key Mobility Barriers



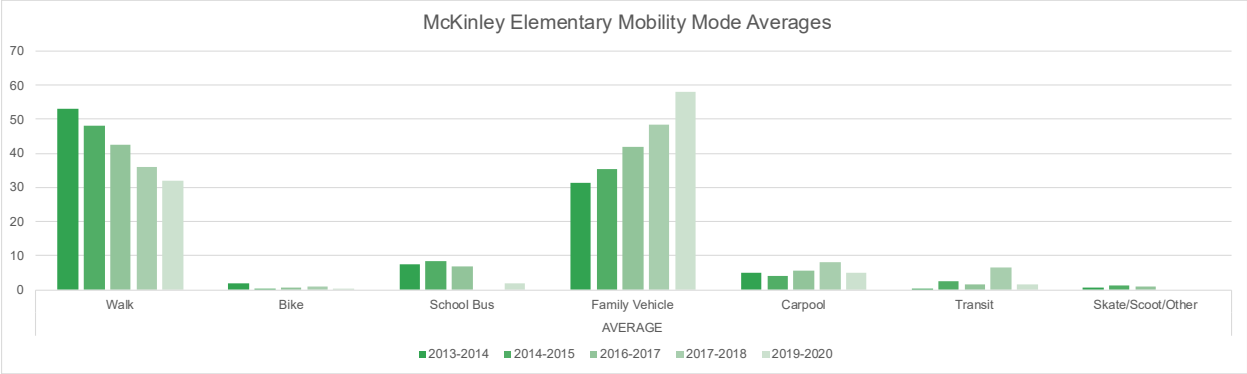
- Intersection visbility at various intersections in neighborhood and requests for extending red zones and/or adding more all-way stops.

Hope Elementary – Key Mobility Barriers



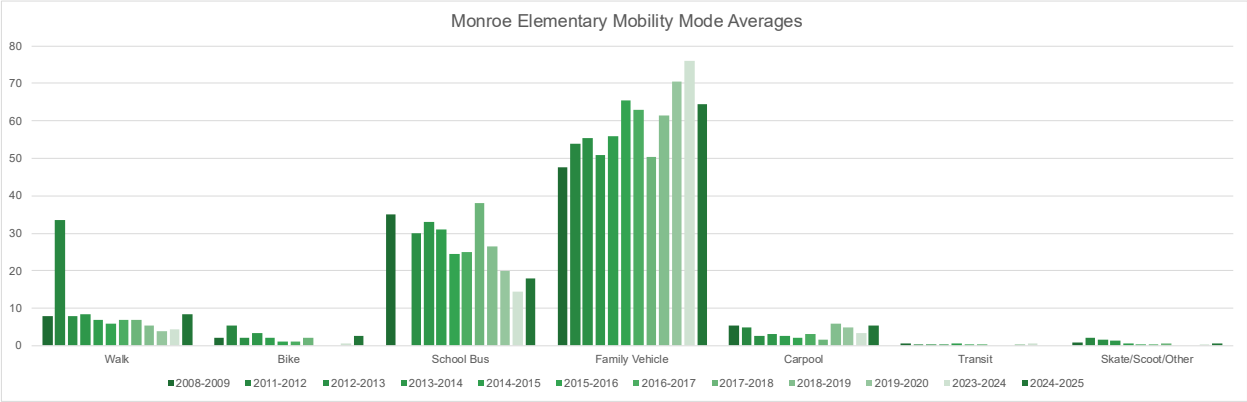
- La Colina Rd (La Cumbre → Verano) & Via Diego – Sharrows Only
  - Shared-lane markings only. Difficult to share lanes with fast moving vehicles
  - Need for upgraded bike infrastructure
- N La Cumbre Rd (State → Pueblo) – Bike Lane Blocked by Parking
  - Cars parked in bike lanes during school travel times
- S La Cumbre Rd (Bridge over US Highway 101)
  - Kids bike or walk over the bridge and have to cross on-ramps, off-ramps, heavy traffic

McKinley Elementary – Key Mobility Barriers



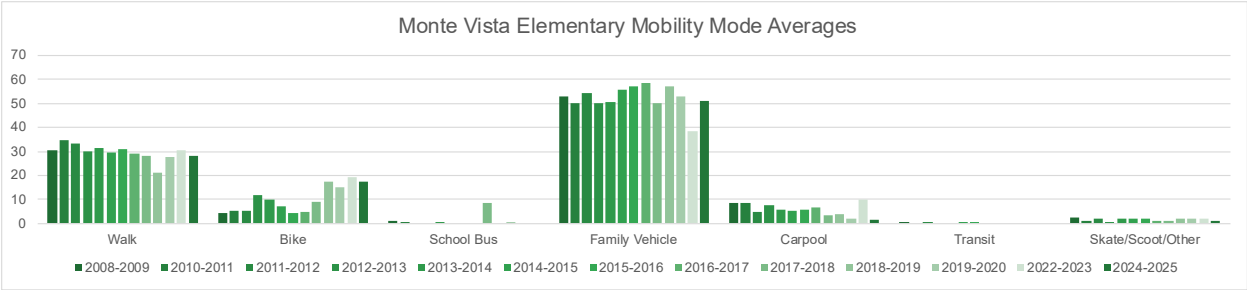
- Cliff Drive – Heavy traffic where kids walk to school.
- Will be addressed with Cliff Drive Vision Zero Project (construction 2027)

Monroe Elementary– Key Mobility Barriers



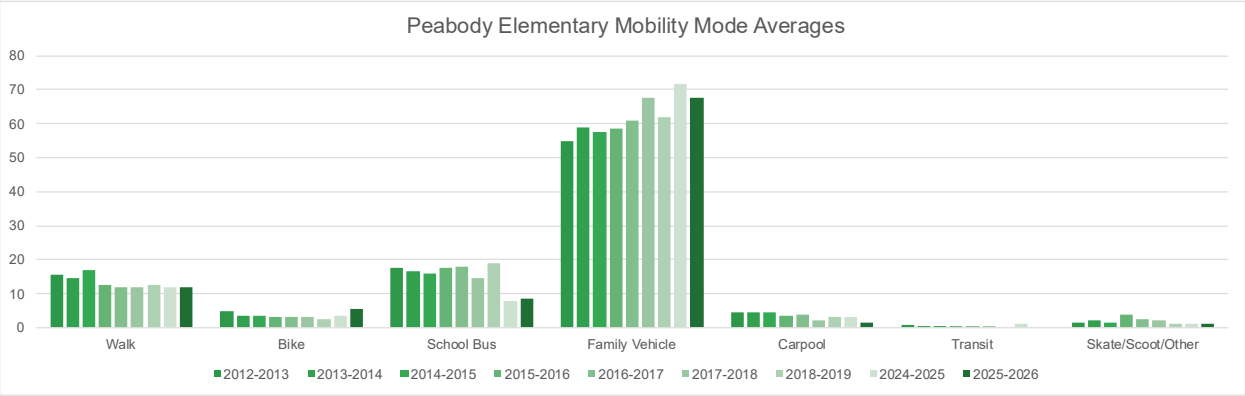
- Cliff Drive – Lack of bike infrastructure and pedestrian crossings
    - Will be addressed with Cliff Drive Vision Zero Project (construction 2027)

Monte Vista Elementary – Key Mobility Barriers



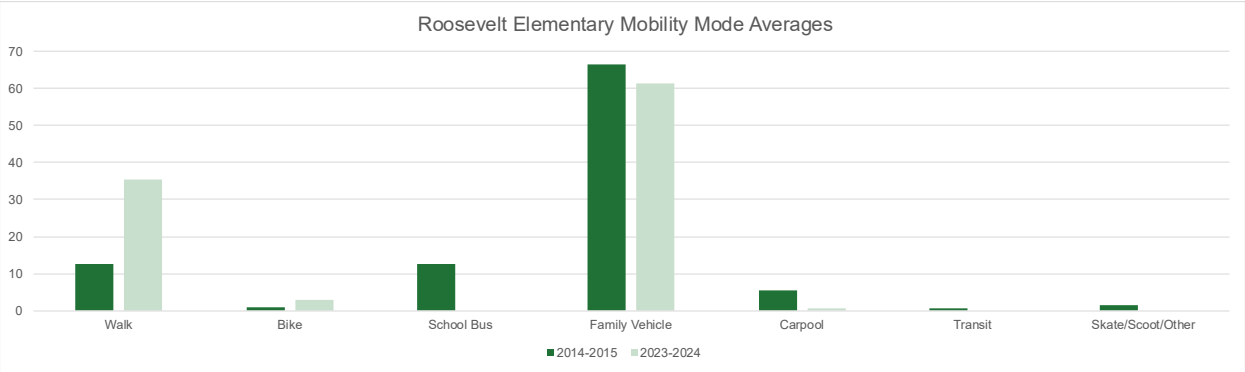
- N Hope (State → Pueblo) – Bike Lane Blocked by Parking
    - Cars parked in bike lanes during school travel times
    - Foothill Road
- Lack of bike infrastructure and hard to cross at some intersections.

Peabody Elementary – Key Mobility Barriers



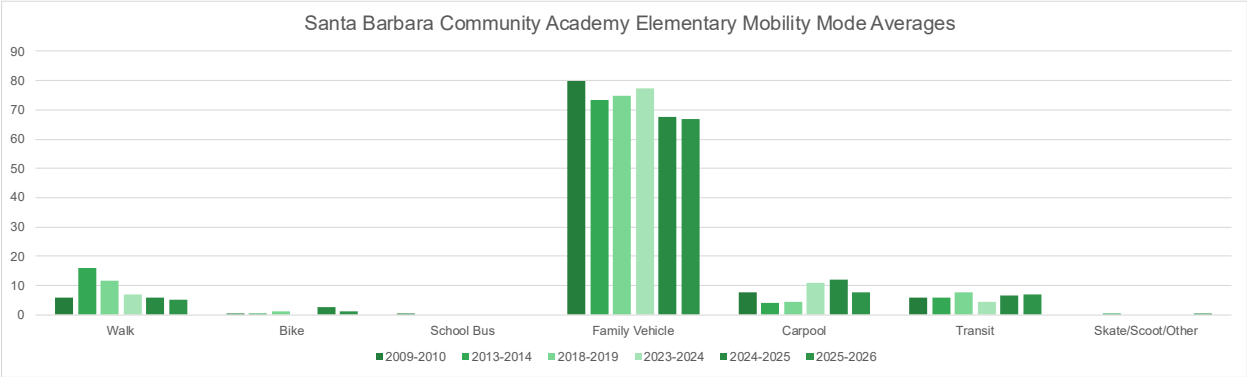
- San Roque Neighborhood
  - Lack of sidewalks and pedestrian ramps throughout neighborhood
  - Lack of bike infrastructure
  - Parents dropping off students in red zones
- Challenges walking across various intersections (e.g., Calle Laurales/Paseo Del Descanso)

Roosevelt Elementary – Key Mobility Barriers



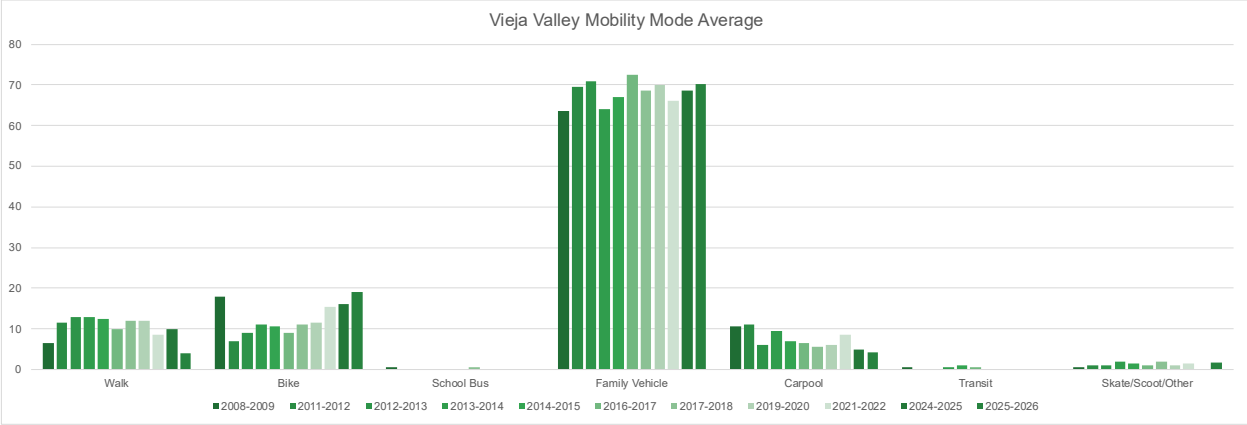
- Upper Eastside, Lower Riviera, and Riviera Neighborhoods
  - Lack of bike infrastructure
  - Missing pedestrian ramps
  - Intersection of Olive/Laguna/E. Pedregosa challenging for kids to walk across
  - Challenging to walk across Alameda Padre Serra
- Lack of sidewalks on Mission Canyon

Santa Barbara Community Academy – Key Mobility Barriers



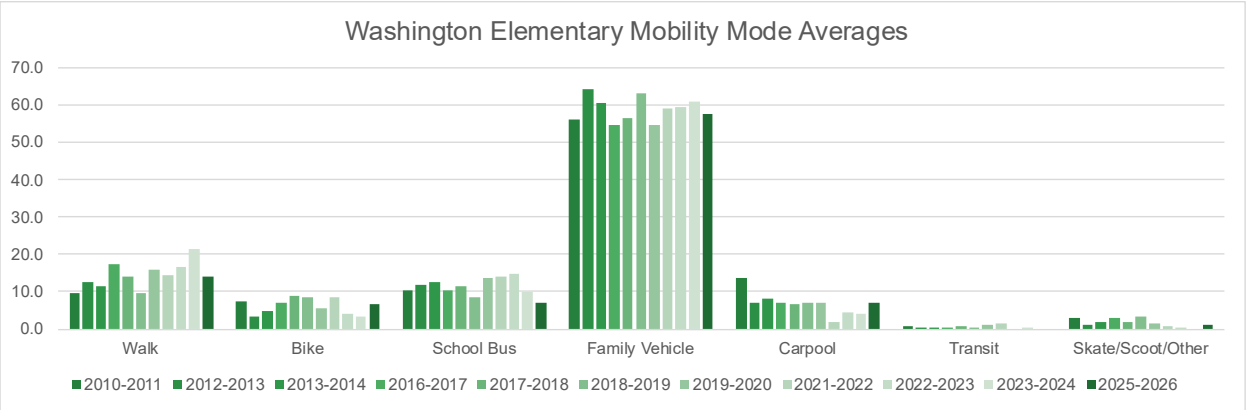
- **Modoc/Portesuello**
    - Concerns about traffic congestion at intersection (will be addressed with Westside and Lower Westside Neighborhoods Active Transportation Plan Implementation Project (construction 2027)

Vieja Valley School – Key Mobility Barriers



- Upper State (154 → Modoc)
    - Missing protected bike lanes
    - Sidewalk gaps create unsafe walking conditions
- US-101 Overcrossing (Calle Real → State)
    - No protected bike lanes on the overcrossing
    - High-stress traffic discourages biking and walking
    - Neighborhood Connection Issues
- Hitchcock / Peach: congestion + unsafe crossings
    - Apple Grove / Calle Real / La Cumbre: inconsistent bike/ped facilities
- Difficult access from these neighborhoods to the Modoc Multiuse Path

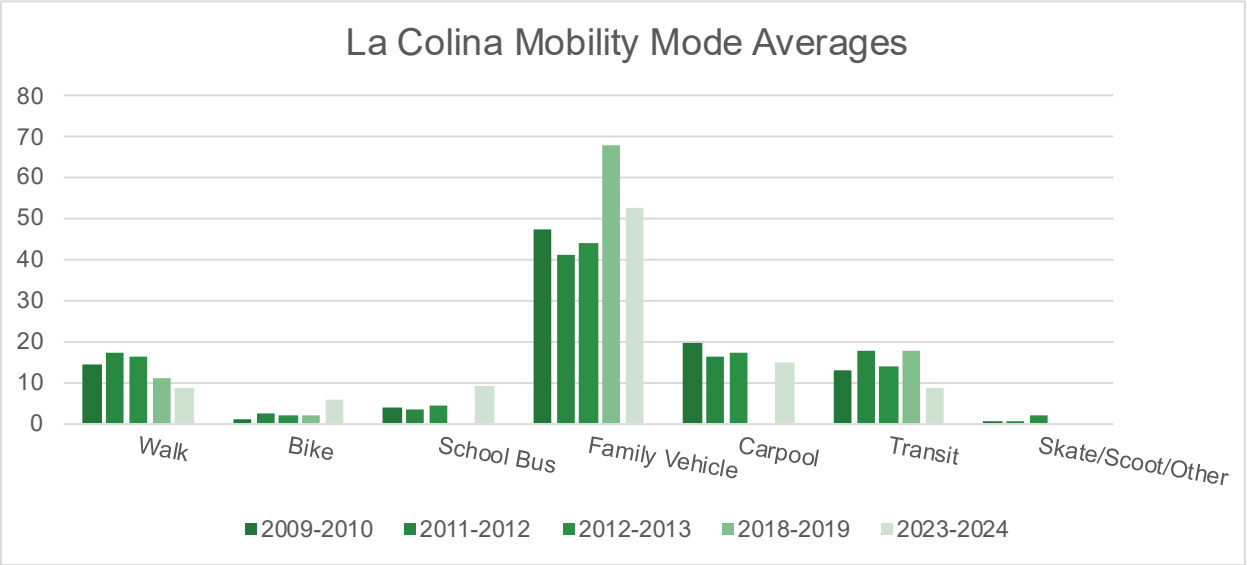
Washington – Key Mobility Barriers



- Cliff Drive – Lack of bike infrastructure and pedestrian crossings
    - Will be addressed with Cliff Drive Vision Zero Project (construction 2027)

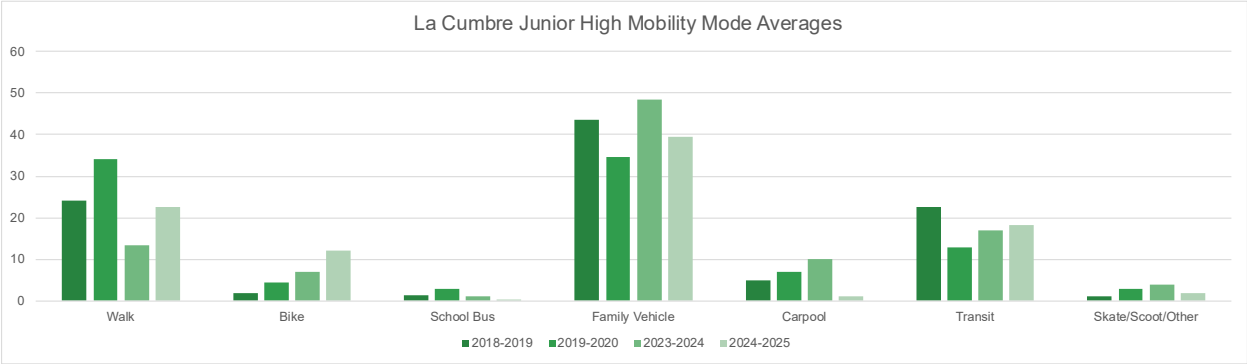
Junior High Schools (7th and 8th)

La Colina – Key Mobility Barriers



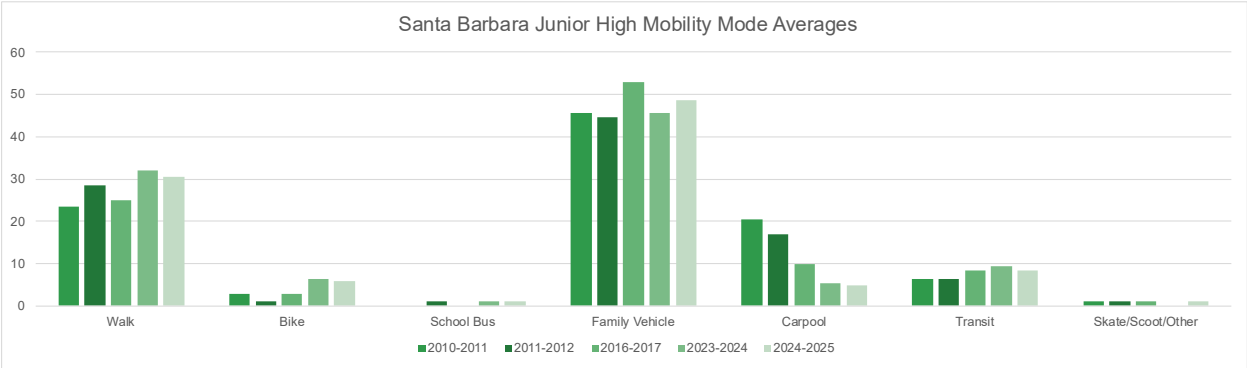
- Foothill Rd – Major Corridor Serving Multiple Schools
    - Roadway under Caltrans jurisdiction
    - Lacks protected bike lanes
    - Missing or inadequate crosswalks/sidewalks
- N La Cumbre Rd (State → Pueblo) – Bike Lane Blocked by Parking
    - Cars parked in bike lanes during school travel times

La Cumbre Junior High – Key Mobility Barriers



- Modoc/Portesuello
    - Concerns about traffic congestion at intersection (will be addressed with Westside and Lower Westside Neighborhoods Active Transportation Plan Implementation Project (construction 2027)
- Gillespie/Portesuello
    - Conjested crossing for bikes, pedestrians, and vehicles that sometimes do not yield (will be addressed with Westside and Lower Westside Neighborhoods Active Transportation Plan Implementation Project (construction 2027)

Santa Barbara Junior High – Key Mobility Barriers



- Milpas Street
    a. High stress intersection crossings along Milpas. Will be addressed with Milpas Crosswalk Safety Project (construction 2027)

High Schools (9th-12th)

Alta Vista Alternative High

Data not available.

La Cuesta Continuation High

Data not available.

San Marcos High School

Data not available.

Santa Barbara High School

Data not available.

High Injury Network in Relation to Elementary, Junior High, and High School Boundaries

Figure 1 shows the High Injury Network (HIN) and public elementary school boundaries, and Figures 2 and 3 show the HIN and public junior high and senior high schools.

Figure 1: High Injury Network and Elementary School Boundaries Map

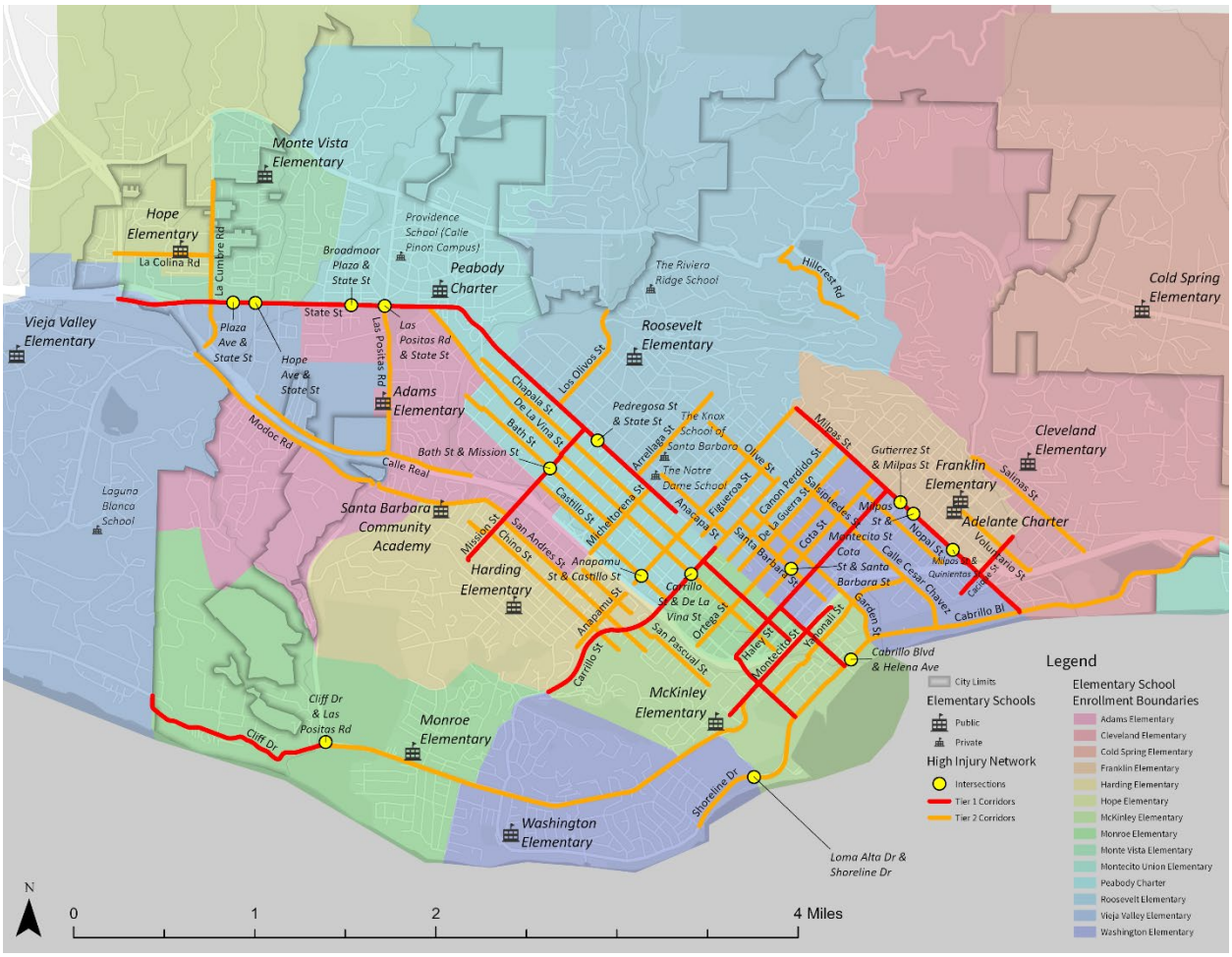


Figure 2: High Injury Network and Junior High School Boundaries Map

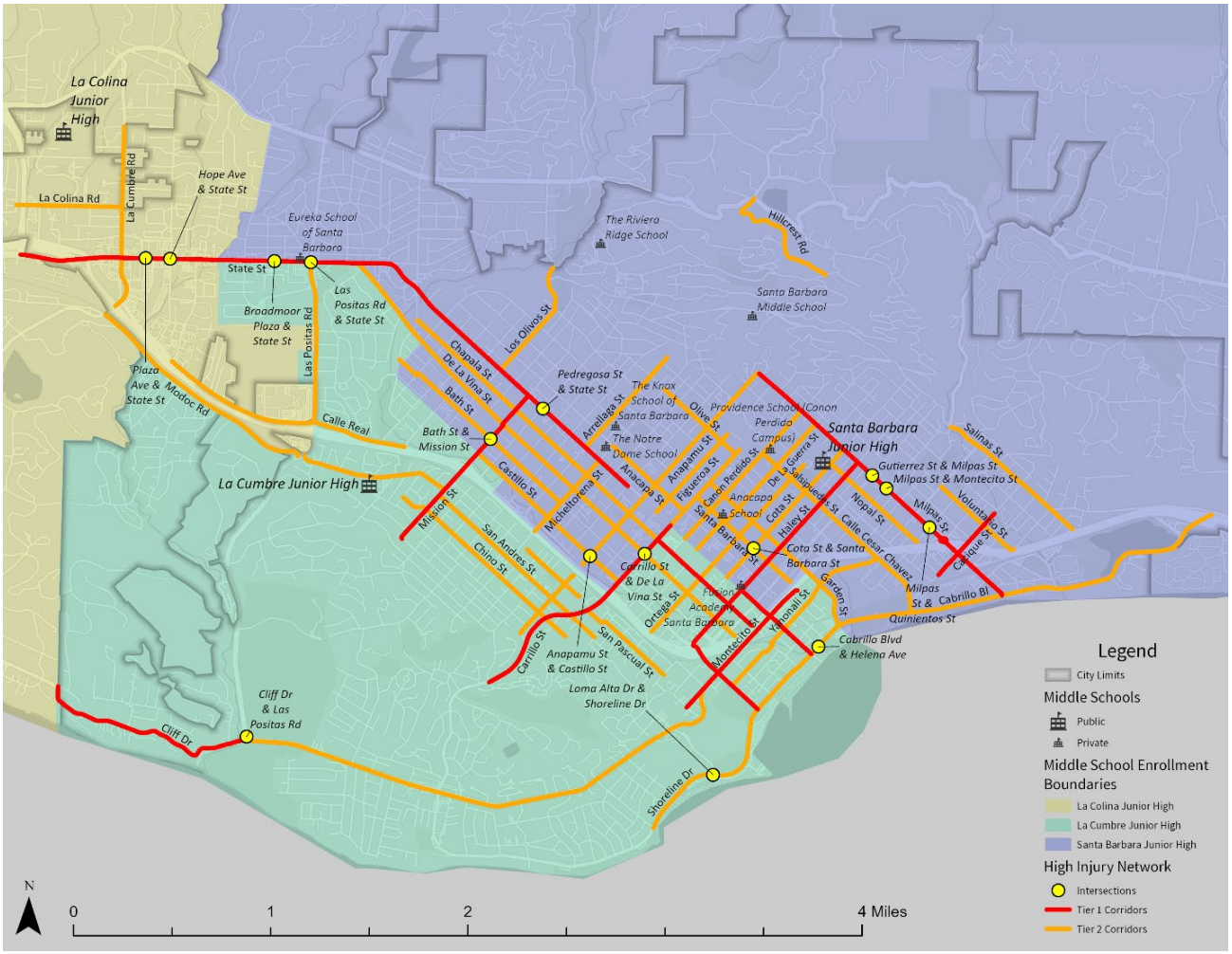
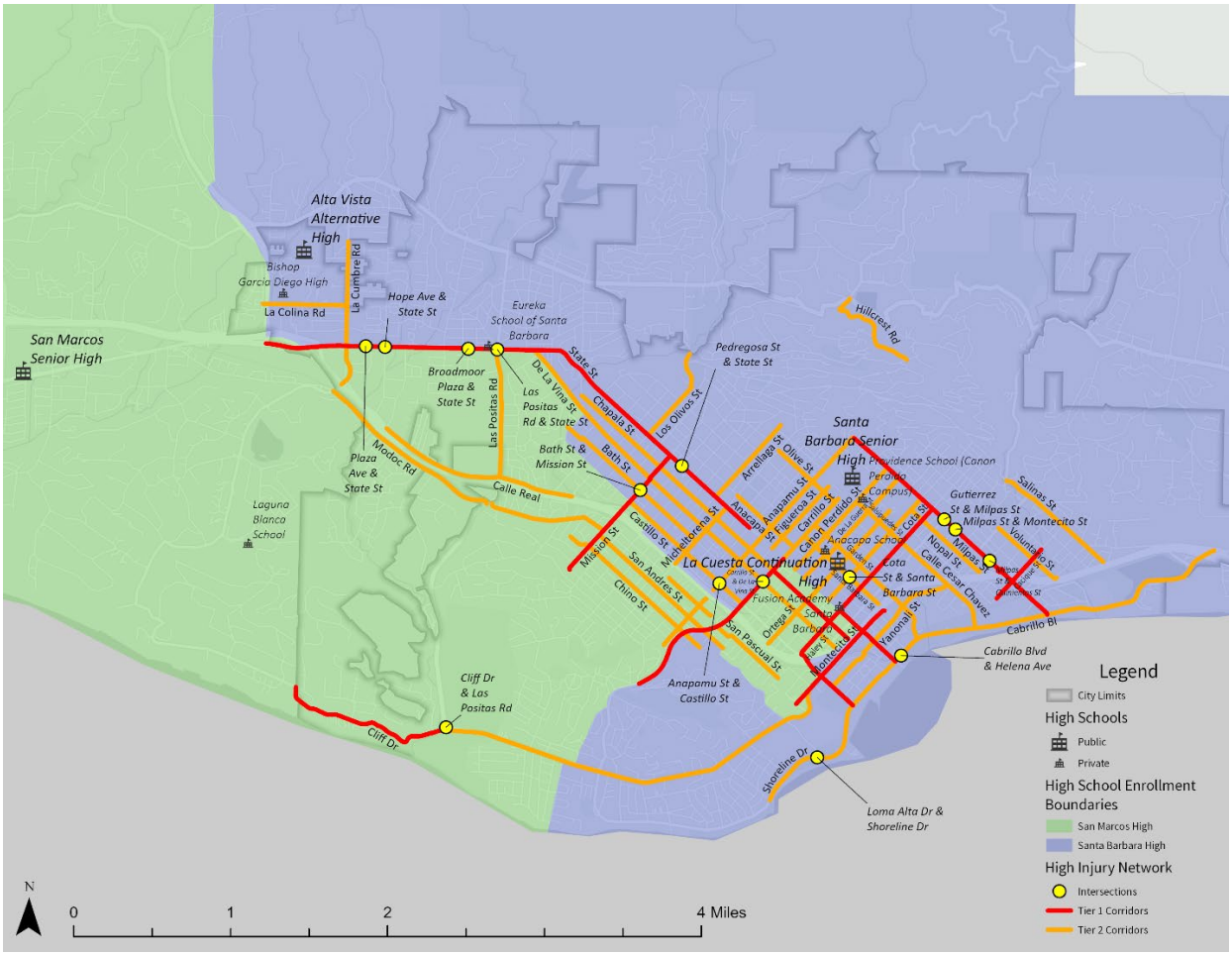
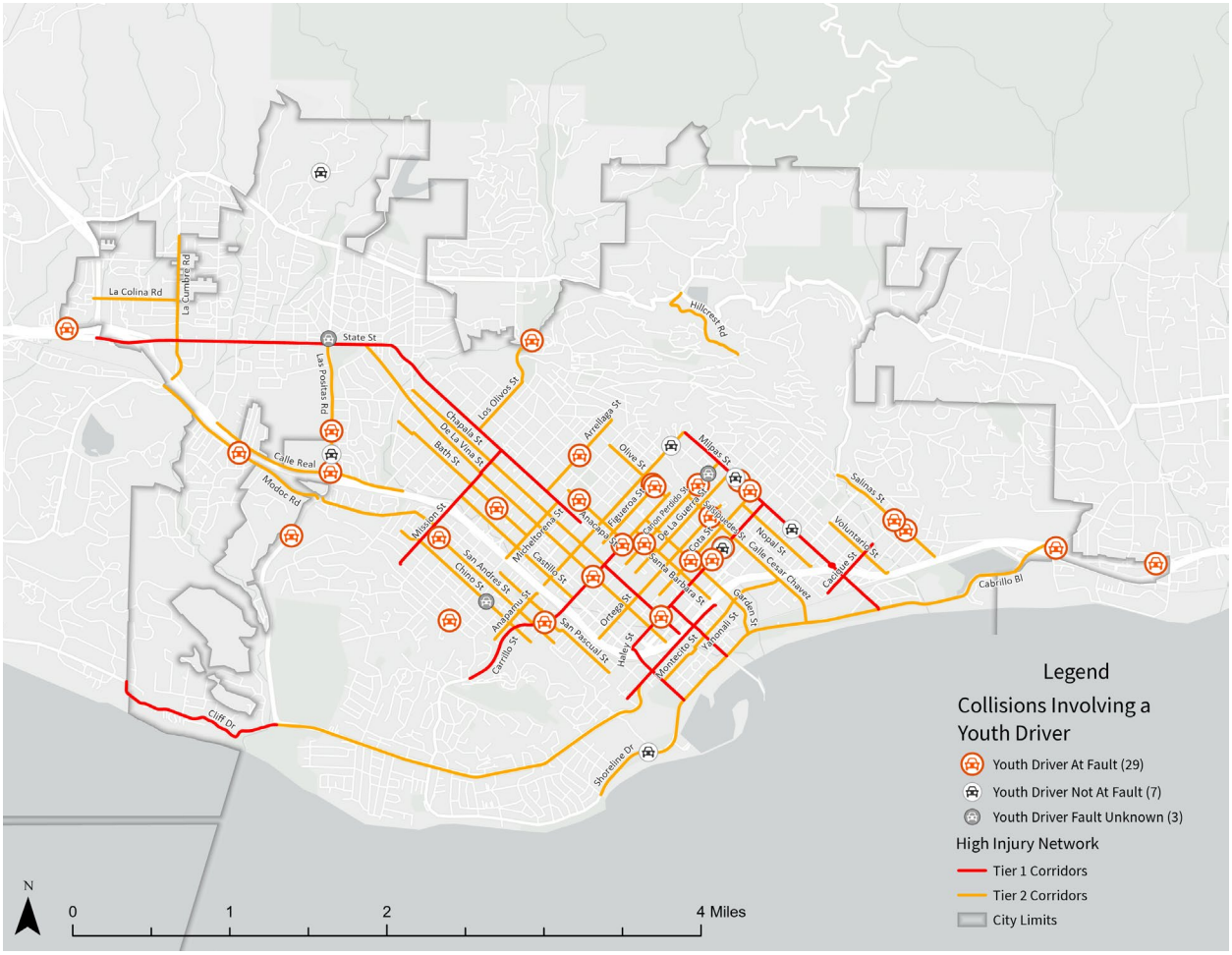


Figure 3: High Injury Network and High School Boundaries Map



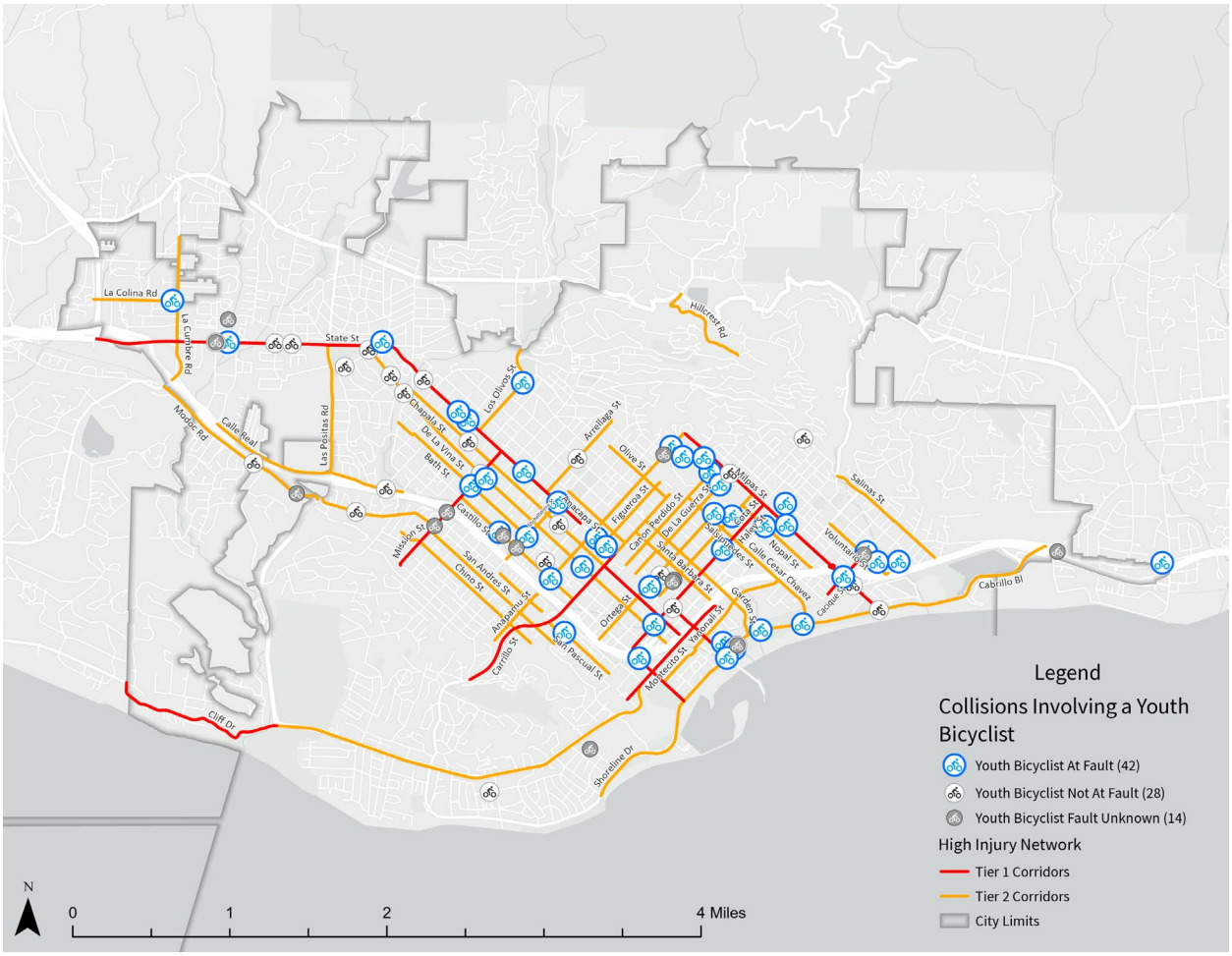
High Injury Network and Youth Involved Collisions

Figure 4: Map of Collision Locations involving a Youth Driver



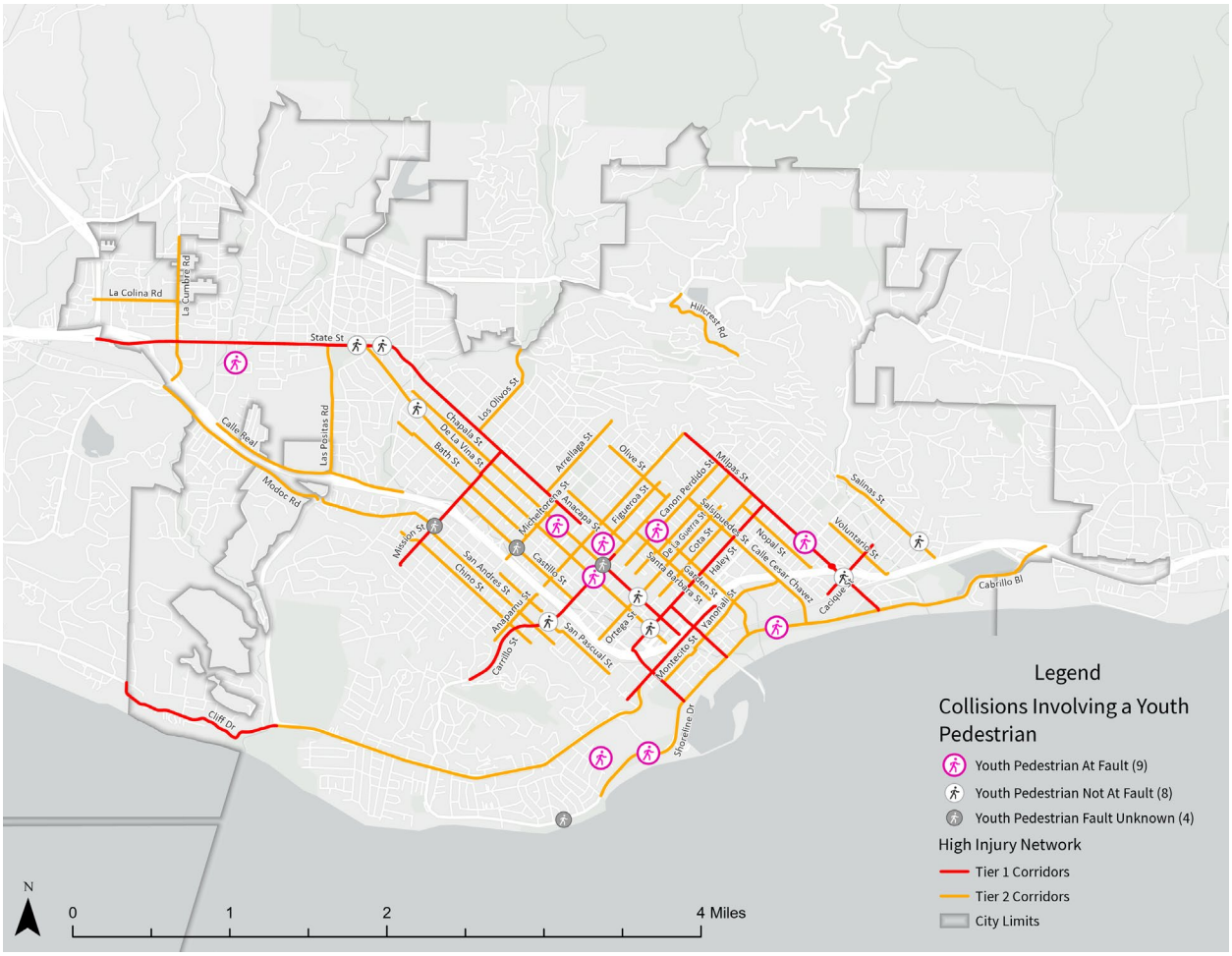
- Of the 39 collisions involving a youth driver, the youth was found at fault 29 times, not at fault seven times, and fault was undetermined three times.
- Of the 29 collisions where the youth driver was at fault:
    a. 22 involved an adult driver and one involved a driver with unknown age
    b. Two involved an adult bicyclist
    c. Four involved a parked vehicle
    d. One involved an unknown party
- Of the seven collisions where the youth driver was not at fault:
    a. Five involved an adult driver
    b. One involved a youth bicyclist
    c. One involved an adult pedestrian

Figure 5: Map of Collision Locations involving a Youth Bicyclist.



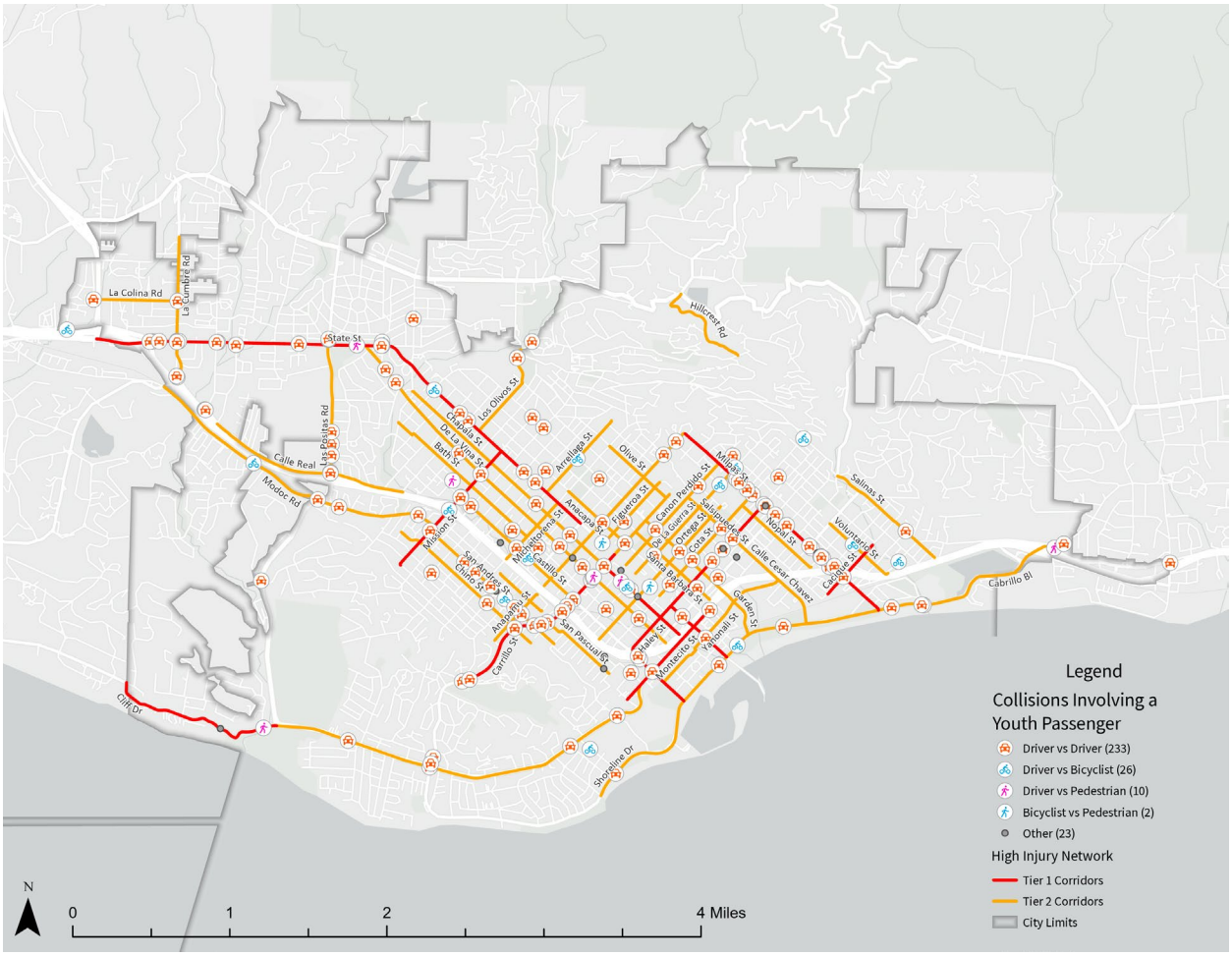
- Of the 84 collisions involving a youth bicyclist, the youth bicyclist was at fault in 42 collisions, not at fault in 28 collisions, and fault could not be determined in 14 collisions.
- Of the 42 collisions in which the youth bicyclist was at fault:
    - 27 involved an adult driver and one involved a youth driver
    - Three involved an adult bicyclist and one involved a youth bicyclist
    - Two collisions involved an adult pedestrian
    - Three collisions involved a parked vehicle
    - Five collisions involved an unknown party
- Of the 28 collisions in which the youth bicyclist was not at fault:
    - 22 collisions involved an adult driver and two involved a driver of unknown age
    - One collision involved an adult bicyclist
    - One collision involved an adult pedestrian
    - Two collisions involved a parked vehicle

Figure 6: Map of Collision Locations involving a Youth Pedestrian.



- Out of 21 total collisions involving a youth pedestrian, the youth pedestrian was at fault nine times, not at fault eight times, and fault was unknown four times.
- Of the nine collisions in which the youth pedestrian was at fault, eight collisions involved an adult driver, and one collision involved a driver of unknown age.
- All eight collisions in which the youth pedestrian was not at fault involved an adult driver.

Figure 7: Map of Collision Locations Involving a Youth Passenger.

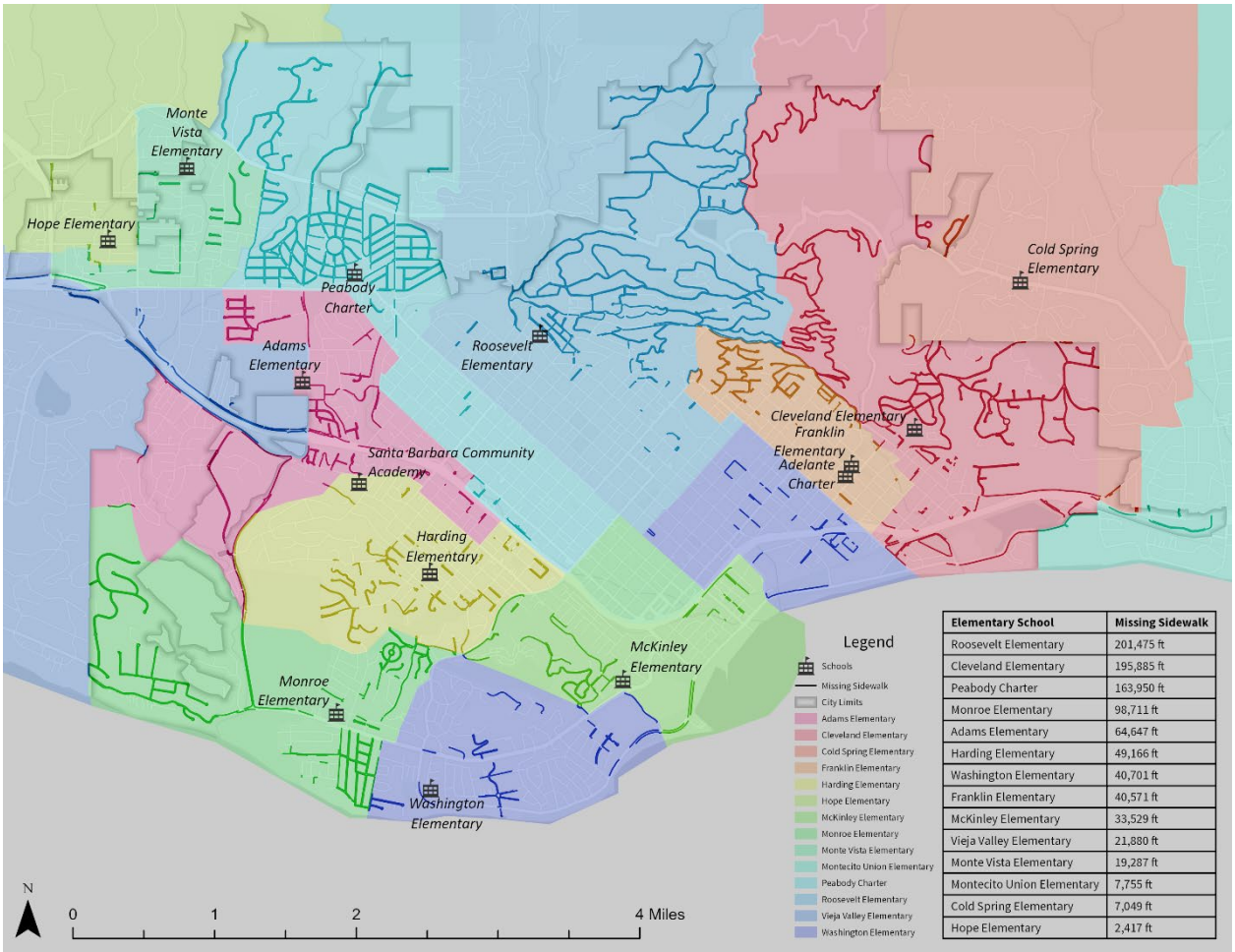


The majority of the 201 collisions involving youth passengers are vehicle to vehicle collisions with adult drivers. Approximately six of the collisions involved youth passengers on an e-bike where the driver of the e-bike was also a youth, and two collisions involved an adult driving an e-bike with a youth passenger.

Infrastructure Needs

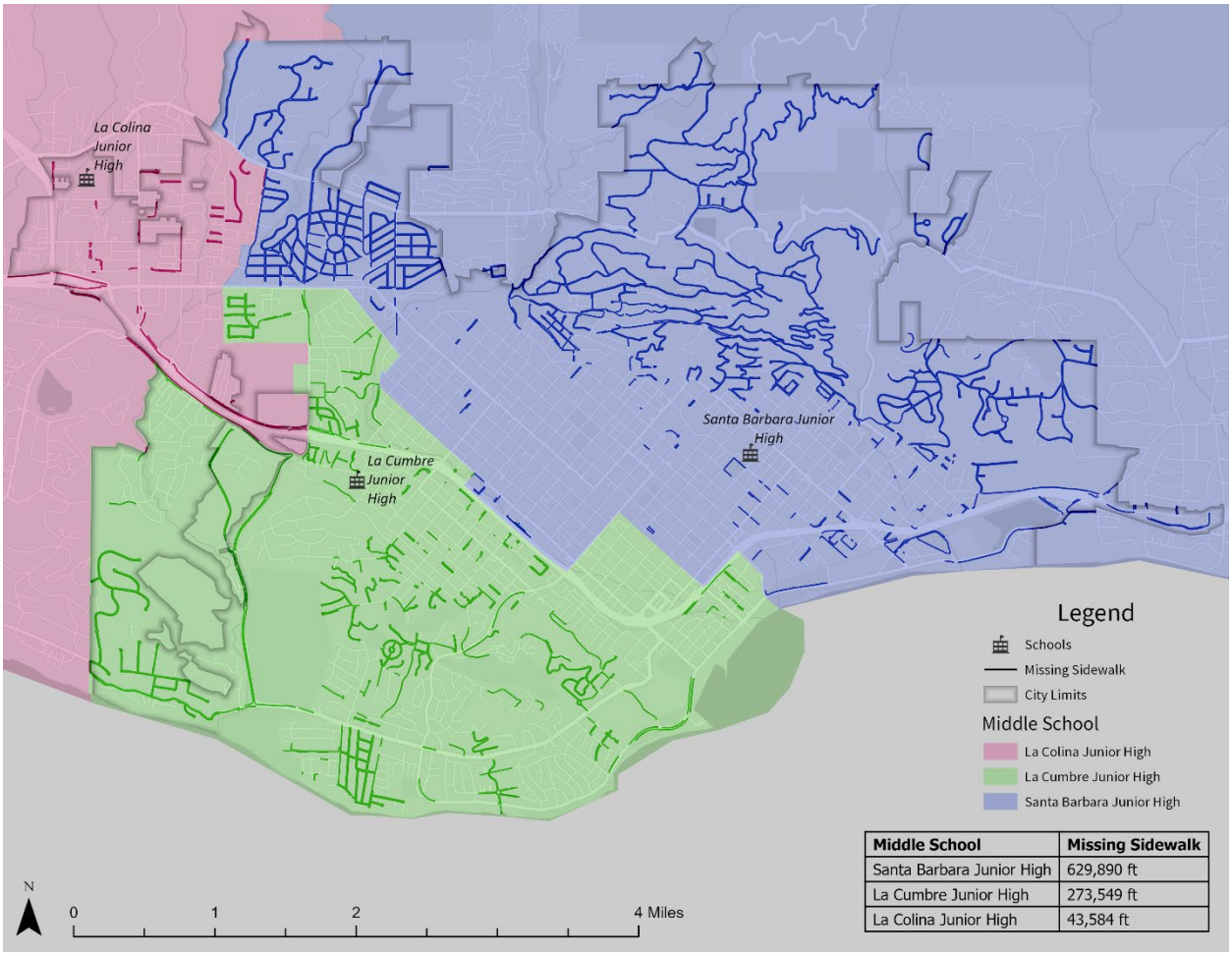
Figures 7, 8, and 9 show missing sidewalk in relation to school boundaries. Due to topography and right of way constraints, it is unlikely to anticipate sidewalk infill in the hilly Riviera, Mission Canyon, Eucalyptus Hill, and Alta Mesa neighborhoods near Roosevelt, Cleveland, Franklin, and Harding Elementary Schools. There are also a lot of missing sidewalks near Peabody Elementary that would necessitate on-street parking removal to be installed due to limited right of way.

Figure 8: Map of Missing Sidewalk with Elementary School Boundaries Overlaid.



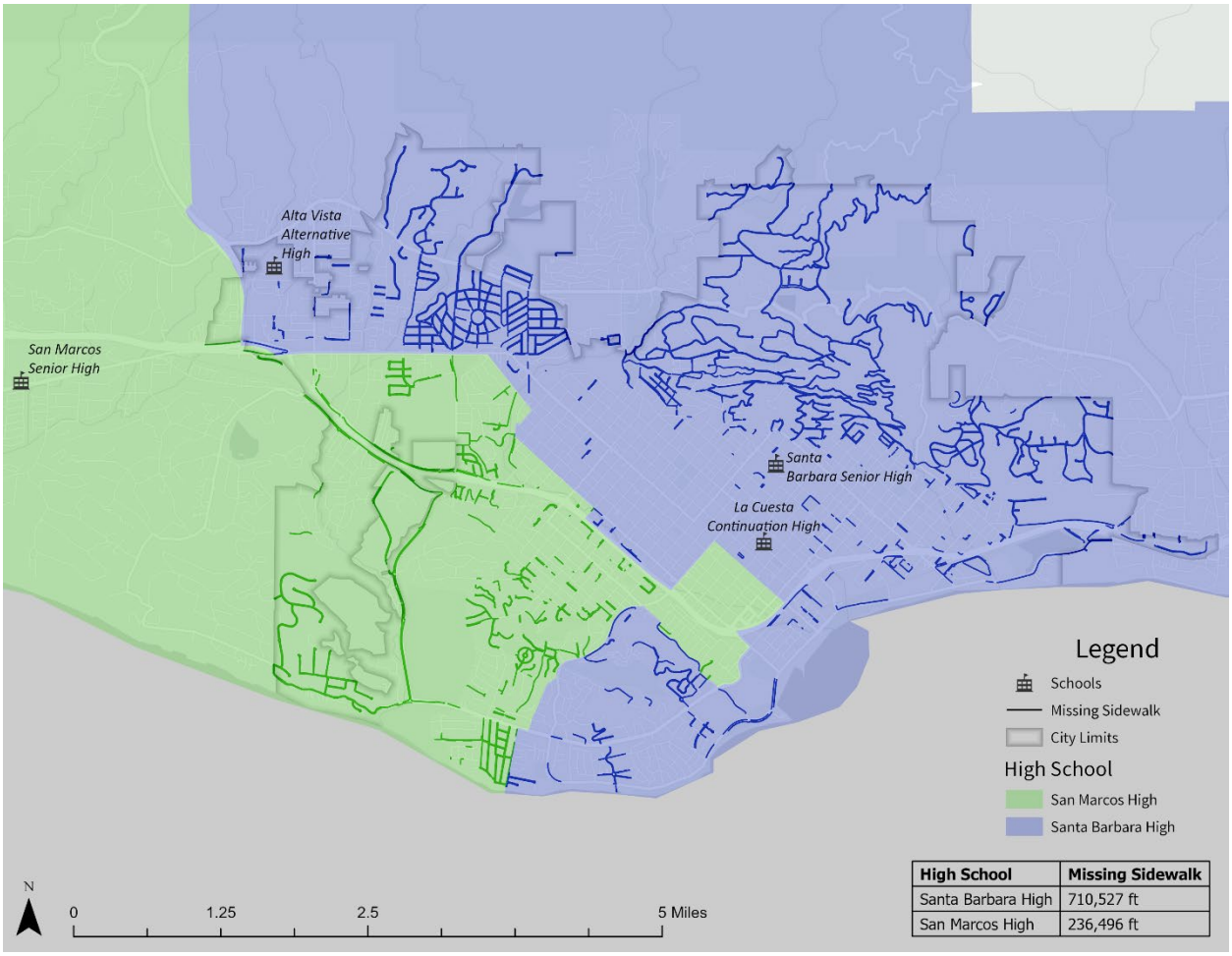
Elementary School	Missing Sidewalk
Roosevelt Elementary	201,475 ft
Cleveland Elementary	195,885 ft
Peabody Charter	163,950 ft
Monroe Elementary	98,711 ft
Adams Elementary	64,647 ft
Harding Elementary	49,166 ft
Washington Elementary	40,701 ft
Franklin Elementary	40,571 ft
McKinley Elementary	33,529 ft
Vieja Valley Elementary	21,880 ft
Monte Vista Elementary	19,287 ft
Montecito Union Elementary	7,755 ft
Cold Spring Elementary	7,049 ft
Hope Elementary	2,417 ft

Figure 9: Map of Missing Sidewalk with Junior High School Boundaries Overlaid.



Middle School	Missing Sidewalk
Santa Barbara Junior High	629,890 ft
La Cumbre Junior High	273,549 ft
La Colina Junior High	43,584 ft

Figure 10: Map of Missing Sidewalk with High School Boundaries Overlaid.



High School	Missing Sidewalk
Santa Barbara High	710,527 ft
San Marcos High	236,496 ft

Bicycle Network Map

Figures 10, 11, and 12 show the City's bike infrastructure map with the elementary, junior high, and high school boundaries overlaid. In the next couple of years, the City will be constructing protected bike paths (mix of Class I and Class IV facilities) along routes to Monroe, Washington, McKinley, and Santa Barbara Community Academy Elementary Schools and La Cumbre Junior High. See the City's Interactive Bike Network Map for definitions of bikeway Classes.

Protected bike facilities are the most requested bike facility to lessen student/family stress while commuting to and from school and after school activities. To install more protected bike facilities would require removal of on-street parking.

Many schools have also requested more secure bicycle parking on their school campuses, especially at the junior highs and high schools to accommodate the increasing number of e-bikes.

Figure 11: Bike Facilities Map with Elementary School Boundaries Overlaid.

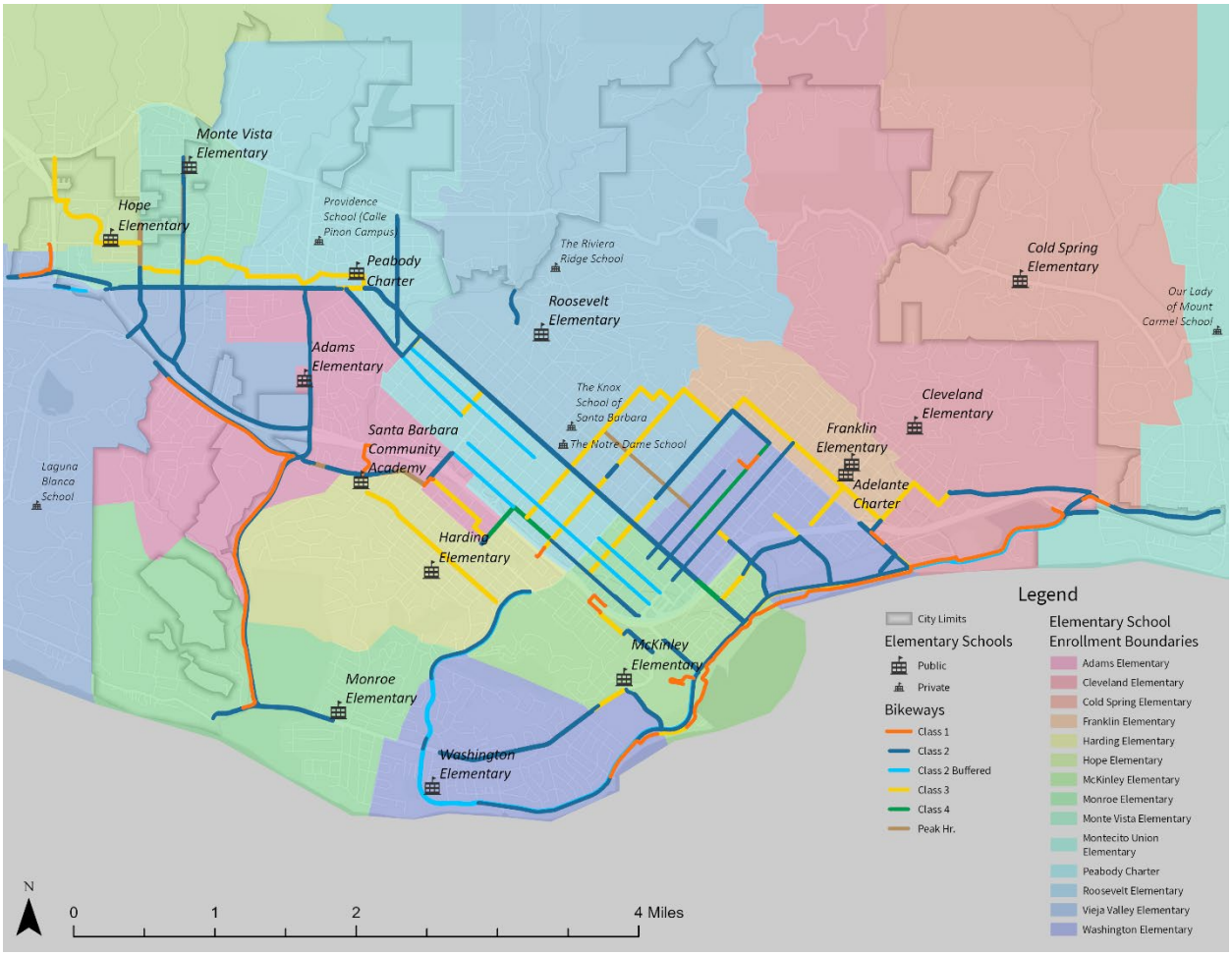


Figure 12: Bike Facilities Map with Junior High School Boundaries Overlaid.

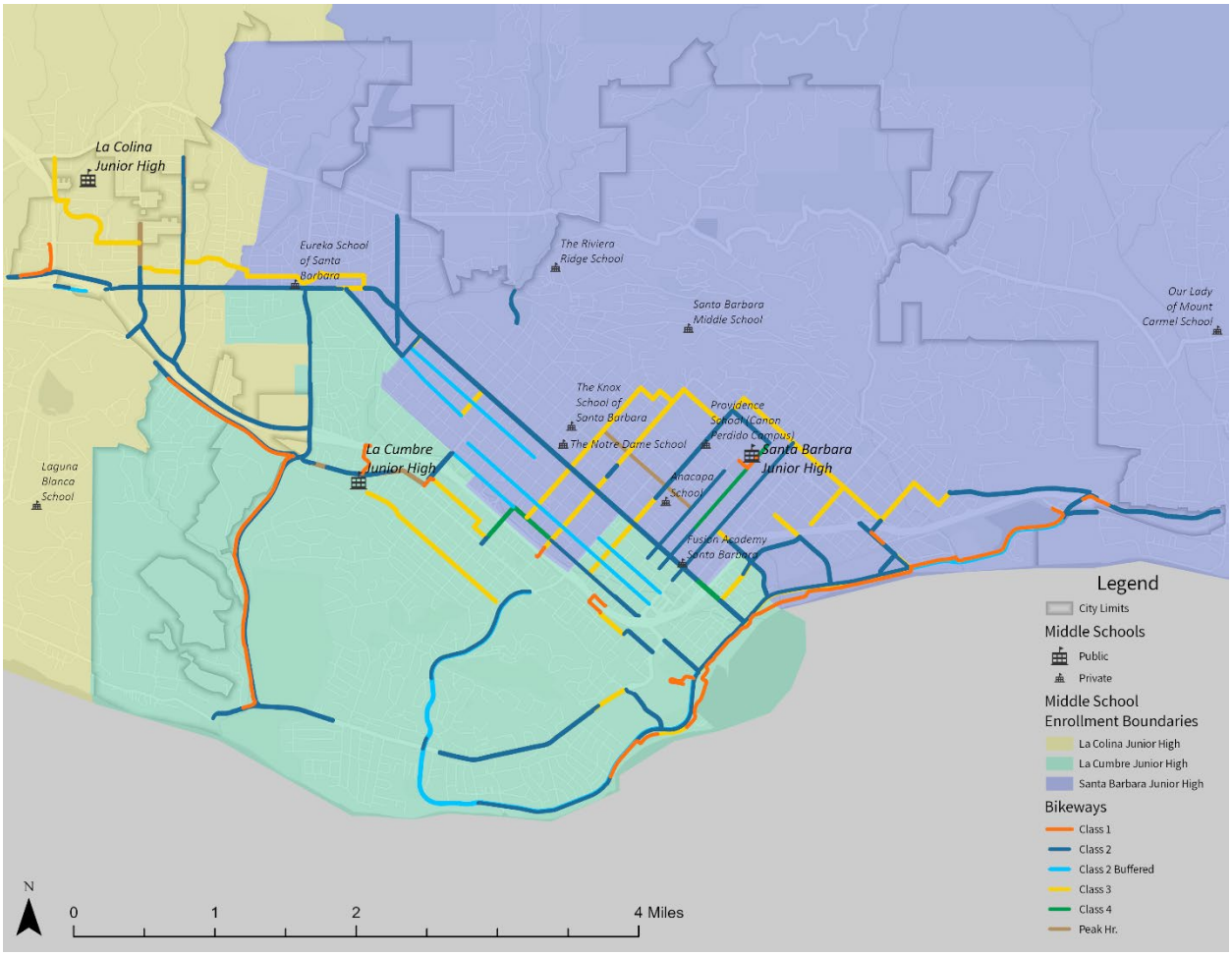
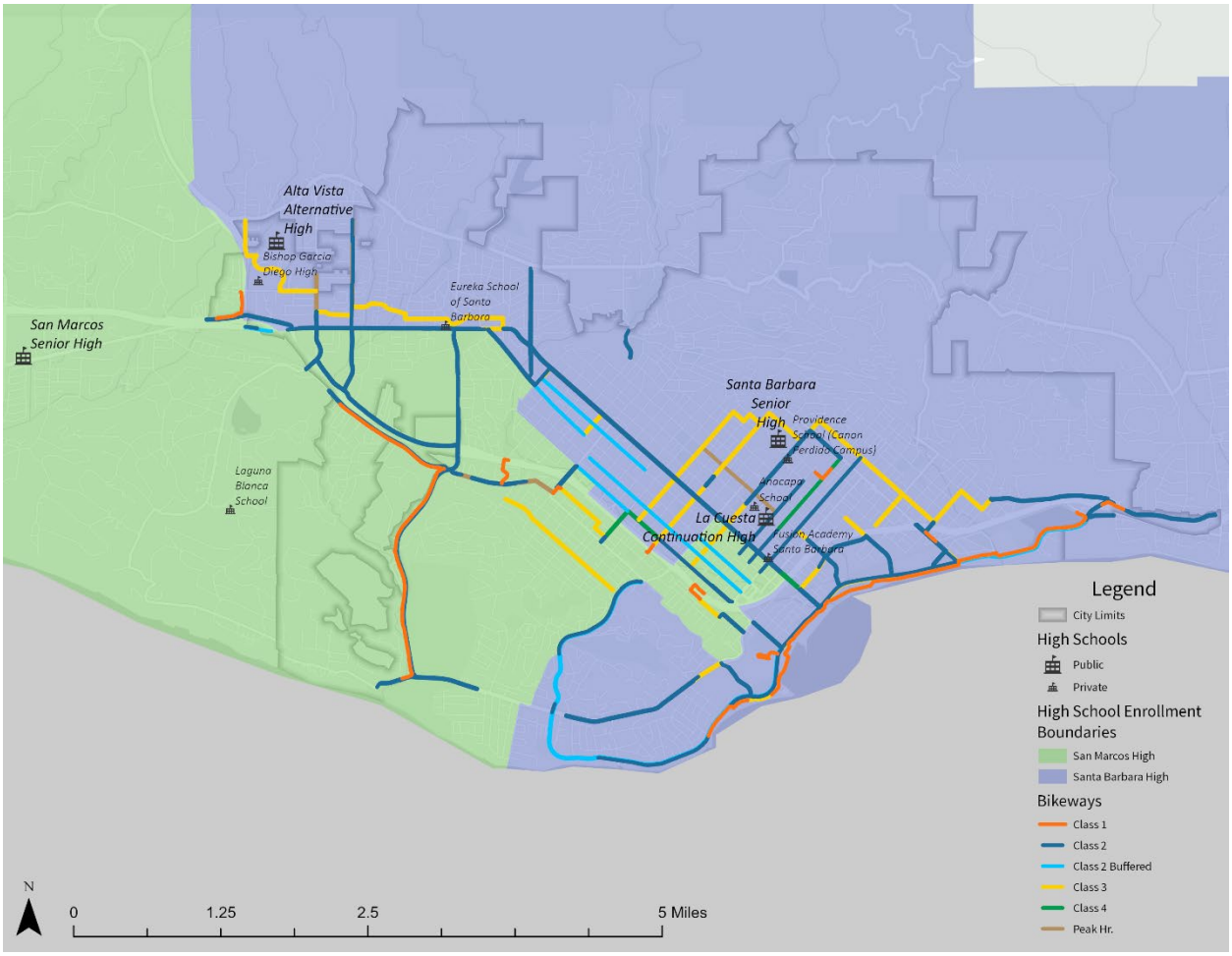


Figure 13: Bike Facilities Map with High School Boundaries Overlaid.



Community Engagement

Santa Barbara Youth Council

The Santa Barbara Youth Council (SBYC) represents community youth to ensure their concerns, issues, and viewpoints are presented in community decision-making. On May 4, 2026, City staff met with the SBYC to present data on vehicle, pedestrian, and bicycle collisions involving youths in the City, and to gather input on Vision Zero messaging strategies. During the meeting, SBYC members offered thoughtful feedback on traffic-safety communication techniques for youth audiences, suggested opportunities for future partnerships to engage students, and shared their experiences with e-bike safety training – highlighting both its value and their ongoing concerns about driver behavior and roadway safety.

School Surveys

The City also engaged with families at public schools through online surveys. Please refer to Chapter 5, Engagement and Collaboration, for the traffic safety school survey results. The community-wide surveys also included feedback on routes to school.

Traffic Safety Countermeasures

The following are traffic safety countermeasures that would enhance routes to school.

Funded Projects Coming Soon

Coming by 2029 are the following Safe Routes to School safety projects:

Project Name	Schools Benefiting from Improvements
Cliff Drive Vision Zero Project	McKinley, Monroe, and Washington Elementary Schools and Santa Barbara City College
Milpas Crosswalk Safety and Sidewalk Widening Project	Adelante and Franklin Elementary Schools, Santa Barbara Junior High and High Schools,
Westside and Lower West Active Transportation Plan Implementation	Harding, Santa Barbara Community Academy and Adams Elementary Schools, La Cumbre Junior High
Upper De La Vina Street Gap Closure and Safe Crossings	Peabody and La Cumbre Junior High School
Hope School District Pedestrian Crossing Project	Hope and Monte Vista Elementary Schools
Cota Protected Bike Lane Upgrade	Santa Barbara Junior High School
Eastside Safety Improvements	Adelante, Franklin and Cleveland Elementary Schools, Santa Barbara Junior High and High Schools

Short-Term, Mid-Term, and Long-Term Improvements

Please refer to Chapter 8, Strategy and Project Selections.

Safe Routes to School Education

History of the Safe Routes to School Program

The mission of the SRTS Program (Program) is to encourage local students to walk, bike, or roll to and from schools and other destinations, and enable them to do so safely by addressing common barriers.

Safe Routes to School (SRTS) in Santa Barbara began as a community innovation. In the early 2000s, a small group of schools participated in National Walk to School Day, rooted in the belief that children should be able to get to school safely on their own two feet. Over the next two decades, that idea grew into one of the most comprehensive school transportation safety programs in the state.

Today, the program reaches most schools in Santa Barbara, offering pedestrian and bicycle safety education, participation in national encouragement events, annual helmet distributions, and hands-on bike skills instruction. Five schools now maintain their own bicycle fleets, with PE teachers trained by MOVE Santa Barbara County to deliver on-bike safety curricula directly.

The City's General Plan Circulation Element, Pedestrian Master Plan, Bicycle Master Plan, and Vision Zero Strategy all include policies supporting safe routes to school across all modes of transportation. The Santa Barbara Unified School District also has an Administrative Regulation and a School Board Policy that support SRTS education, encouragement, enforcement, engineering, and evaluation strategies to improve student safety and promote active transportation for students.

Cross Agency Coordination

From the beginning, Santa Barbara's SRTS program recognized something that research consistently confirms: communities respond better to safety education when it comes from trusted community messengers rather than government agencies. Acting on that insight, the City established a partnership with the Coalition for Sustainable Transportation (COAST) in 2003 to lead education and encouragement programming at the grassroots level.

In 2021, COAST merged with the Santa Barbara Bicycle Coalition (SBBIKE) to form MOVE Santa Barbara County, the transportation advocacy organization that leads SRTS programming today across both north and south Santa Barbara County.

This cross-sector partnership is built on complementary strengths. MOVE leads education, encouragement, and program evaluation, bringing community trust, specialized expertise, and direct relationships with students and families. The City leads on engineering and enforcement, including capital infrastructure investment and the School Crossing Guard Program. In collaboration with local partners, including Parent Teacher Associations, the Santa Barbara County Association of Governments (SBCAG) Multimodal Division, the Air Pollution Control District, the Metropolitan Transit District, the Diabetes Resource Center, Safe Kids Worldwide, and the Santa Barbara County Public Health Department, the program delivers successful outcomes. The Santa Barbara Police Department Traffic Team and the Community Action Team (Bicycle Officer Team) have conducted numerous E-bike safety presentations at all the local Junior High schools and several of the elementary schools. MOVE and the City of Santa Barbara Police Department recently received a State Office of Traffic Safety (OTS) Grant for e-bike education focused for elementary and junior high students.

MOVE's SRTS educational program is funded primarily through contributions from the County of Santa Barbara and the Cities of Santa Barbara, Goleta, and Carpinteria, with matching funds from SBCAG's Measure A Safe Routes to School grant fund. This public investment is leveraged through MOVE's ability to mobilize volunteers, secure grants, and build partnerships that multiply the reach and impact of every dollar spent.

Accountability and Growth

To measure progress and guide continuous improvement, MOVE and its South County partners have produced semi-annual performance reports since 2014. These reports track education and outreach efforts, identify funding gaps, and set priorities for the year ahead. In FY 2026, MOVE is tracking consistent metrics across all South County schools, creating a shared foundation for regional learning and improvement.

The City's ongoing investment supports the goal of a program strong enough to outlast changes in school leadership, staff turnover, and shifts in community demographics. Sustainability matters because the need is constant and growing.

Looking Forward

Twenty years of evolution have positioned MOVE as a leader in safe routes to school innovation and program delivery. MOVE's vision is ensuring that every student in every school has access to safe routes and quality safety education, regardless of race, family income, or neighborhood. That goal aligns directly with the City's Vision Zero commitment to eliminating disparities in who bears the burden of traffic collisions.

School Crossing Guard Program

The City of Santa Barbara Crossing Guard Program is a collaborative effort between the City of Santa Barbara and the Santa Barbara Unified School District, supporting student safety across ten elementary schools, including Adams, Franklin, Harding, Monroe, Roosevelt, Washington, Peabody, Cleveland, Hope, and Monte Vista.

In the 2025/2026 school year, the program operated with a dedicated team of 13 crossing guards with the only vacancies being secondary locations at Franklin and Monroe. Each school has been assigned a main crossing guard at their busiest locations ensuring consistent coverage at key school locations. These trained and committed individuals play a critical role in safeguarding students during peak travel times, providing a visible and reliable safety presence for families and the community.

The Program contributes daily to safe routes to and from school. Through strong interagency collaboration and the efforts of compassionate, community-focused staff, the Crossing Guard Program remains an essential component of student safety in Santa Barbara.

Updated Policies for Education

1. Work with local school districts to require Safe Routes to School education, encouragement, and engagement in all public schools, including walk and bike/e-bike skills classes, transportation mode counts, walk and bike to school days and walk and bike bus campaigns. Coordinate with MOVE Santa Barbara County, the Santa Barbara County Association of Governments, South County cities, and local school districts.
2. Allocate ongoing City funding to support the Safe Routes to School Program. Continue to apply for grant funding to supplement the Safe Routes to School Program.
3. Collect and analyze Safe Routes to School education data in partnership with MOVE Santa Barbara County, the Santa Barbara County Association of Governments, and South County cities to identify participation levels and gaps in funding, resources, operations, and equity, and use these findings to regularly refine and enhance Safe Routes to School education strategies. This includes adapting program content, delivery methods, and resource allocation based on evaluation results to ensure ongoing effectiveness and responsiveness to community needs.
4. Partner with MOVE Santa Barbara County by actively participating in events, trainings, and neighborhood walk and bike/e-bike activities.
5. Deliver monthly Citywide traffic-safety messaging and coordinate with school districts to distribute information through ParentSquare.
6. Develop targeted engagement for junior high and high school students in traffic safety through Safe Routes to Schools program, focusing on empowering youth leadership to

promote safe transportation in school communities (prioritizing communities of concern). Students receive community service for their efforts.

Updated Traffic Safety Policies Along School Routes

1. Continue to apply for grant funding for safety improvements near schools and leverage City funds for grant matches as necessary.
2. Coordinate with MOVE Santa Barbara County and local school districts to ensure each school's traffic-safety assessment is updated at least once every five years.
3. Coordinate with MOVE Santa Barbara County and local school districts to ensure school mode tallies are updated at least once every three years.
4. Work with school administrators to improve drop off/pick up zone policies that reduce conflicts with pedestrian and bicycle access to schools.