

CHAPTER 9

Strategy and Project Selections

Adopted July 28, 2026

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Introduction

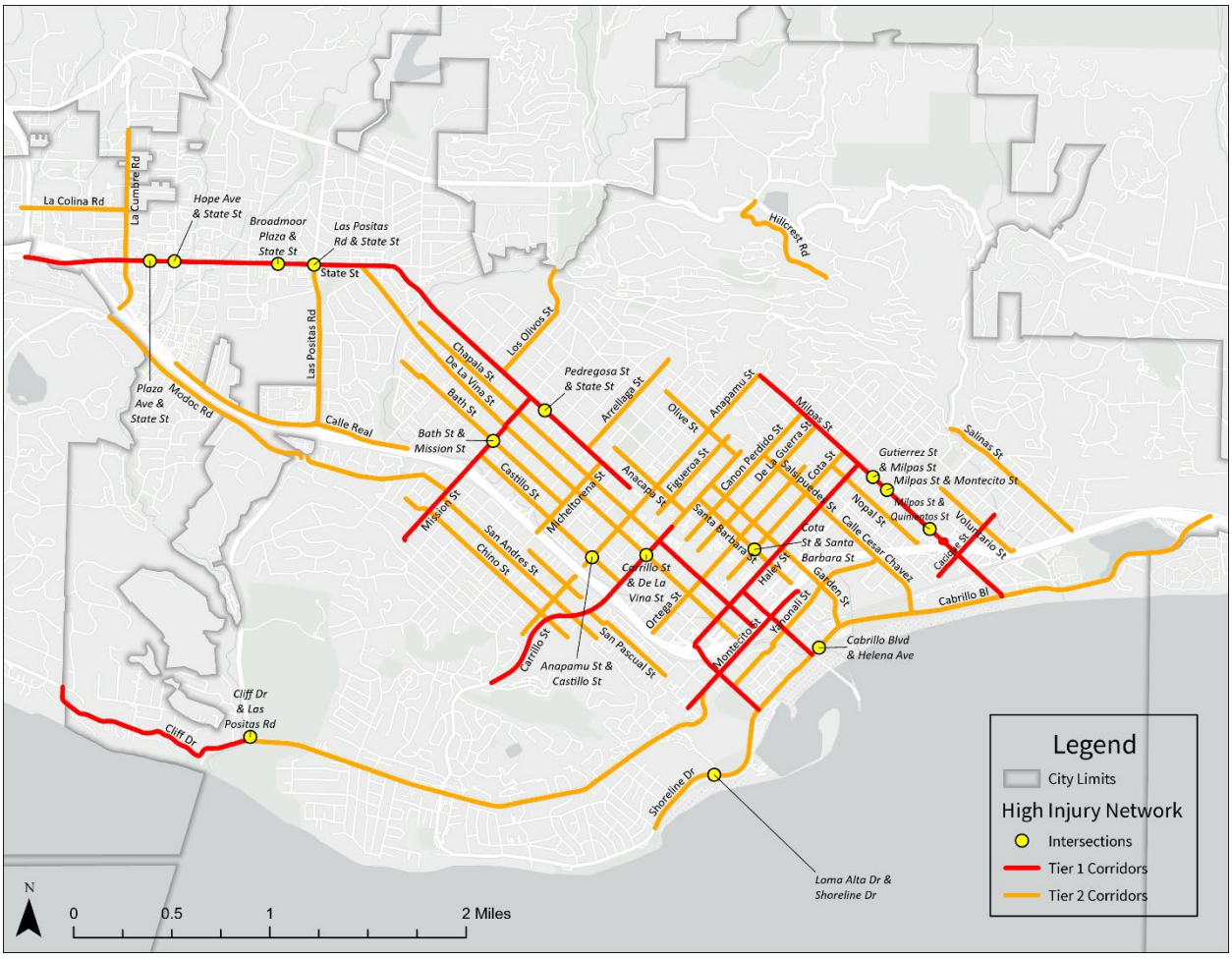
To effectively advance the City's commitment to eliminating severe and fatal traffic collisions, this chapter outlines the strategic framework and project selections that form the foundation of the Safe Streets for All Action Plan. Building upon the findings of the Safety Analysis, the strategies presented here focus on projects where they will have the greatest impact—particularly along the High Injury Network—while integrating community input and evidence-based countermeasures into the engineering approaches. Together, these strategies provide a roadmap for targeted infrastructure investments that enhance safety for all roadway users.

Strategy #1: Focus on Priority Locations

High Injury Network (HIN)

Understanding where the most severe traffic collisions occur is essential for prioritizing the City's safety efforts effectively. As discussed in the Safety Analysis Chapter, 20 percent of City Street miles contributed to 88% of severe/fatal injuries. Tier 1 (in red) of the HIN, accounts for 5% of City streets by length, yet represents 45% of severe and fatal injuries in the City and 35% of all injury collisions. Tier 2 (in orange), accounts for 15% of city streets by length (ranking between 5% and 20%), yet represents 43% of severe/fatal collisions and 38% of all injury collisions. Concentrating on traffic safety enforcement, engineering, and education solutions in those areas can have significant impact on reducing severe/fatal injuries on City roadways. This Chapter focuses strategies and approaches to collision patterns on the HIN that can be addressed with engineering solutions by constructing or installing physical infrastructure improvements.

Figure 1: High Injury Network Map, 2020 to 2024



Strategy #2: Implement Traffic Safety Countermeasures

Traffic Safety Countermeasures

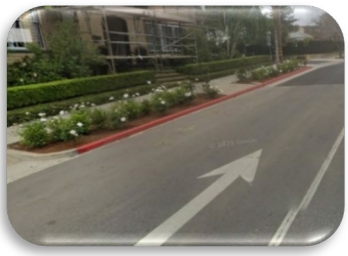
Physical infrastructure improvements that address observed collision trends can be implemented to make roadways safer by design. The following traffic safety countermeasures shown in the pictures below are the highest priority countermeasures to implement on the HIN and Citywide. The full list of Traffic Safety Countermeasures is included in Appendix C along with detailed explanations of each countermeasure and whether the countermeasure is appropriate on a major street or residential street or both.

The right combination of these traffic safety countermeasures will vary by intersection and roadway and depend on several factors, such as how much right-of-way is available, existing intersection control, surrounding land use, vehicle volumes and speeds, pedestrian and bicycle activity, whether it is a designated emergency evacuation route, and collision history. Implementing various traffic safety countermeasures increases redundancy, and therefore resilience of City streets.

Table 1: High Priority Countermeasures to Implement on the HIN and Citywide



Curb Extensions



Intersection Daylighting



Intersection Lighting



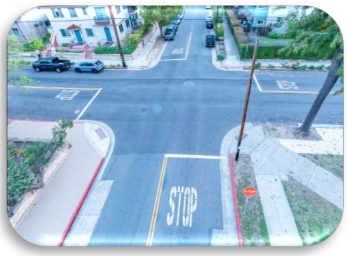
Retroflective Backplates



Access Ramps



Green Conflict Striping



All-way Stop Control



Bike Detection



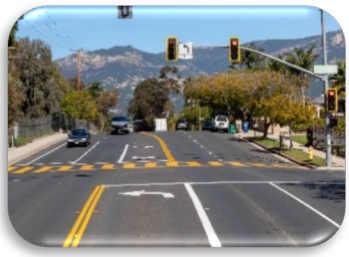
Improve Signal Timing



Leading Pedestrian Interval



Pedestrian Recall



Protected Left Turns



Traffic Signal



Delineators, Reflectors, and/or Object Markers



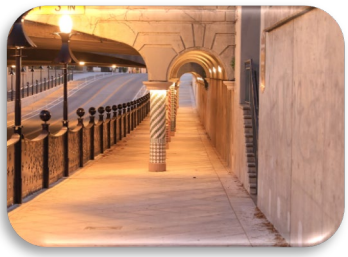
High-Visibility Crosswalk



Pedestrian Activated Rectangle Rapid Flashing Beacons



Access Management



New and Widened Sidewalks



Curve Warning Signage



Lane Narrowing



Segment Lighting



Speed Limit Signs



Bike Lanes (Class II)



Bike Path (Class 1)



Close Bike Lane Gaps



Curbside Management



Separated Bikeway (Class IV)



Sidewalk Infill



Safe Routes to School (Program Strategy)



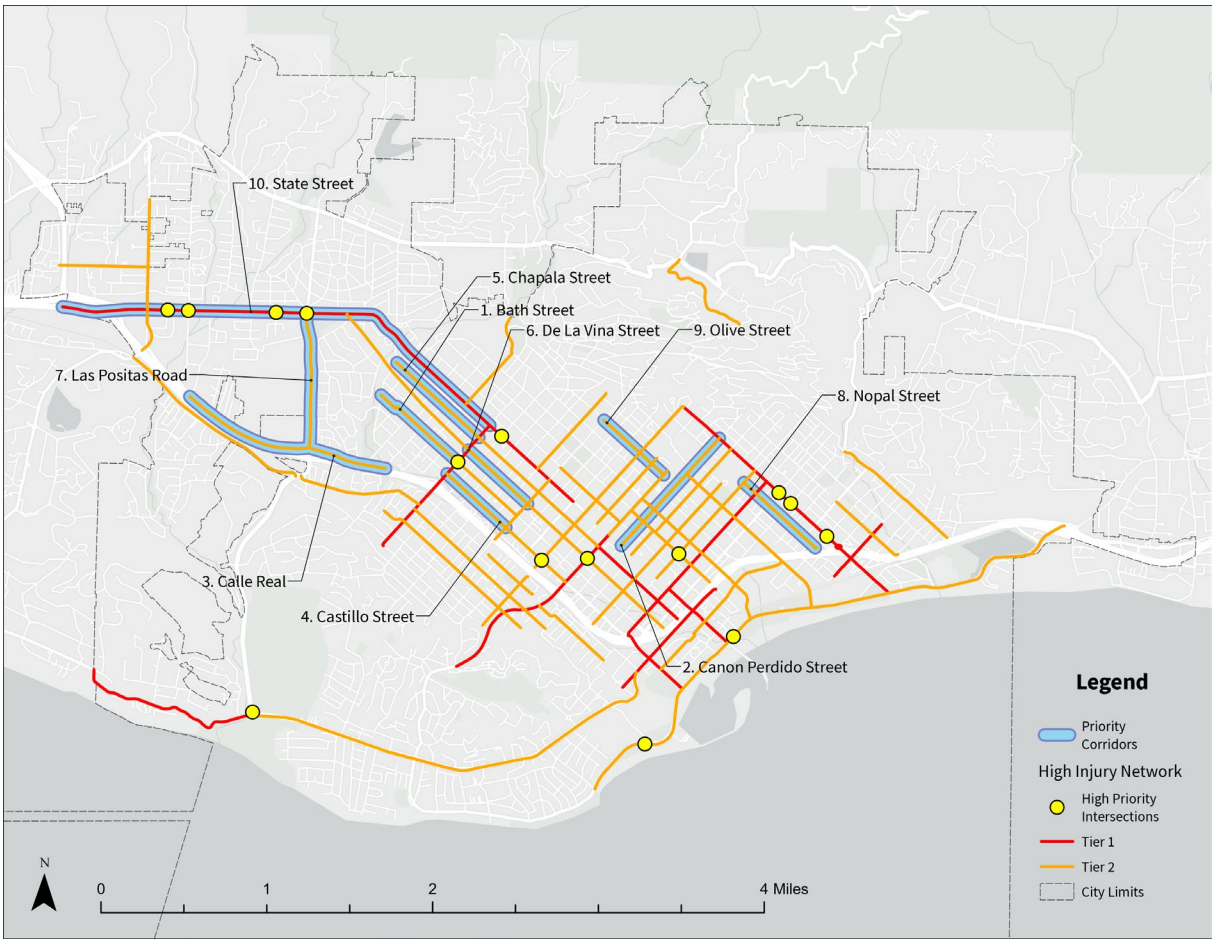
Focused Enforcement and Deterrence (Program Strategy)

Strategy #3: Implement Priority Safety Projects

The following streets (Figure 2) on the HIN are recommended for engineering solutions based on the Traffic Safety Analysis and community feedback:

1. Bath Street | Alamar Avenue to Mission Street
2. Canon Perdido Street | State to Milpas Streets
3. Calle Real | Pueblo Street to Hitchcock with anticipated extension to La Cumbre Road
4. Castillo Street | Mission to Micheltorena Streets
5. Chapala Street |Alamar Avenue to Mission Street
6. De La Vina Street | Mission to Micheltorena Streets
7. Las Positas Road | State Street to Calle Real with anticipated connection to Modoc Road
8. Nopal Street | Cota to Quinientos Streets
9. Olive Street | Micheltorena to Carrillo Streets
10. State Street | Highway 154 to Sola Street

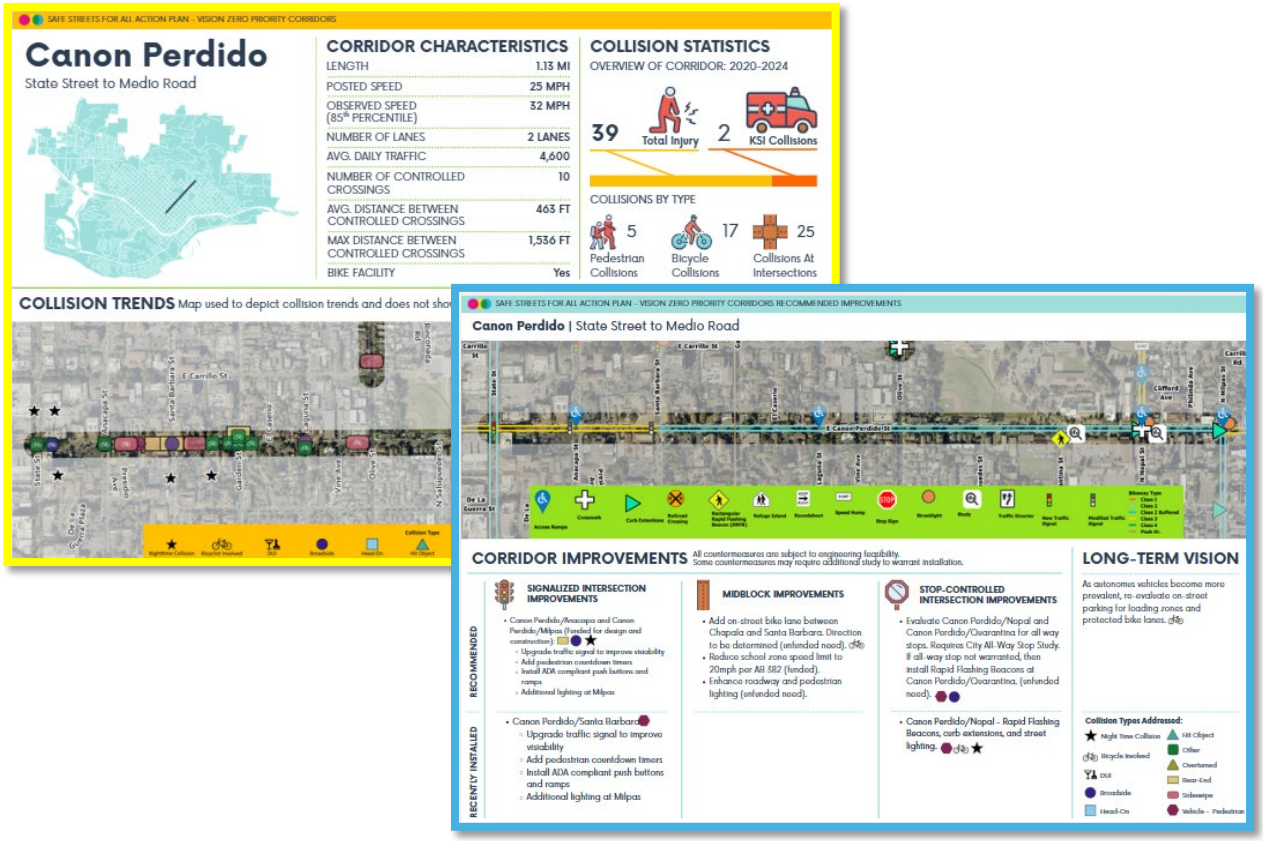
Figure 2: Focus priority streets within the High Injury Network for engineering approaches



Priority Street Project Cutsheets

Each priority street includes a summary of the street's characteristics, collision statistics, and collision trends followed by a project cutsheet identifying recommended improvements, recently installed improvements, and long-term vision. Some of these streets or intersections along these streets require additional study before the project is defined. Grant monies are needed for design, environmental review, right of way, and construction phases for each of the priority streets. Each priority street will have continued community engagement through every project phase.

Figure 3: Example of Project Cutsheets



Bath Street

Alamar Avenue to Mission Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.61 MI**
POSTED SPEED	**25 MPH**
OBSERVED SPEED (85th PERCENTILE)	**29 MPH**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**5,400**
NUMBER OF CONTROLLED CROSSINGS	**3**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,053 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,596 FT**
BIKE FACILITY	**No**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

14 Total Injury

2 KSI Collisions

COLLISIONS BY TYPE

2 Pedestrian Collisions

4 Bicycle Collisions

12 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Bath Street | Alamar Avenue to Mission Street



	RECOMMENDED (Mapped above)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
CORRIDOR IMPROVEMENTS			
SIGNALIZED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• Bike detection recently repaired at Mission and Bath.	On-street parking analysis confirmed demand is consistent on weekday and weekends. Continue to evaluate parking removal in the future for on-street buffered bike lanes.
MIDBLOCK IMPROVEMENTS	• Enhance roadway and pedestrian lighting (Unfunded need).	• No recent improvements.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• All way stop signs recently installed at Bath and Junipero. • Recently installed curb extensions, high visibility crossing at Bath and Los Olivos.	

Collision Types Addressed:

- Night Time Collision
- Bicycle Involved
- DUI
- Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Calle Real

La Cumbre Road to Pueblo Street



CORRIDOR CHARACTERISTICS

LENGTH	**1.29 MI**
POSTED SPEED	**30-45 MPH**
OBSERVED SPEED (85th PERCENTILE)	**33/40/44/46 MPH**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**7,000-13,000**
NUMBER OF CONTROLLED CROSSINGS	3
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**3,086 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**4,284 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

28 Total Injury

3 KSI Collisions

COLLISIONS BY TYPE

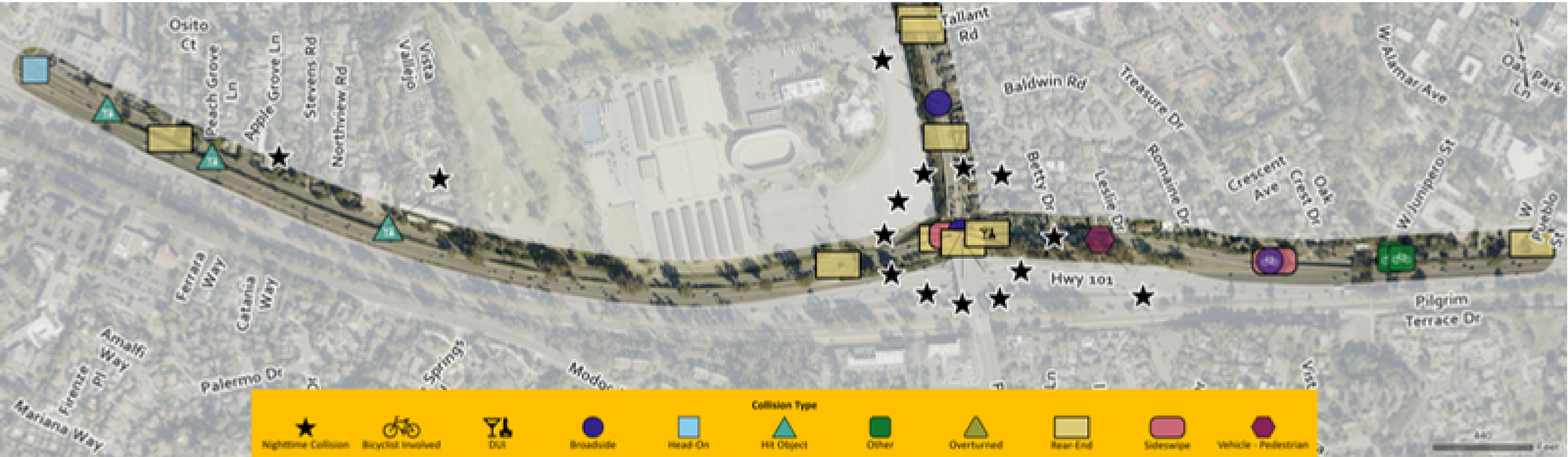
3 Pedestrian Collisions

5 Bicycle Collisions

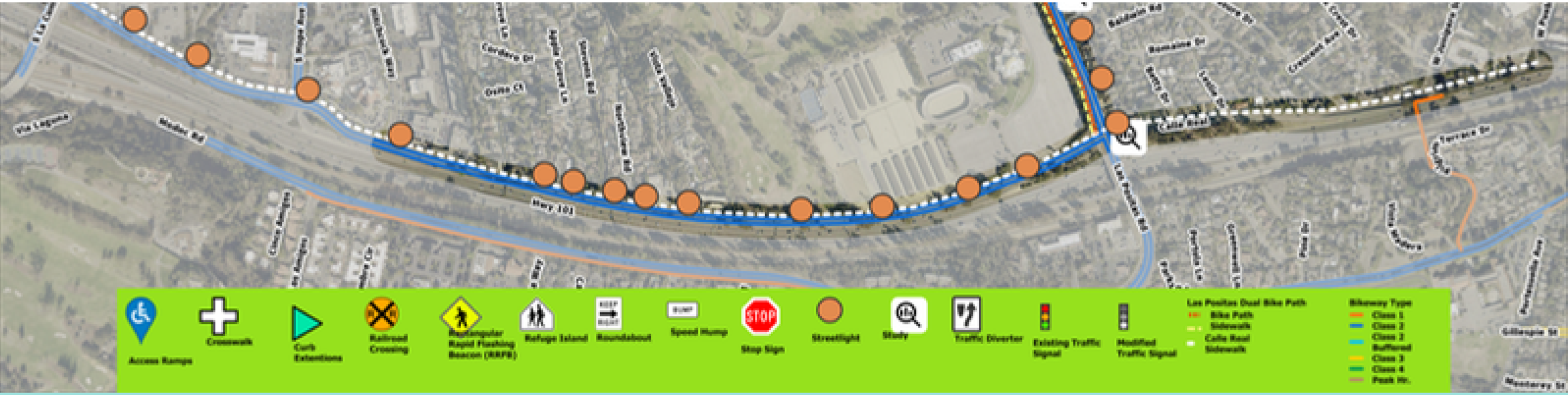
23 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Calle Real | La Cumbre Road to Las Positas Road



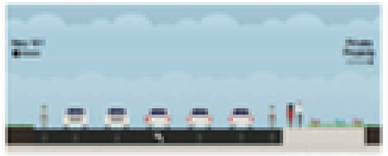
CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• Intersection ligthing (unfunded need) ★	• No recent improvements.	Connect Upper State Street neighborhoods to Downtown and Waterfront. Connect to Las Positas/Modoc Multiuse Path via La Cumbre and/or Las Positas.
MIDBLOCK IMPROVEMENTS	• Widen sidewalk/path to 10-12 feet with 5-6 feet of parkway (Unfunded need). • Install bike lanes for high speed cyclists where there are gaps (Unfunded need). • Corridor lighting (Unfunded need). ★ • Infill and widen sidewalk/path between Las Positas and Pueblo (Funded for design and construction). ⬢	• No recent improvements.	**Collision Types Addressed:** ★ Night Time Collision Bicycle Involved DUI Broadside Head-On Hit Object Other Overturned Rear-End Sideswipe ⬢ Vehicle - Pedestrian
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• No recent improvements.	

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

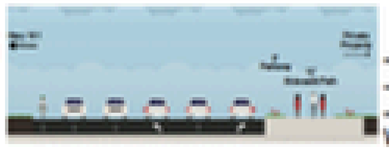
Calle Real | La Cumbre Road to Las Positas Road

(5) Calle Real South of Hope Ave/101 NB

Existing



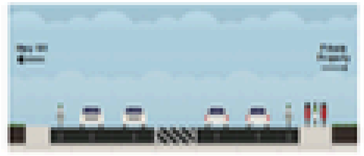
Conceptual



- Add widened sidewalk
- Add parkway with trees, lighting
- Requires traffic lane reassignment. Westbound most viable.

(4) Calle Real South of Hitchcock Way

Existing



Conceptual



- Add widened sidewalk
- Add parkway with trees, lighting
- Requires traffic lane removal. Removal of one southbound through most viable.

(3) Calle Real Adjacent Neighborhood

Existing



Conceptual



- Add widened sidewalk
- Add parkway with trees, lighting
- Requires removal of vegetation adjacent to freeway, shifting roadway alignment toward freeway



(2) Calle Real Adjacent to Muni Golf Course

Existing



Conceptual



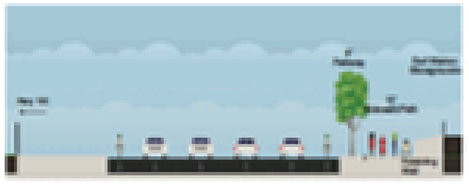
- Add widened sidewalk
- Add parkway, trees, lighting
- Requires retaining

(1) Calle Real Between Las Positas and 101 NB On Ramp

Existing



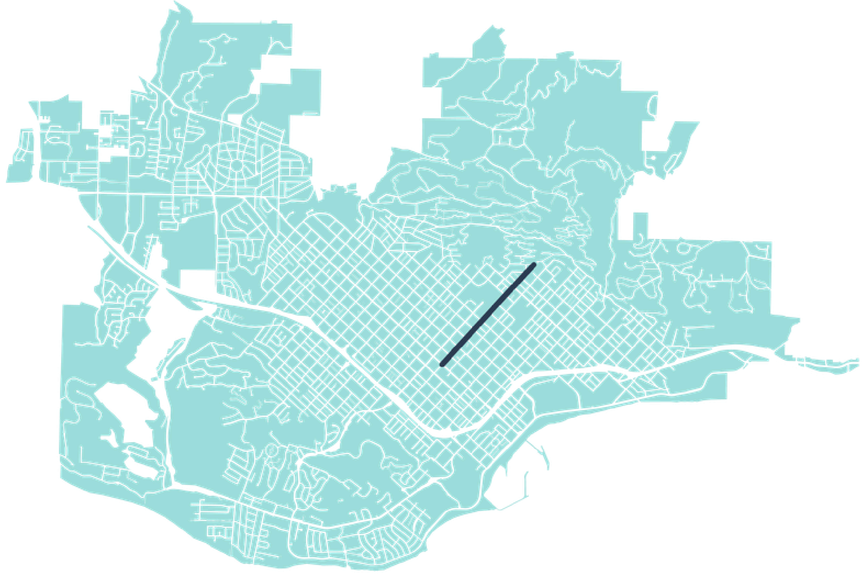
Conceptual



- Add widened sidewalk
- Add parkway, trees, lighting

Canon Perdido

State Street to Medio Road



CORRIDOR CHARACTERISTICS

LENGTH	**1.13 MI**
POSTED SPEED	**25 MPH**
OBSERVED SPEED (85th PERCENTILE)	**32 MPH**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**4,600**
NUMBER OF CONTROLLED CROSSINGS	**10**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**463 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,536 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

39 Total Injury

2 KSI Collisions

COLLISIONS BY TYPE

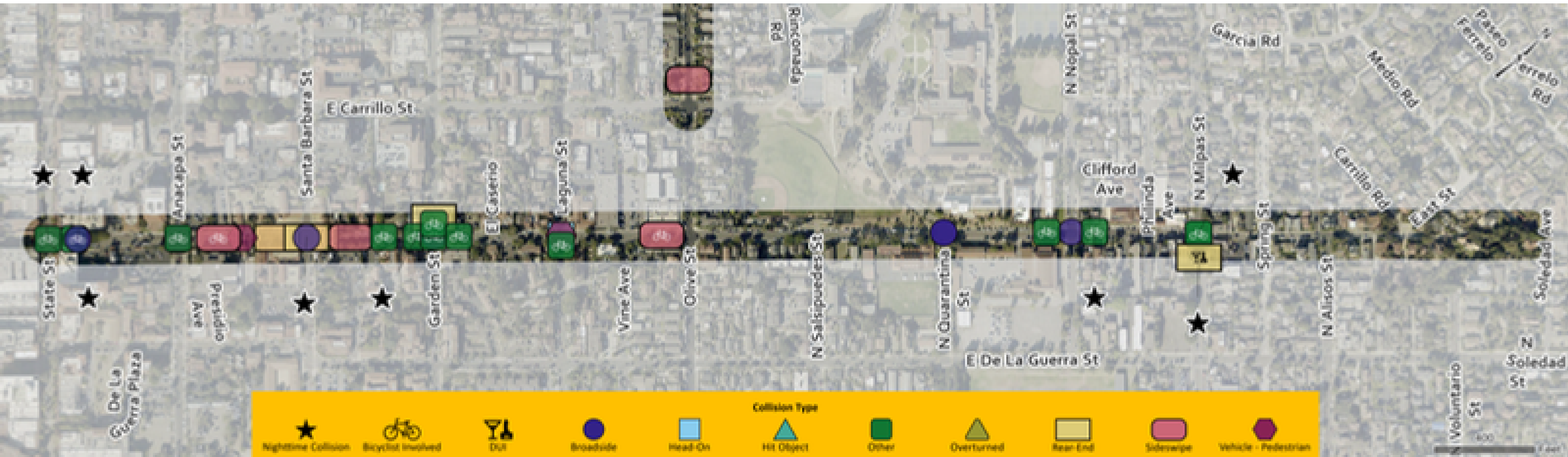
5 Pedestrian Collisions

17 Bicycle Collisions

25 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Canon Perdido | State Street to Milpas Street



CORRIDOR IMPROVEMENTS

RECOMMENDED
(Mapped above with proposed and existing bikeways)

RECENTLY INSTALLED (Not mapped)

LONG-TERM VISION

SIGNALIZED INTERSECTION IMPROVEMENTS

- Canon Perdido/Anacapa and Canon Perdido/Milpas (Funded for design and construction):
  - Upgrade traffic signal to improve visibility
  - Add pedestrian countdown timers
  - Install ADA compliant push buttons and ramps
  - Additional lighting at Milpas

- Canon Perdido/Santa Barbara
  - Upgraded traffic signal to improve visibility
  - Added pedestrian countdown timers
  - Installed ADA compliant push buttons and ramps

As autonomous vehicles become prevalent, re-evaluate on-street parking for loading zones and protected bike lanes.

MIDBLOCK IMPROVEMENTS

- Add on-street bike lane between Chapala and Anacapa. Direction to be determined (Unfunded need).
- Reduce school-zone speed limit to 20 mph per AB 382 (Funded).
- Enhance roadway and pedestrian lighting (Unfunded need).

- No recent improvements.

STOP-CONTROLLED INTERSECTION IMPROVEMENTS

- Evaluate Canon Perdido/Nopal and Canon Perdido/Quarantina for all-way stops. Requires a City All-Way Stop Study. If all-way stop not warranted, then install Rapid Flashing Beacons at Canon Perdido/Quarantina (Unfunded need).

- Canon Perdido/Nopal - Rapid Flashing Beacons, curb extensions, and street lighting.

Collision Types Addressed:

- Night Time Collision
- Bicycle Involved
- DUI
- Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Canon Perdido | Chapala to Anacapa Street

Existing Conditions

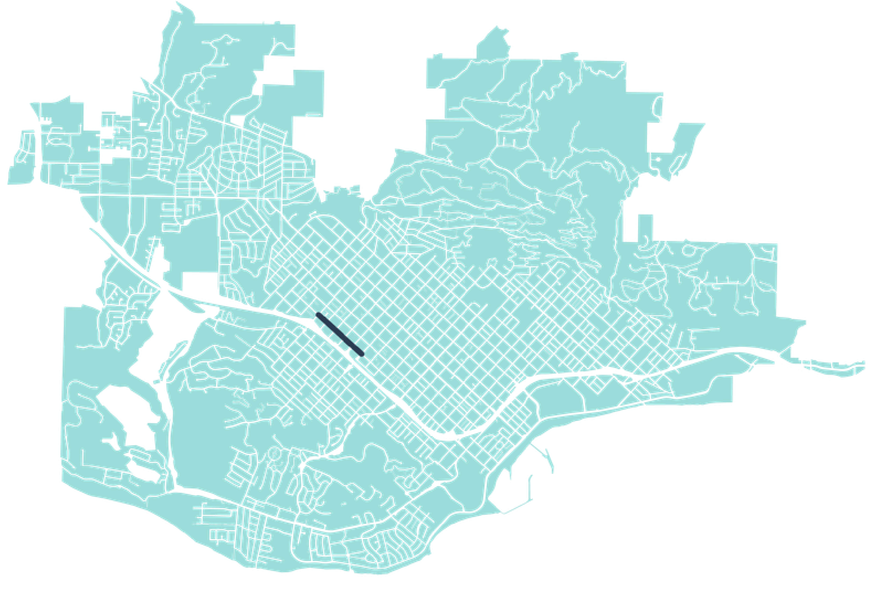


Proposed Improvements



Castillo Street

Mission Street to Micheltorena Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.48 MI**
POSTED SPEED	**25 MPH**
OBSERVED SPEED (85th PERCENTILE)	**31 MPH**
NUMBER OF LANES	**1 LANES**
AVG. DAILY TRAFFIC	**4,000**
NUMBER OF CONTROLLED CROSSINGS	**3**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,270 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**2,025 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

21 Total Injury

1 KSI Collisions

COLLISIONS BY TYPE

2 Pedestrian Collisions

5 Bicycle Collisions

18 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Castillo Street | Mission Street to Micheltorena Street



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• Enhance roadway and pedestrian lighting (Unfunded need). ★ • Evaluate left-turn arrow or prohibiting left-turns from West Mission onto Castillo. If left-turns are prohibited, need to assess nearby intersections for impacts.	• No recent improvements.	Explore oppotunities for speed control.
MIDBLOCK IMPROVEMENTS	• Enhance roadway and pedestrian lighting (Unfunded need). ★	• No recent improvements.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• Enhance roadway and pedestrian lighting for all intersections (Unfunded need). ★ • Install high visibility crosswalks at Castillo/Arrellega (Unfunded need).	• No recent improvements.	

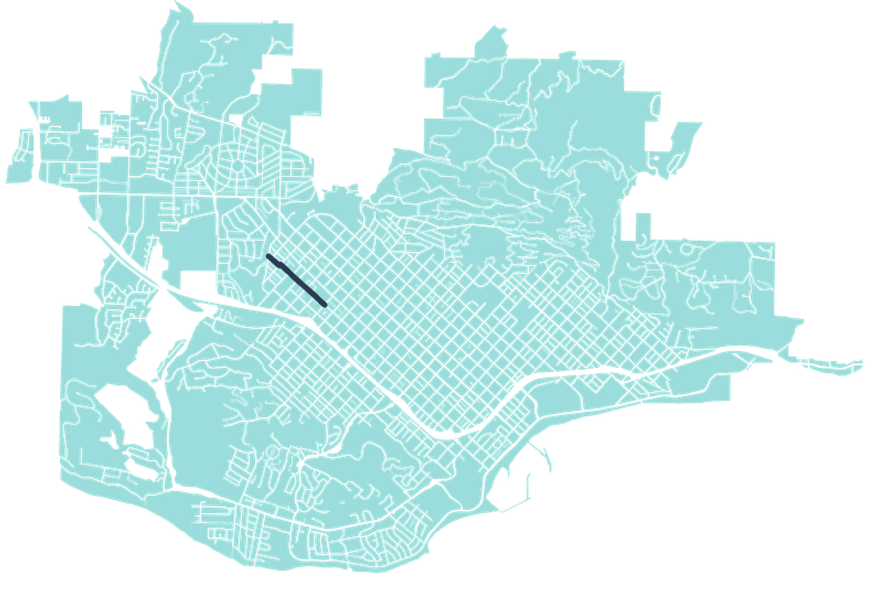
Collision Types Addressed:

- ★ Night Time Collision
- Bicycle Involved
- DUI
- Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Chapala Street

Alamar Avenue to Mission Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.68 MI**
POSTED SPEED	**30 MPH**
OBSERVED SPEED (85th PERCENTILE)	**35 MPH**
NUMBER OF LANES	**1 LANES**
AVG. DAILY TRAFFIC	**5250**
NUMBER OF CONTROLLED CROSSINGS	**1**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**Not Applicable**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**Not Applicable**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

11 Total Injury

2 KSI Collisions

COLLISIONS BY TYPE

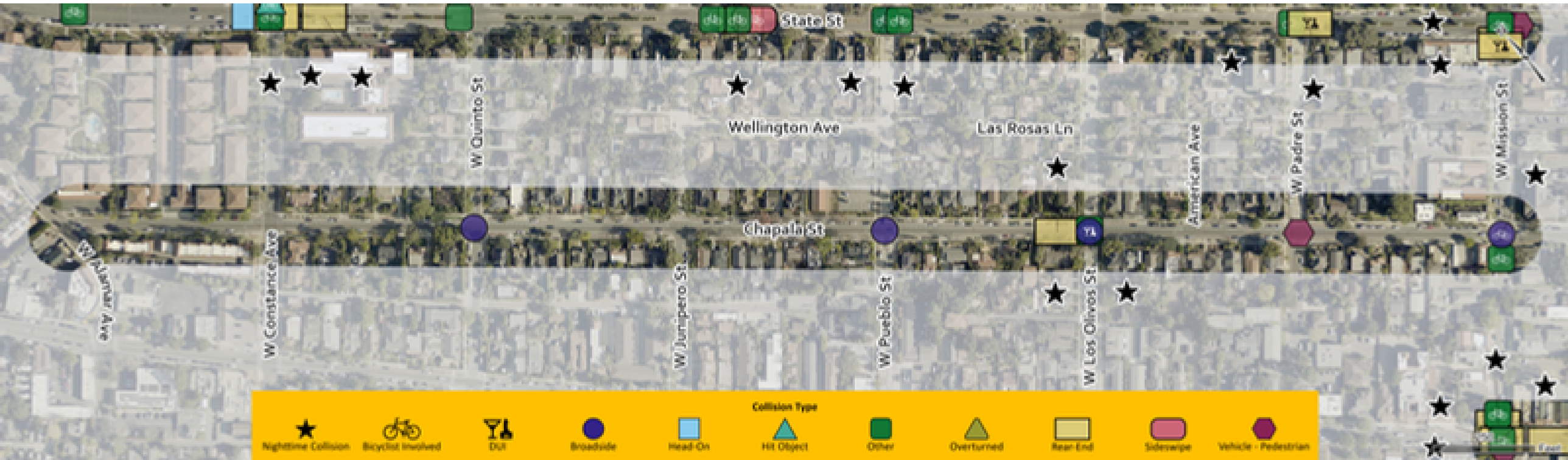
1 Pedestrian Collisions

4 Bicycle Collisions

10 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Chapala Street | Alamar Avenue to Mission Street



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• Chapala/Mission traffic signal upgraded for visibility, lighting added, and travel lane merge removed. ★ 🚲 ●	Explore oppotunities for speed control. 🚲 ● ⬢
MIDBLOCK IMPROVEMENTS	• No improvements proposed at this time.	• Buffered on-street bike lanes with conflict striping added in 2021.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• High visibility crosswalks, enhance lighting, and ADA compliant access ramps for all intersections (Unfunded need). ⬢	• Red curb expanded at Chapala and Constance. • Vegetation clearing at Chapala/Los Olivos and Chapala/Constance.	

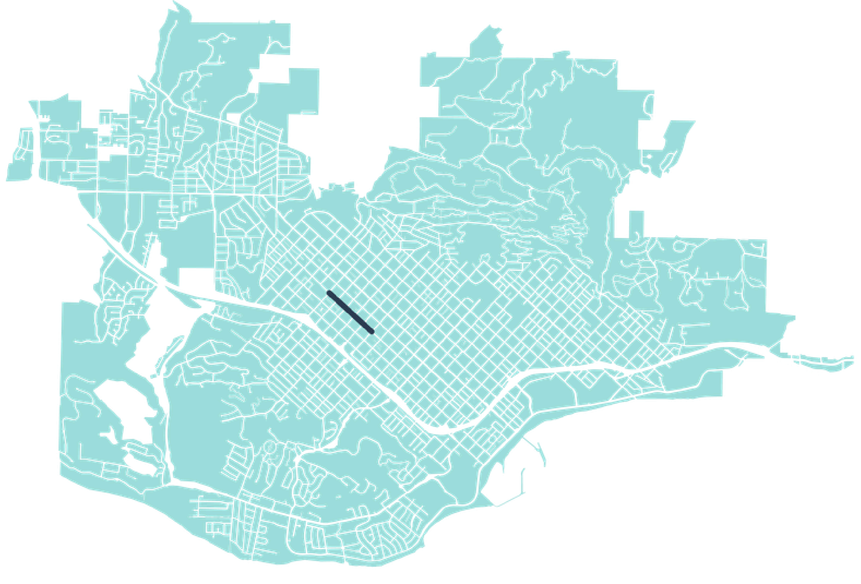
Collision Types Addressed:

- ★ Night Time Collision
- 🚲 Bicycle Involved
- DUI
- ● Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- ⬢ Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

De La Vina Street

Mission Street to Micheltorena Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.48 MI**
POSTED SPEED	**25 MPH**
OBSERVED SPEED (85th PERCENTILE)	**32 MPH**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**8,000**
NUMBER OF CONTROLLED CROSSINGS	**3**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,271 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**2,027 FT**
BIKE FACILITY	**No**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

39 Total Injury

2 KSI Collisions

COLLISIONS BY TYPE

4 Pedestrian Collisions

11 Bicycle Collisions

34 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



De La Vina Street | Mission Street to Micheltorena Street



	RECOMMENDED (Mapped above with proposed and existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
CORRIDOR IMPROVEMENTS			
SIGNALIZED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• Installed traffic signal and intersection lighting at De La Vina and Arrellaga. • Countdown timers installed at De La Vina and West Micheltorena. • Access ramps at De La Vina and Mission.	As De la Vina redevelops with additional housing units, increased demand for active transportation is anticipated for neighborhood livability and mobility needs. As autonomous vehicles become prevalent, re-evaluate on-street parking for loading zones and protected bike lanes.
MIDBLOCK IMPROVEMENTS	• Pilot restriping project to extend single lane and buffered bike lane from Padre to south of Valerio. Report back to City Council on whether to make pilot restriping project permanent a year after implementation (Funded).	• No recent improvements.	**Collision Types Addressed:** Night Time Collision Bicycle Involved DUI Broadside Head-On Hit Object Other Overturned Rear-End Sideswipe Vehicle - Pedestrian
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• No recent improvements.	• Curb extensions, lighting and high visibility crosswalks at intersections of De La Vina / Pedregosa and Islay / Valerio (Funded-Construction Summer 2026).	

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

De La Vina Street | Mission Street to Micheltorena Street

Existing Conditions





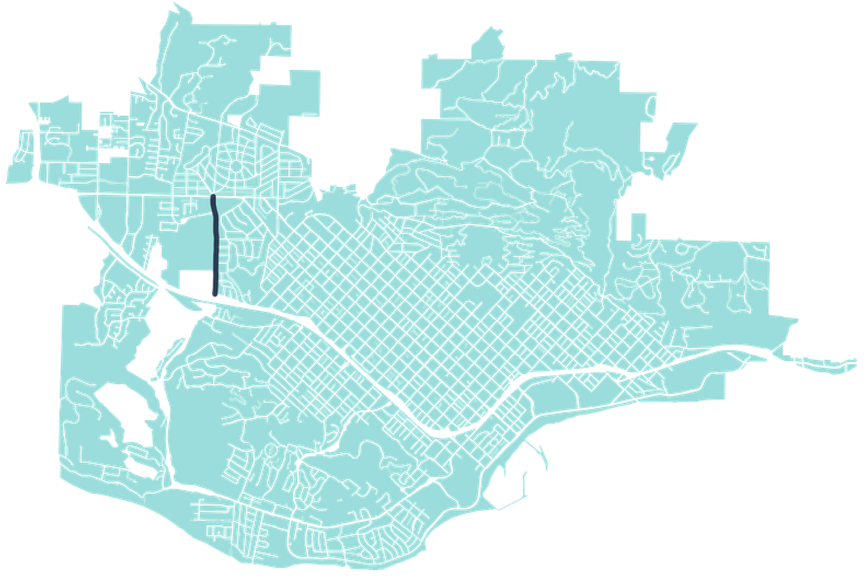
Proposed Improvements





Las Positas Road

State Street to Calle Real



CORRIDOR CHARACTERISTICS

LENGTH	**0.82 MI**
POSTED SPEED	**35 MPH**
OBSERVED SPEED (85th PERCENTILE)	**42 MPH**
NUMBER OF LANES	**2-4 LANES**
AVG. DAILY TRAFFIC	**21,000**
NUMBER OF CONTROLLED CROSSINGS	**4**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,434 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,882 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

39 Total Injury

5 KSI Collisions

COLLISIONS BY TYPE

2 Pedestrian Collisions

3 Bicycle Collisions

28 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



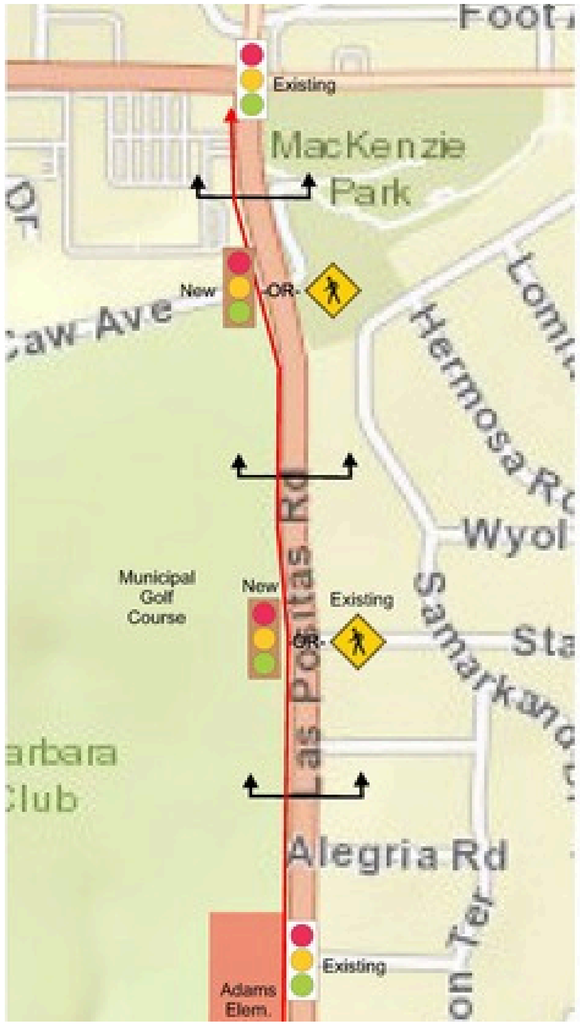
Las Positas Road | State Street to Calle Real with extension to Modoc Road

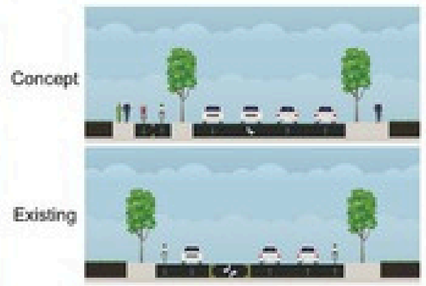


CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with proposed and existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• Evaluate traffic signals at Las Positas/McCaw, Las Positas/Stanley, and Las Positas/Tallant-Earl Warren. ⬢ ▭	• Pedestrian hybrid beacon at Las Positas/Stanley with curb extensions and lighting. ⬢ • Traffic signal head improvements at Las Positas/State and Las Positas/San Onfre. ★	Design Las Positas Road as a Complete Street.
MIDBLOCK IMPROVEMENTS	• Propose separated bike path on the north side of Las Positas with parkway and continuous sidewalk from State to Modoc. ⬢ • Add parkway on existing sidewalk on south side of Las Positas between Tallant and Calle Real. ⬢ • Extend lighting corridor to State and Calle Real. ★ • Evaluate sidewalk adjacent to Mackenzie Park (unfunded need for all bullets).	• Corridor lighting from north of Stanley Drive to San Onfre Road. • Restriping between McCaw and San Onfre Road to reduce rear-end collisions at McCaw. ▭	**Collision Types Addressed:** ★ Night Time Collision Bicycle Involved DUI Broadside Head-On Hit Object Other Overturned Rear-End Sideswipe Vehicle - Pedestrian
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• No recent improvements.	

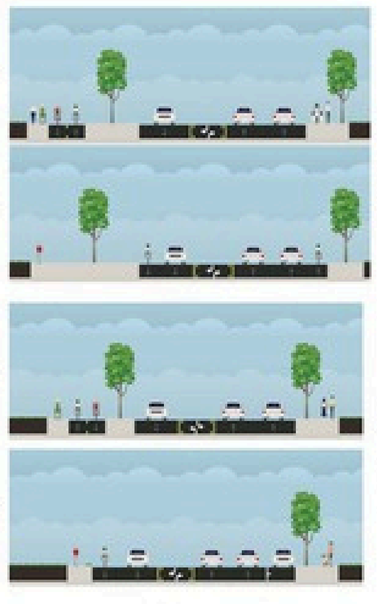
*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Las Positas Road | State Street to Calle Real



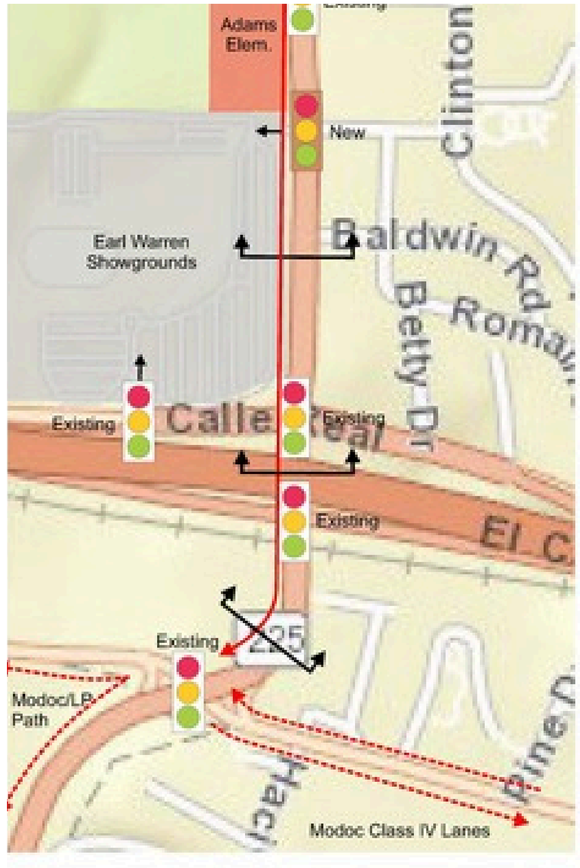


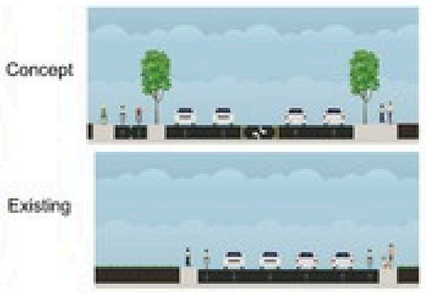
McCaw to Loreto Plz
-Add bike path
-Add sidewalks
-Evaluate McCaw
-Lighting



Stanley to McCaw
-Add bike path
-Add sidewalk
-Add lighting
-Evaluate Stanley

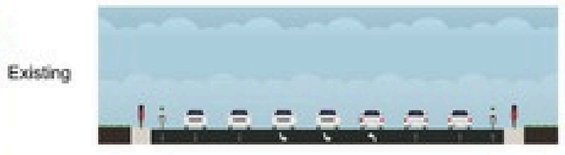
San Onofre (Adams) to Stanley
-Add bike path
-Widen parkway
-Street trees





Calle Real to San Onofre
-Add bike path
-Widen sidewalks
-Add parkways, trees
-Add lighting
-Signalize Tallant/Earl Warren Entrance
-Add center turn lane

Concept - TBD



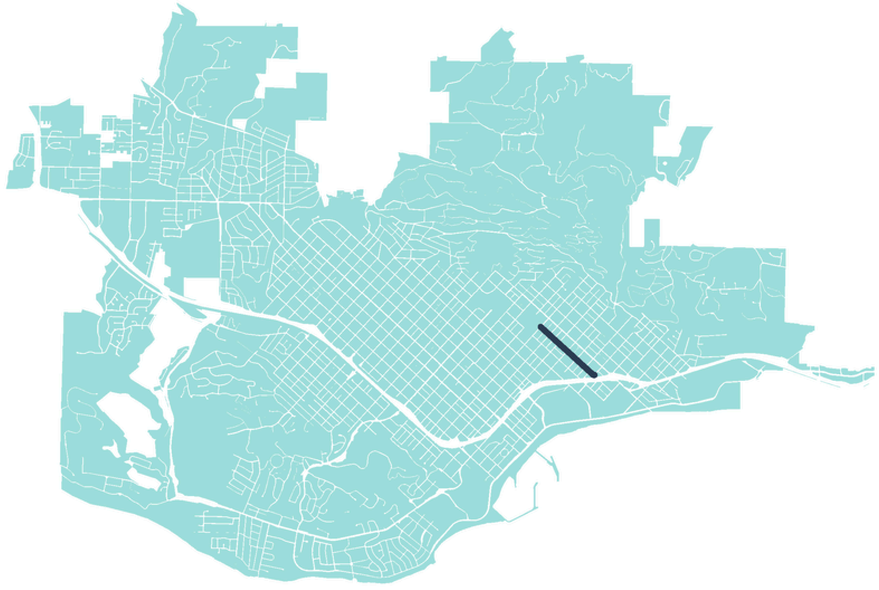
Concept - TBD

Existing - Needs Sketch

Overpass to Modoc
-Add bike path
-Add parkway
-Add lighting

Nopal Street

Cota Street to Quinientos Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.59 MI**
POSTED SPEED	**Not Posted**
OBSERVED SPEED (85th PERCENTILE)	**Not Available**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**2,000**
NUMBER OF CONTROLLED CROSSINGS	**8**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**390.92 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**533.71 FT**
BIKE FACILITY	**No**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

11 Total Injury

1 KSI Collisions

COLLISIONS BY TYPE

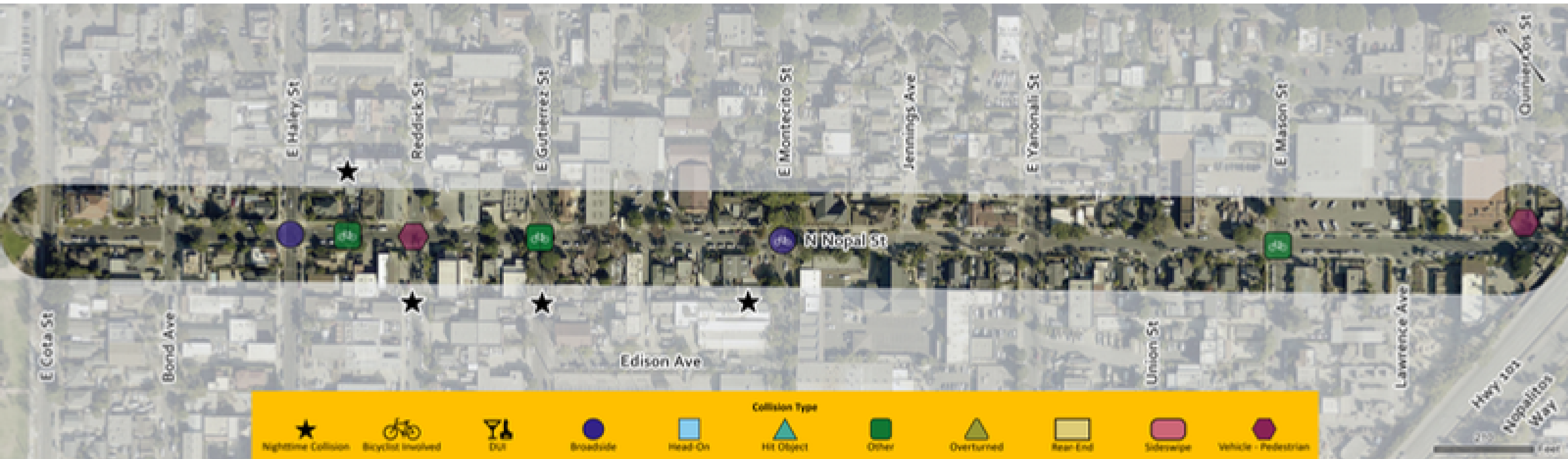
3 Pedestrian Collisions

6 Bicycle Collisions

10 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Nopal Street | Cota Street to Quinientos Street



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• No recent improvements.	Support safe routes to school and safe commercial operations.
MIDBLOCK IMPROVEMENTS	• Add street lighting in the mid-blocks (Unfunded need) ★	• No recent improvements.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• Install high visibility crosswalks and lighting at Nopal/Gutierrez (Unfunded need). • Install curb extensions at Nopal and Jennings (Unfunded need). ★ ⬢ • Study all-way stops at Nopal/Bond, Nopal/Reddick, and Nopal/Yanonali (requires City All-Way Stop Study) (Unfunded need). ★ ⬢	• Recently completed curb extensions, high visibility crossing, lighting, and Rapid Flashing Beacons at Cota and Nopal (Adjacent to SBJH). 🚲 ⬢ • Recently completed curb extensions, lighting, and high visibility crosswalks at Nopal/Haley. ★ ● ⬢	

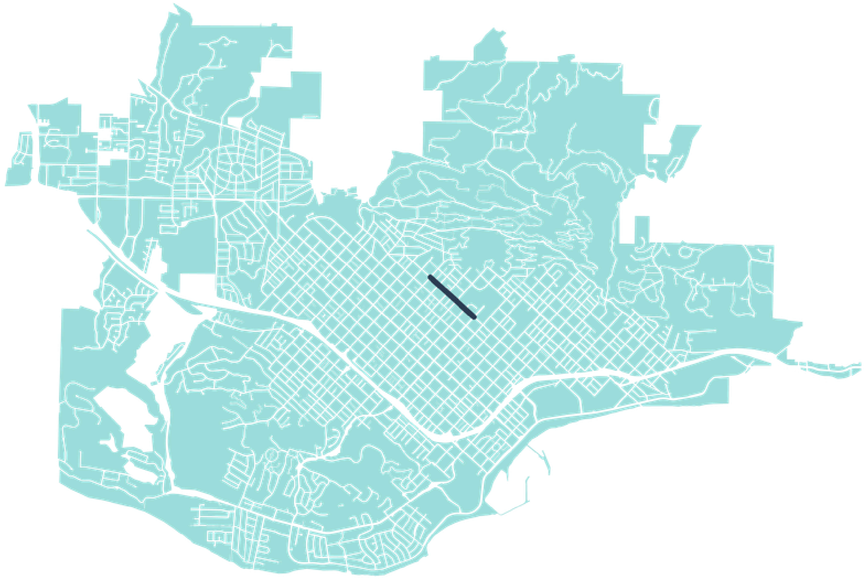
Collision Types Addressed:

- ★ Night Time Collision
- 🚲 Bicycle Involved
- DUI
- ● Broadside
- ■ Head-On
- ▲ Hit Object
- ■ Other
- ▲ Overturned
- ■ Rear-End
- ■ Sideswipe
- ⬢ Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Olive Street

Micheltorena Street to Carrillo Street



CORRIDOR CHARACTERISTICS

LENGTH	0.49 MI
POSTED SPEED	Not Posted
OBSERVED SPEED (85th PERCENTILE)	Not Available
NUMBER OF LANES	2 LANES
AVG. DAILY TRAFFIC	3,000
NUMBER OF CONTROLLED CROSSINGS	4
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	644.65 FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	1,027.44 FT
BIKE FACILITY	No

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

8 Total Injury

2 KSI Collisions

COLLISIONS BY TYPE

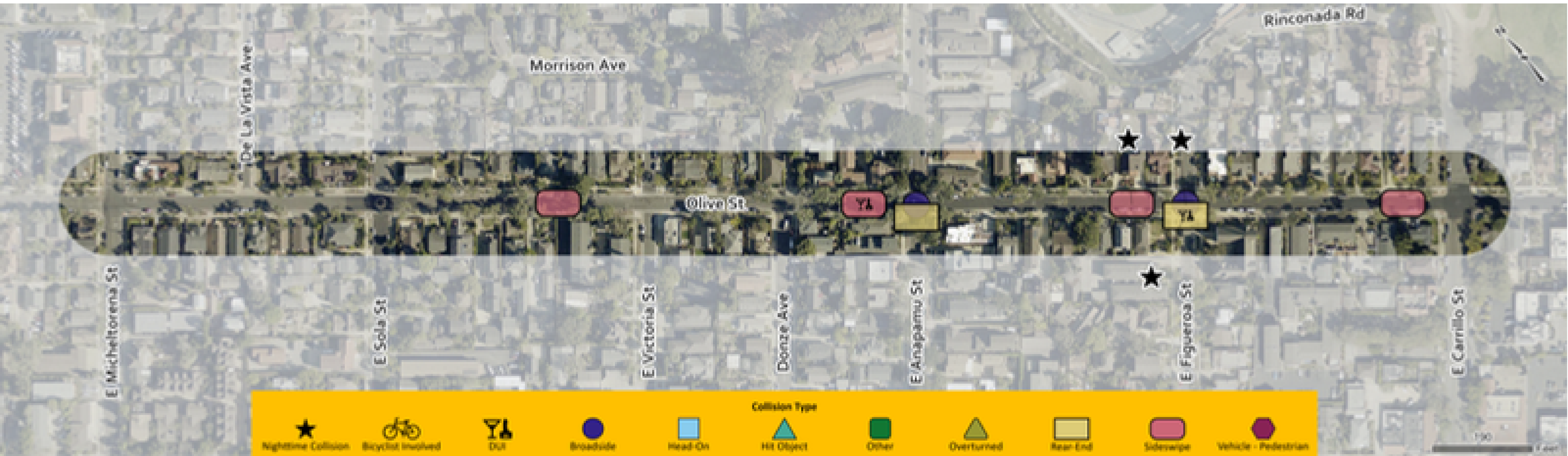
0 Pedestrian Collisions

0 Bicycle Collisions

4 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Olive Street | Micheltorena Street to Carrillo Street



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• No signalized intersections.	• No recent improvements.	Explore opportunities for speed control.
MIDBLOCK IMPROVEMENTS	• No improvements proposed at this time.	• No recent improvements.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• Install curb extensions at Olive/Figueroa and Olive/Carrillo (Unfunded need).	• High visibility crossing at Olive/Carrillo installed.	

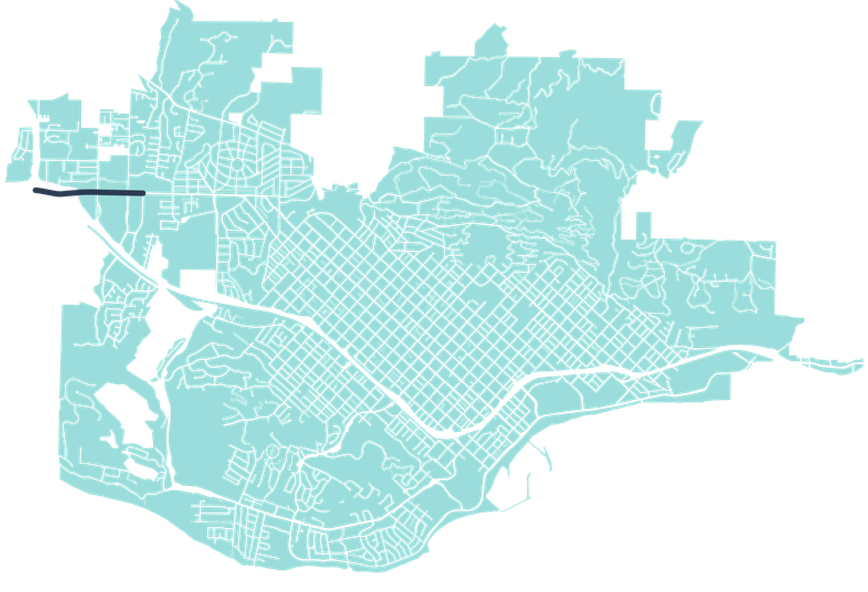
Collision Types Addressed:

- Night Time Collision
- Bicycle Involved
- DUI
- Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Upper State Street

Highway U.S. 101 to Hitchcock Way



CORRIDOR CHARACTERISTICS

LENGTH	**0.89 MI**
POSTED SPEED	**30 MPH**
OBSERVED SPEED (85th PERCENTILE)	**37 MPH**
NUMBER OF LANES	**4 LANES**
AVG. DAILY TRAFFIC	**25,000**
NUMBER OF CONTROLLED CROSSINGS	**5**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**727 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**925 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

64 Total Injury

6 KSI Collisions

COLLISIONS BY TYPE

2 Pedestrian Collisions

24 Bicycle Collisions

35 Collisions At Intersections

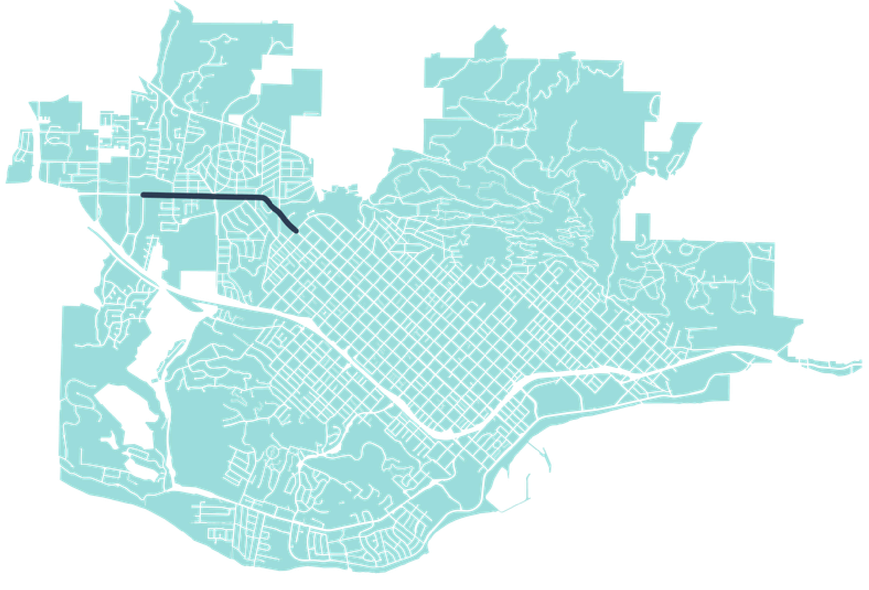
COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Upper State Street

Hitchcock Way to Constance Avenue



CORRIDOR CHARACTERISTICS

LENGTH	**1.38 MI**
POSTED SPEED	**30 MPH**
OBSERVED SPEED (85th PERCENTILE)	**34/37 MPH**
NUMBER OF LANES	**4 LANES**
AVG. DAILY TRAFFIC	**16,000-25,000**
NUMBER OF CONTROLLED CROSSINGS	**9**
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**911 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**1,314 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

95 Total Injury

12 KSI Collisions

COLLISIONS BY TYPE

9 Pedestrian Collisions

34 Bicycle Collisions

63 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Upper State Street

Constance Avenue to Mission Street



CORRIDOR CHARACTERISTICS

LENGTH	**0.58 MI**
POSTED SPEED	**30 MPH**
OBSERVED SPEED (85th PERCENTILE)	**37 MPH**
NUMBER OF LANES	**2 LANES**
AVG. DAILY TRAFFIC	**8,500**
NUMBER OF CONTROLLED CROSSINGS	2
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	**3,061 FT**
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	**3,061 FT**
BIKE FACILITY	**Yes**

COLLISION STATISTICS

OVERVIEW OF CORRIDOR: 2020-2024

27 Total Injury

3 KSI Collisions

COLLISIONS BY TYPE

2 Pedestrian Collisions

10 Bicycle Collisions

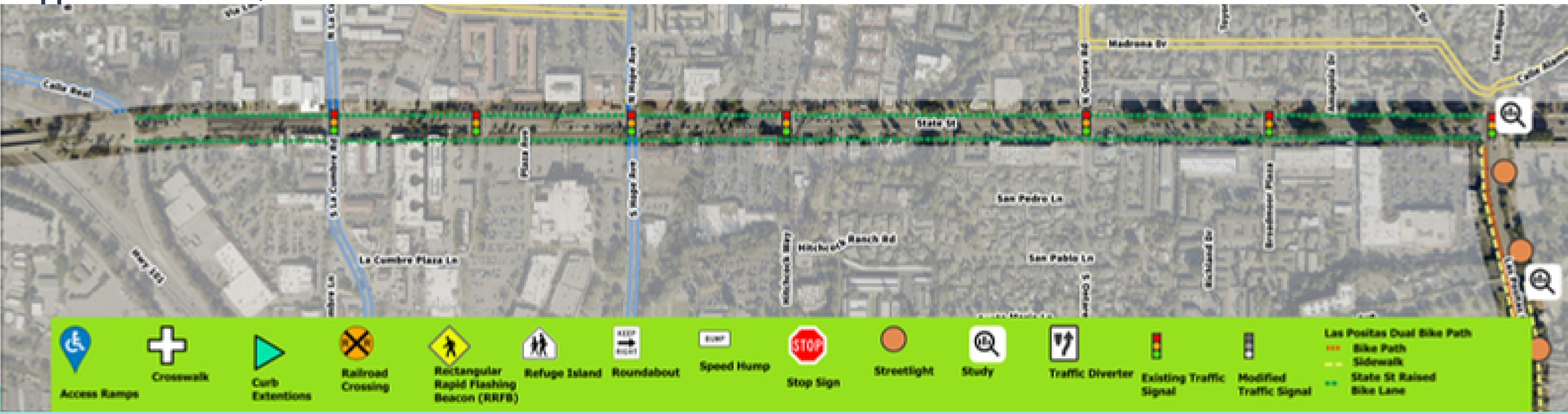
23 Collisions At Intersections

COLLISION TRENDS

Map used to depict collision trends and does not show all collision history.



Upper State Street | Calle Real to Las Positas Road



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with proposed and existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• Traffic signal modifications: Install reflective backplates, leading pedestrian intervals, accessible push buttons, and accessible access ramps at State/La Cumbre, Plaza, Hope, Hitchcock, Ontare, and Las Positas (Funded).	• Upgraded existing traffic signal heads to improve visibility.	Design Upper State as a Complete Street and connect Upper State to Downtown State and the unincorporated County and Goleta via Hollister Ave.
MIDBLOCK IMPROVEMENTS	• Concept 1: Convert existing on-street bike lanes to raised bike lanes on both sides of the street. Center medians would need to be narrowed. Need to study bus stop interaction. (Unfunded need). • Concept 2: Same as above, but includes widened sidewalks from 8-12 feet (8 feet sidewalk and 4 feet parkway). Requires property acquistion and/or phased approach as properties redevelop.	• No recent improvements.	**Collision Types Addressed:** Night Time Collision Bicycle Involved DUI Broadside Head-On Hit Object Other Overturned Rear-End Sideswipe Vehicle - Pedestrian
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• No improvements proposed at this time.	• No recent improvements.	

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

Upper State Street | Calle Real to Las Positas Road

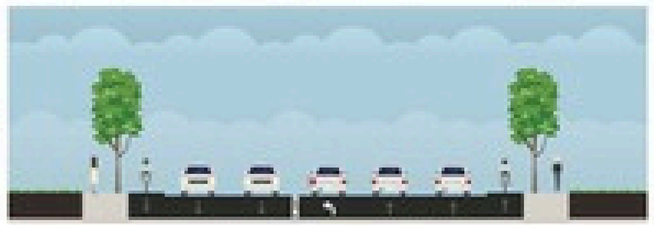
1 **Typical Upper State St Cross Section**

Existing



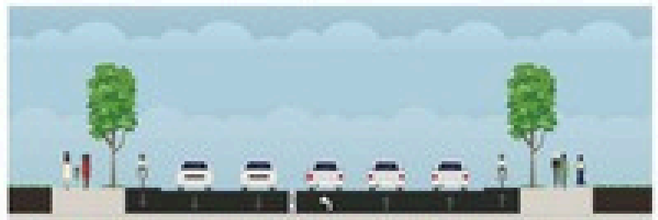
-Typical 80' right of way (8' sidewalk area, 64' street)
-2' to 12' median (typically near intersections for access control)
-In street bike lanes

Conceptual with raised bike lanes

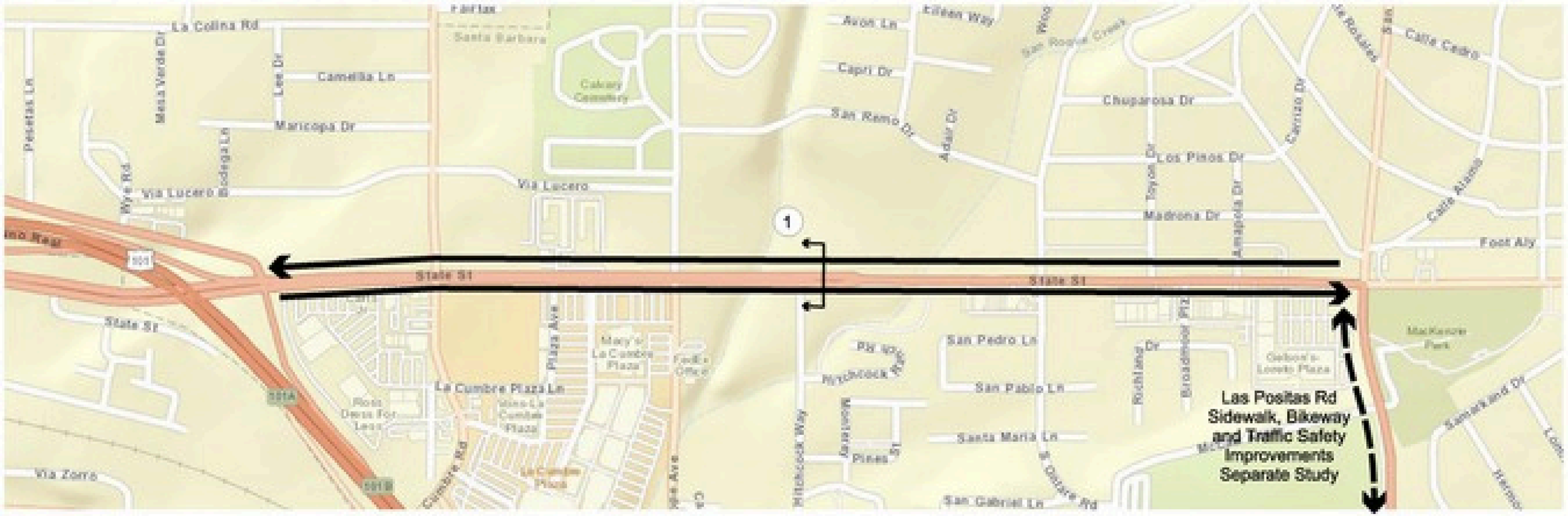


- Convert in street bike lanes to raised bike lanes
- Requires narrowing of median, use of thin curb or bots dots to control left turn access
- Further study needed for many features including drainage and bus stop interaction.

Conceptual with raised bike lanes and pedestrian master plan sidewalks



- Widen sidewalks per pedestrian master plan from 8' (sidewalk and trees/parkway) to 12' (8' sidewalk plus 4' parkway)
- Will require property acquisition to fully implement, which is not feasible at many locations due to adjacent land use. May require phased approach as properties redevelop.



Upper State Street | Las Positas Road to Sola Street



CORRIDOR IMPROVEMENTS	RECOMMENDED (Mapped above with proposed and existing bikeways for context)	RECENTLY INSTALLED (Not mapped)	LONG-TERM VISION
SIGNALIZED INTERSECTION IMPROVEMENTS	• Traffic signal modifications: Install reflective backplates, leading pedestrian intervals, accessible push buttons, and accessible access ramps at State and Calle Laureles (Funded). • Enhance roadway and pedestrian lighting (Unfunded need).	• Access ramps, high visibility crosswalks, pedestrian countdown timers, and streetlights installed at State/De La Vina and State/Alamar. • Upgraded existing traffic signal heads to improve visibility.	Design Upper State as a Complete Street and connect Upper State to Downtown State and the unincorporated County and Goleta via Hollister Ave.
MIDBLOCK IMPROVEMENTS	• Enhance roadway and pedestrian lighting (Unfunded need).	• No recent improvements.	
STOP-CONTROLLED INTERSECTION IMPROVEMENTS	• Add high visibility crosswalk and rapid flashing beacons to State/Quinto, State/Junipero, State/Pueblo, State/Los Olivos, and State/Padre (Unfunded need).	• Curb extensions, high visibility crosswalk, and rapid flashing beacons installed at State/Calle Palo Colorado. • High visibility crosswalks, lighting, and access ramps at State/Pedregosa and State/Islay.	

Collision Types Addressed:

- Night Time Collision
- Bicycle Involved
- DUI
- Broadside
- Head-On
- Hit Object
- Other
- Overturned
- Rear-End
- Sideswipe
- Vehicle - Pedestrian

*All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.

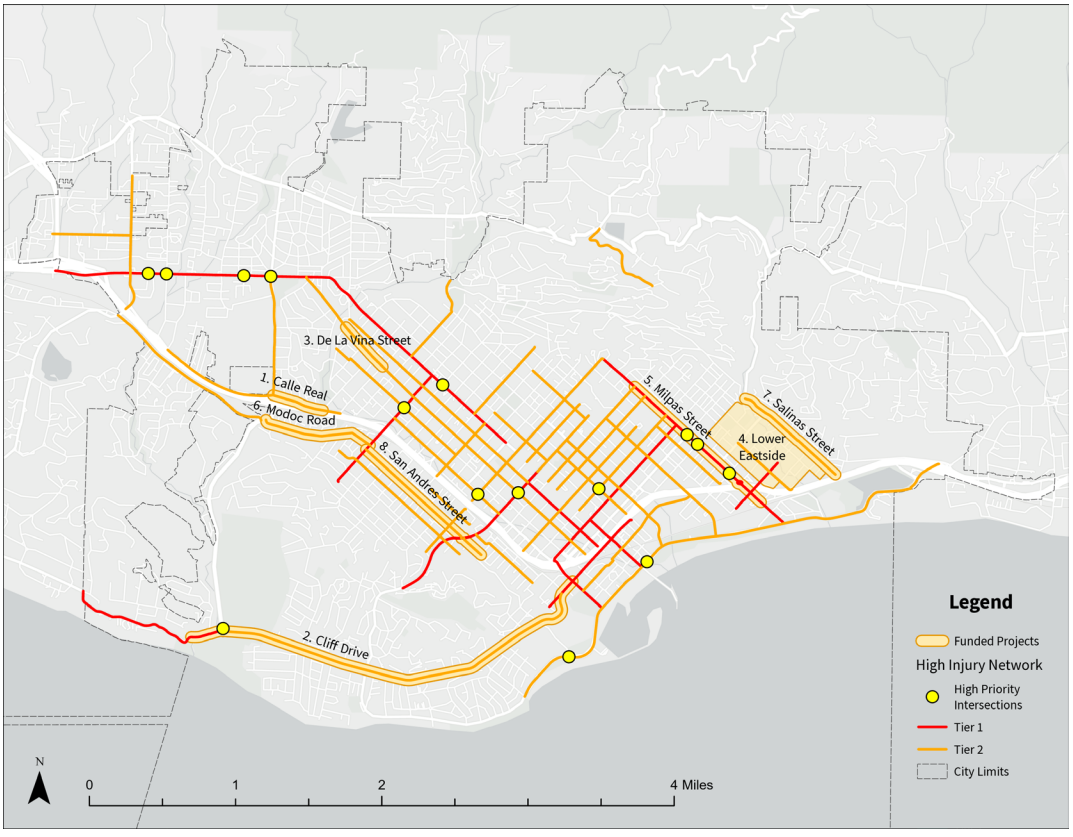
Strategy #4: Implement Previously Identified Safety Projects on the HIN

Funded Projects on HIN Priority Streets in Final Design with Construction in Years 2026 through 2030

With the help of grant monies and Measure C for grant matching commitments, the City is actively working on current priority safety projects on the City's HIN, which include the following streets with additional project details following Figure 3 (project locations):

1. **Calle Real** | Las Positas Road to Oak Park
2. **Cliff Drive** | Arroyo Burro Beach to Castillo
3. **De La Vina Street** | Alamar Road to Pueblo Street
4. **Lower Eastside** | Multiple intersection improvements in the Lower Eastside
5. **Milpas Street** | Canon Perdido to Hutash Street
6. **Modoc Road** | Las Positas Road to Mission Street
7. **Salinas Street** |5 Points Roundabout to Highway 101
8. **San Andres Street**| Mission Street to Canon Perdido Street

Figure 4: Funded Projects on HIN Priority Streets in Final Design with Construction in Years 2026 through 2030.



Detailed project summaries include:

1. **Calle Real** | Las Positas Road to Oak Park
    a. Safe Routes to Adams Elementary and La Cumbre Junior High to widen existing sidewalk/path and infill sidewalk/path where there is currently no sidewalk. This project is part of a larger project, Westside and Lower West Active Transportation Plan Implementation Project, with construction anticipated to start in 2027.
2. **Cliff Drive** | Arroyo Burro Beach to Castillo
    a. The Cliff Drive Vision Zero Project addresses the community's concerns with safety and mobility by removing unnecessary traffic lanes and adding a new three-mile separated path for all ages and abilities on Cliff Drive from Arroyo Burro County Park to Castillo Street. The Project provides access to three elementary schools, Santa Barbara City College, parks, neighborhood services, and retail. It will complete a major gap in the 30-mile South Coast Santa Barbara County Coastal bike route from UCSB to Ventura County. In addition to the new path, the Project includes the following pedestrian infrastructure enhancements:
        i. Fourteen new crosswalks, safety enhancements to four existing crosswalks, and four new traffic signals along Cliff Drive.
        ii. Safety features at crossings include curb extensions, median refuge islands, Rectangular Rapid Flashing Beacons (RRFBs), safety lighting, and high visibility crosswalk markings.
        iii. A new crosswalk at Cliff Drive and Salida Del Sol for improved coastal access and safe walking route to Washington School.
        iv. A wider sidewalk on Flora Vista between Cliff Drive and Red Rose, curb extensions at the Flora Vista/Red Rose intersection, and sidewalk infill on Red Rose between Fellowship and Flora Vista to improve safety for students who walk or bike to Monroe Elementary School.
        v. A wider sidewalk along Loma Alta to improve connectivity between McKinley Elementary and the new path on Cliff Drive.
    b. Construction is anticipated to begin in 2027.
3. **De La Vina Street** | Alamar Road to Pueblo Street
    a. The Upper De La Vina Buffered Bike Lane and Safe Crossings Project is located on De La Vina Street from Alamar Avenue to Padre Street, Padre Street from De La Vina Street to State Street, and the intersection of Alamar Avenue and Junipero Street. The project installed 0.65 miles of new on-street buffered bike lanes in 2021. The remaining scope of the project that includes curb extensions

at six intersections, and 210-feet of sidewalk infill to close gaps in the network and improve safety for cyclists and pedestrians will begin construction in summer/fall 2026.

4. **Lower Eastside** | Multiple intersection improvements in the Lower Eastside
    a. The Lower Eastside Safety Enhancements Project includes the following features:
        i. Safe Routes to School safety enhancements, including curb extensions and high visibility crosswalks at the intersections of Montecito and Voluntario Streets, Montecito and Soledad Streets, Quinientos and Voluntario Streets, Quinientos and Soledad Streets, and Carpinteria and Soledad Streets. Other intersections may be included based on continued community engagement;
        ii. Bike and pedestrian friendly street improvements, including curb extensions at Canada and Hutash Streets, Canada and Punta Gorda Streets, and Voluntario and Cacique Streets;
        iii. Traffic calming improvements along Salinas Street (see Salinas Street below); and
        iv. Sidewalk infill on Alisos Street from Cacique Street to 211 S. Alisos Street.
        v. Construction is anticipated to begin in 2027.
5. **Milpas Street** | Canon Perdido to Hutash Street
    a. The Milpas Street Crosswalk Safety and Sidewalk Widening Project includes the following safety enhancements: new curb extensions, high visibility crosswalks, additional lighting, accessibility improvements, widened sidewalks at street corners and transit stops, leading pedestrian intervals at signalized intersections, mast arm mounted Rectangular Rapid Flashing Beacons, and a median refuge island at one non-signalized intersection. Three-foot-wide buffers will be added to the existing bike lanes between Cota and Canon Perdido Streets to improve cyclist safety, and additional bicycle parking on Milpas Street will improve cyclist access. Construction is anticipated to begin in early 2027.
    b. The Milpas Street at U.S. Highway 101 Operational Improvements Project is located south of Highway 101 to the Milpas/Hutash Intersection/Highway 101 On-Off Ramps. The project is critical to the success and safe operation of the U.S. Highway 101 Widening Project by reducing the risk of back up on southbound U.S. Highway 101. This Project includes:
        i. Traffic signal phasing changes at Milpas and Hutash intersection for reduced wait times.

ii. New dedicated southbound left turn lane from Milpas to Hutash.
iii. New raised northbound bike lane to separate cyclists from vehicles.
iv. Construction is anticipated to be completed by June 2026.

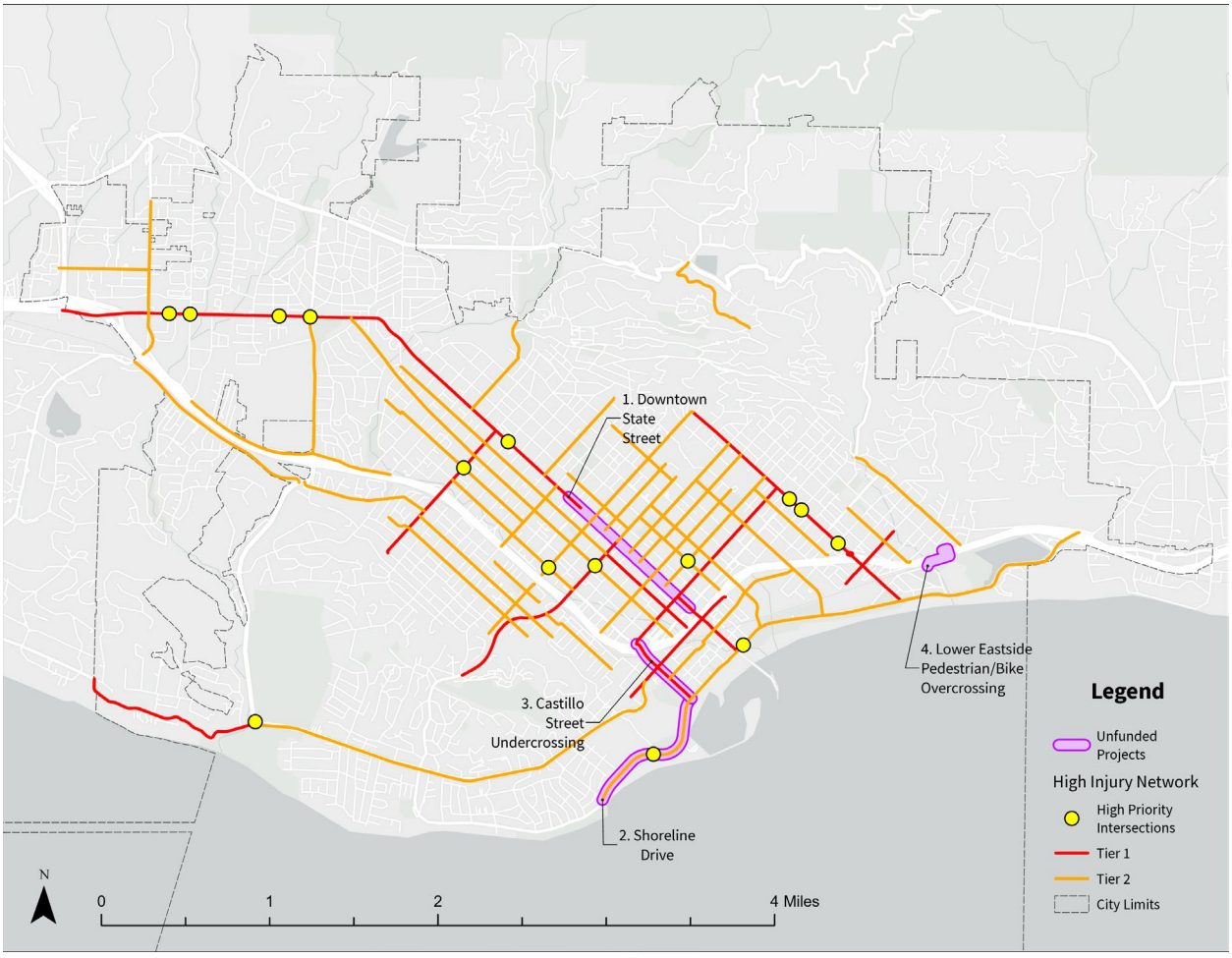
6. **Modoc Road** | Las Positas Road to Mission Street
    a. Safe Routes to La Cumbre Junior High and Santa Community Academy project involving the installation of protected bike lanes on Modoc Road from Las Positas Road to Mission Street, enhanced street lighting, and new traffic signal at Modoc and Portesuello. This project is part of a larger project, Westside and Lower West Active Transportation Plan Implementation Project, with construction anticipated to start in 2027.
7. **Salinas Street** |5 Points Roundabout to Highway 101
    a. Part of the Lower Eastside Safety Enhancements Project, Salinas Street safety improvements, include a lighting corridor on Salinas Street from the five-point roundabout to the US 101 off ramp at Salinas Street, and curb extensions at Salinas and Clifton Streets, Salinas and Carpinteria Streets, Salinas and Hutash Streets, and Salinas and Pitos Streets.
8. **San Andres Street**| Mission Street to Canon Perdido Street
    a. Project involves intersection safety improvements for pedestrians, bicyclists, and vehicles through the addition of curb extensions, rapid flashing beacons, and better lighting at intersections along San Andres Street. To date, the intersections of San Andres at Valerio, Sola, Victoria, Anapamu, and Carrillo Streets have been completed. The remaining four intersections will be completed in 2027 with the Westside and Lower West Active Transportation Plan Implementation Project.

Unfunded Projects identified from Recently Completed or Current Planning Efforts

With the help of City funds, Measure C, and grant monies, the following areas are on the HIN or alternative routes to the HIN where projects have been or will be identified once the planning effort is complete.

1. **Downtown State Street** | Sola Street to Guiterrez Street
2. **Shoreline Drive** | Leadbetter Beach/Beachway
3. **Castillo Street Undercrossing** | Haley Street to Cabrillo Blvd.
4. **Highway 101 Pedestrian/Bike Overcrossing from Eastside to Waterfront** | Canada/Pitos (Eastside) over Highway 101 to Dwight Murphy Park (Waterfront)

Figure 5: Unfunded Projects identified from Recently Completed or Current Planning Efforts.



Detailed planning efforts or projects include:

1. **Downtown State Street** | Sola Street to Guiterrez Street
    a. The State Street Master Planning Effort is currently underway, and it is anticipated that there will be a project(s) scoped as part of this Plan. Grant monies will be required to fund a future project.
2. **Shoreline Drive** | Leadbetter Beach/Beachway
    a. The Waterfront Adaptation Planning Effort is currently underway and includes re-evaluating traffic circulation for all road users, including extending the Beachway in the Harbor through Leadbetter Beach/Shoreline Drive. Grant monies will be required to fund a future project.
3. **Castillo Street Undercrossing** | Haley Street to Cabrillo Blvd.
    a. This planning effort was completed in 2024 and resulted in a concept project called the Castillo Street Undercrossing Bicycle and Pedestrian Facility Improvements Project. The project includes proposed improvements on Castillo (Cota to Cabrillo) and Haley (Castillo to Chapala), such as separated bike paths, buffered bike lanes, widened sidewalks, street trees, and new lighting. A raised, shared bike and pedestrian facility would be constructed within the Castillo/US 101 undercrossing. The project would provide significantly enhance safety in a main connection for pedestrians and cyclists between Downtown and the Waterfront, access to Santa Barbara City College, and McKinley Elementary School. This project remains an unfunded need and the City is actively seeking grant funding.
4. **Highway 101 Pedestrian/Bike Overcrossing from Eastside to Waterfront** | Canada/Pitos (Eastside) over Highway 101 to Dwight Murphy Park (Waterfront)
    a. This Project came from the Lower Eastside Community Connectivity Active Transportation Plan and involves a pedestrian/bicycle overpass of Highway 101 and the UPRR corridor from the intersection of Pitos Street and Canada Street in the lower part of the Eastside neighborhood, to Dwight Murphy Park in the East Beach neighborhood of the Waterfront. Currently, there is a 1.25-mile gap between US 101 crossing points for the neighborhood, the largest gap in highway crossings within the City limits. This overcrossing provides a low stress route to get to and from these neighborhoods. This project remains an unfunded need and the City is actively seeking grant funding.

Remaining Streets on the HIN

If a specific street on the City's HIN is not currently addressed in this Action Plan for traffic safety countermeasures the street may be better suited for traffic safety education and enforcement to address the collision patterns most effectively. There may be minor or spot engineering treatments to address specific issues. Ongoing community input and collision review may result in revisiting these streets to develop a more comprehensive plan.

Strategy #5: Additional Street Considerations

Through the community engagement process, the following streets have been added for additional consideration.

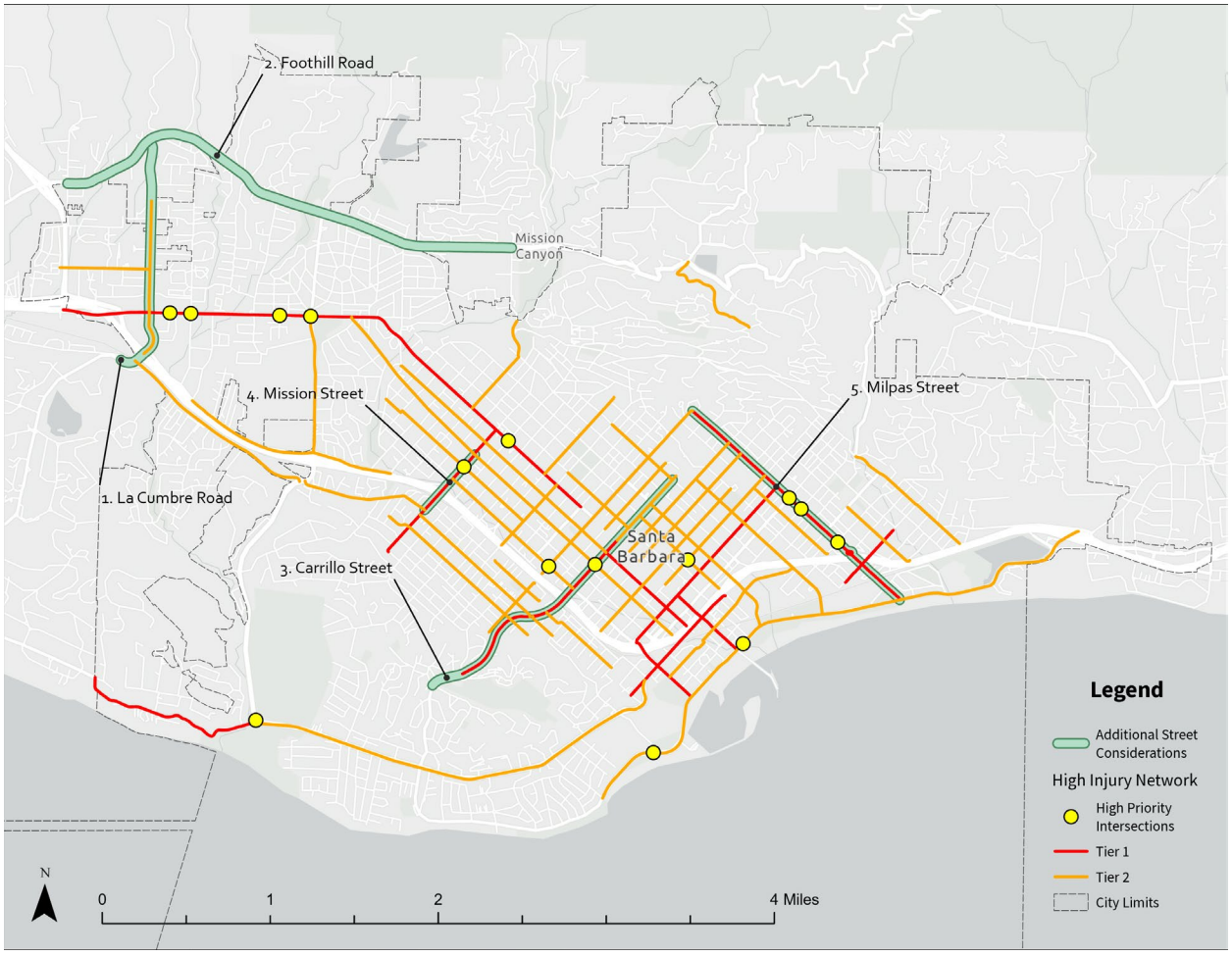
1. **La Cumbre Road** | Via Senda to Foothill Road
2. La Cumbre Road is a perpendicular road to Upper State Street and Calle Real providing critical connections to schools and the Las Positas-Modoc Multiuse Path, which leads to Elings Park and Arroyo Burro Beach. This street is anticipated to be tied to grant applications for Upper State and Calle Real to connect pedestrian and bicycle facilities.
3. **Foothill Road** | Caltrans Facility from Highway 154 to Mission Canyon Road

Foothill Road is a Caltrans Facility and is a critical evacuation route and route to many schools. This road remains a regional priority for safety enhancements for all road users.

The streets listed below have recently undergone or are scheduled to receive upcoming safety enhancements. However, community members have continued to request additional complete streets improvements during recent meetings. Additional grant funding and analysis are needed.

1. **Carrillo Street** | Carrillo Hill (Mesa/Westside) to State with extension to Olive
2. **Mission Street** | Modoc to De la Vina Street
3. **Milpas Street** | Anapamu Street to Cabrillo Blvd.

Figure 6: Additional Street Considerations for Safety Enhancements.



Strategy #6: Additional Intersection Safety Enhancements and Sidewalk Infill

In addition to the recommended priority streets for safety enhancements and planned upcoming projects, the following map shows additional intersections recommended for safety enhancements and sidewalk infill priorities. All locations will require grant funding.

Figure 7: Additional Intersection Safety Enhancements and Sidewalk Infill.

