



## **Vision Zero Restriping: Anacapa Street (Mission Street To Micheltorena Street) To One Lane**

Have you noticed the fresh striping on Anacapa Street between Mission and Micheltorena Streets? Welcome to a slower and safer residential street without compromise of vehicle capacity. City Council officially made the change in May of this year in response to neighborhood and business requests to reduce speeds, improve parking access, as well as loading and unloading of passengers and goods. Prior to pavement maintenance projects, staff reviews collision records and traffic operations for opportunities to make low-cost safety changes to the striping layout. Anacapa Street presented an opportunity to improve safety and reduce vehicle speeds.

The Santa Barbara Vision Zero Strategy aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. The upper portion of Anacapa Street (above Micheltorena Street) is primarily a residential neighborhood, but also services as an arterial to Downtown from other areas of the City. Although this portion of Anacapa Street does not have a significant pattern of collisions resulting in serious injuries or fatalities, staff has received regular feedback from residents with traffic concerns related to speeding and the lack of yielding to pedestrians. The concerns are specifically related to this section of Anacapa Street being a lighter volume, two-lane road that makes it more comfortable for motorists to speed and more difficult for pedestrians to cross.

In May, Council directed staff to change Anacapa Street to be restriped with one traffic lane from Mission Street to just north of Micheltorena Street. The re-striping configuration includes one lane in the middle of the street flanked by two five-foot buffer zones. Other single lane, one way streets in Santa Barbara are typically configured with a bicycle lane (Bath Street, Castillo Street). For Anacapa Street, the safest configuration was to put the single vehicle lane down the middle of the street with buffers on either side. This has improved sight lines at intersections, and buffers between traffic for people getting in and out of their parked vehicles. Two education facilities use this portion of Anacapa Street: Norte Dame School and Bright Start Preschool. Parents of students have shared concerns about traffic speeds and poor yielding to pedestrians. Reducing Anacapa Street to one lane will produce lower speeds as faster motorists are slowed behind prudent drivers. The change improves yielding to pedestrians by positioning them outside the line of parked cars. It also removes the "double threat" created when one driver yields for pedestrians but is passed by another driver.

Staff solicited feedback from the Upper East Association, as well as families that attend Bright Start and Norte Dame Schools. Mailers were also sent to properties that front Anacapa Street between Mission Street and Micheltorena Street, noticing residents of the Council Meeting and potential restriping. The Upper East Association conducted a survey of their neighborhood and

found that 57 percent were in support of converting Anacapa Street into a one-lane street from Mission to Micheltorena Streets.

To ensure the striping change would not increase traffic congestion, staff performed a detailed traffic modeling analysis that quantified travel time and side street delay for both existing conditions and with an Anacapa Street lane closed. Using the most traveled times of day, the results of the modeling and field survey, the restriping of this section of Anacapa Street to one lane will not have a negative impact on traffic flow. The restriping involves only paint and is reversible at little cost during a future pavement project, should traffic demands change.