



COMMUNITY DEVELOPMENT AND PUBLIC WORKS DEPARTMENTS

**STATE STREET MASTER PLAN VISION AND
SHORT-TERM ACTION PLAN**

September 17, 2024

Today's Goal

- Receive a progress report and provide direction on the Grand Paseo design framework
- Receive an update and provide direction on the short-term action plan for the project area

Presentation Format

- Update on the State Street Master Plan
- Review of the Urban Design Framework
- Presentation of a Short-Term Action Plan (next 6-12 months)
- Discussion and Feedback to Staff on Framework and Action Plan

Where We Have Been

- Over 15 SSAC meetings since 2021
- Significant community outreach
 - 80+ events & public meetings, 6,000 survey engagements, 20,000+ website views
- Existing condition analysis and technical reports
- Community vision and guiding principles
- Urban design framework
 - Districts
 - Mobility patterns

The Community's Vision

“Santa Barbara’s downtown should invoke a sense of place, a sense of history, and a sense of celebration.” – Hal Conklin

Four Guiding Principles

- People & Placemaking are Key to Downtown's Success
- Economic Vitality Downtown is Critical to City-wide Economic Vitality
- Mobility & Utilities Provide Essential Function Downtown
- Sustainable Design Provides Long-Term Resiliency

Reimagining the Heart of Downtown

- Identifies these blocks of State Street as part of the Downtown pedestrian core
- Extends the Downtown Core to connect State Street to culturally relevant sites
- Leverages numerous existing paseos and creates opportunities to strengthen the network
- Addresses using urban spaces differently and with less automobile focus

The Grand Paseo

- “Pedestrian first” design philosophy
- Plaza-like public spaces for events, performances, and social gatherings
- Vibrant mixed-use neighborhood that celebrates community
- Promotes experiences with paseos
- Creates excitement that is essential to social and economic vitality
- Includes 3 districts – Arts, De La Guerra, and Entertainment
- Includes 20' emergency access lane throughout that can also be used for bikes and transit

Feedback from the SSAC

- Aligned on “Grand Paseo” framework with a flat & flexible, pedestrian-focused center (700-900 blocks)
- Majority support for a curbless design in the Entertainment District (500-600 blocks)
- Majority support for keeping bicycles on State Street rather than relocation of bicycle infrastructure to parallel streets
- Majority support for small scaled, slow-moving transit on State Street

Feedback from the SSAC

- SSAC split between two approaches for Arts District (1000-1200 blocks), including:
 - Reintroduction of private vehicles (one way, northbound) and bike lanes in both directions
 - Continuation of the flat and flexible, curbless design to Victoria Street (500-1200 blocks)
- Supported recommendation for the 400 and 1300 blocks (two-way traffic and bike lanes in both directions)

Downtown Business and Property Owner Feedback

- Support for “Grand Paseo” framework with a flat and flexible, pedestrian-friendly center (700-900 blocks)
 - Split on whether the core blocks should be exclusively for pedestrians, or if a shared approach was more appropriate
- Majority support for a flat and flexible, curbless design on 500-600 blocks
 - Support for restricting private vehicle access, while allowing for emergency access and deliveries

Downtown Business and Property Owner Feedback

- Most preferred returning private vehicles to the 1000-1200 blocks
 - Split on one-way vs. two-way private vehicle travel
- Supported the recommendation for the 400 and 1300 blocks (two-way traffic and bike lanes)
- Provided suggestions on near-term actions the City could take to improve State Street's current configuration

Urban Design Framework

The Grand Paseo is envisioned as an exciting, vibrant mixed-use neighborhood that catalyzes economic vitality citywide. The Grand Paseo is anchored by a pedestrian-focused core that is the epicenter of Santa Barbara's civic life.



An aerial illustration of a vibrant city street scene. The scene is filled with colorful buildings, lush green trees, and people walking on sidewalks. There are several food trucks with striped awnings parked along the street, and a fountain is visible in the lower right corner. The overall atmosphere is lively and urban.

Volunteers

Nehal Albialy

Nicholas Altieri

Marc Appleton

Isabella Botello

Kyle Dellenbaugh

Anthony Grumbine

Henry Lenny

Justin Manuel

John Margolis

Thomas Sekula

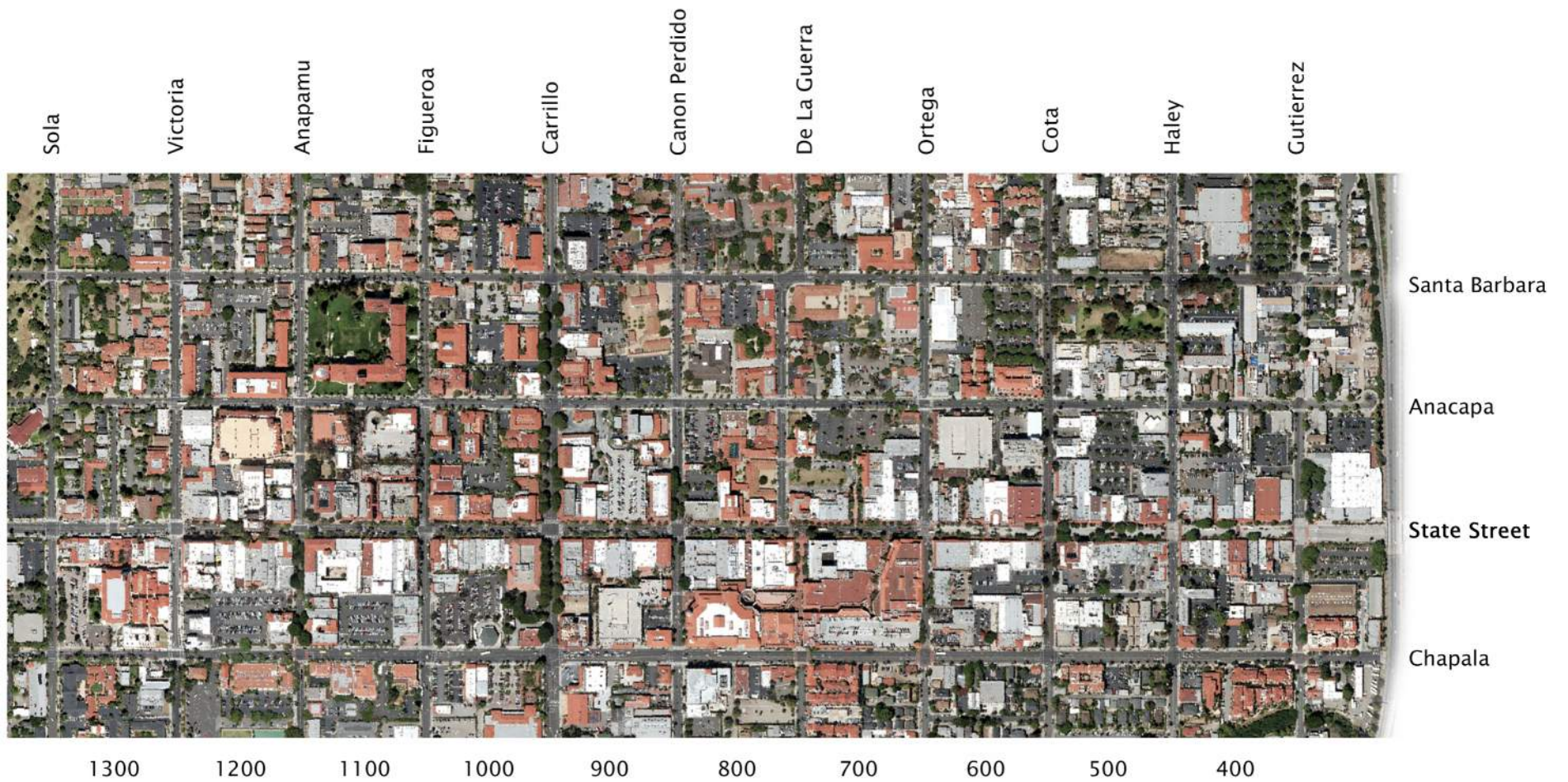
Alexis Stypa

Qing Xue

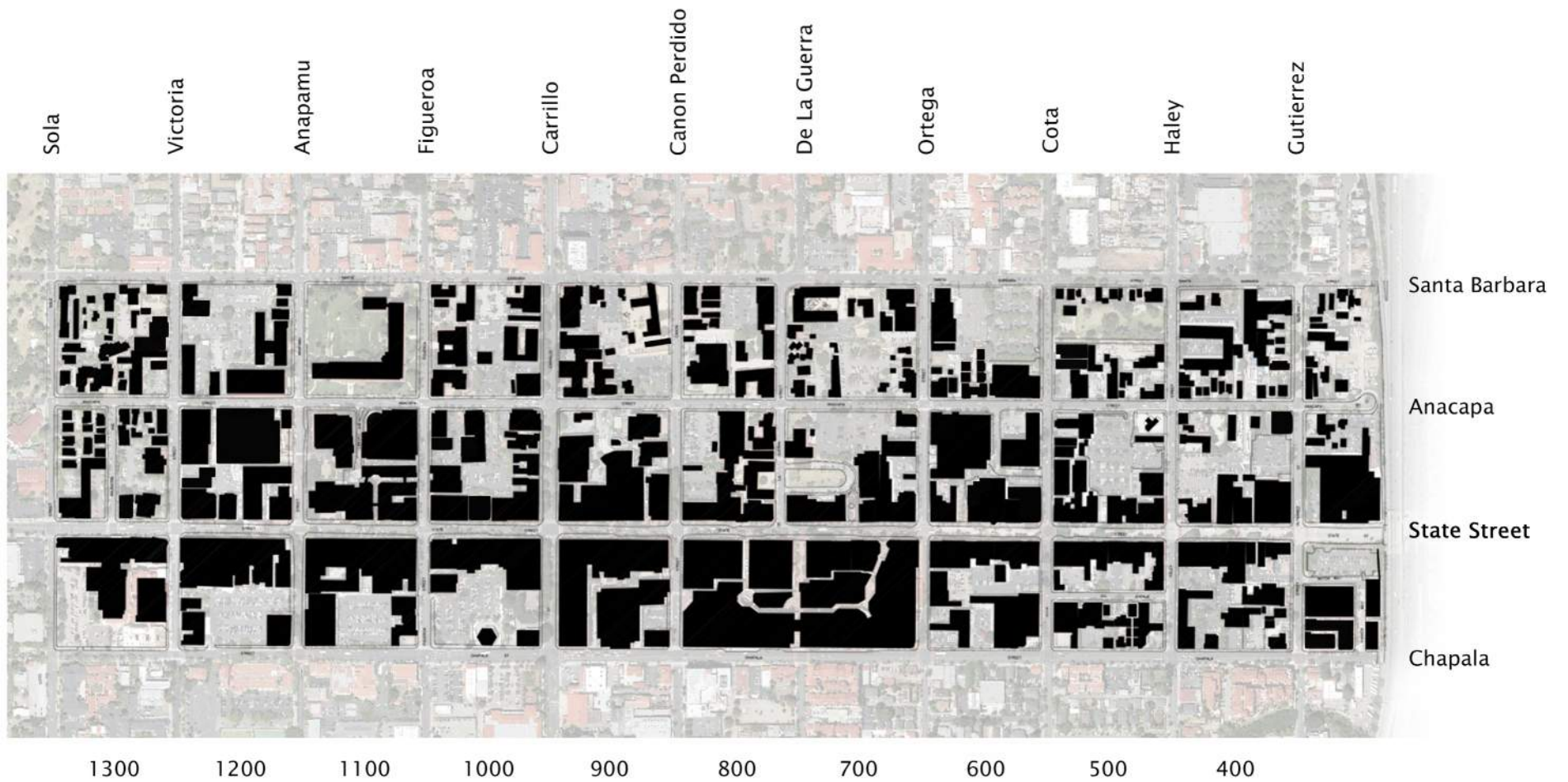
Special thanks:

Friends of State Street

Jon Messer



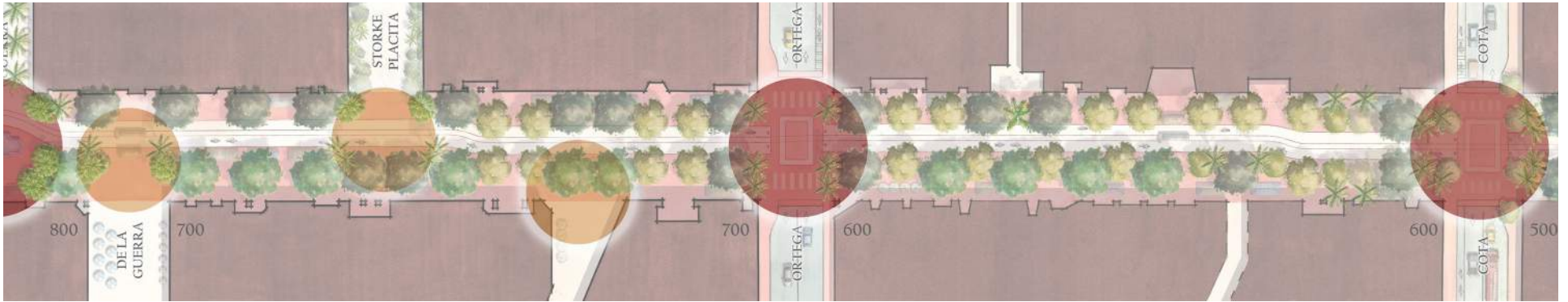
State Street Overview



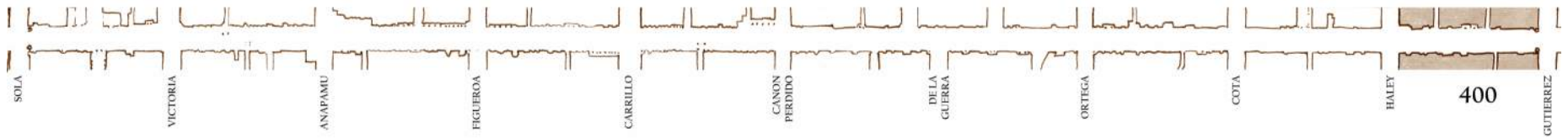
State Street Figure-Ground



Urban Design Framework

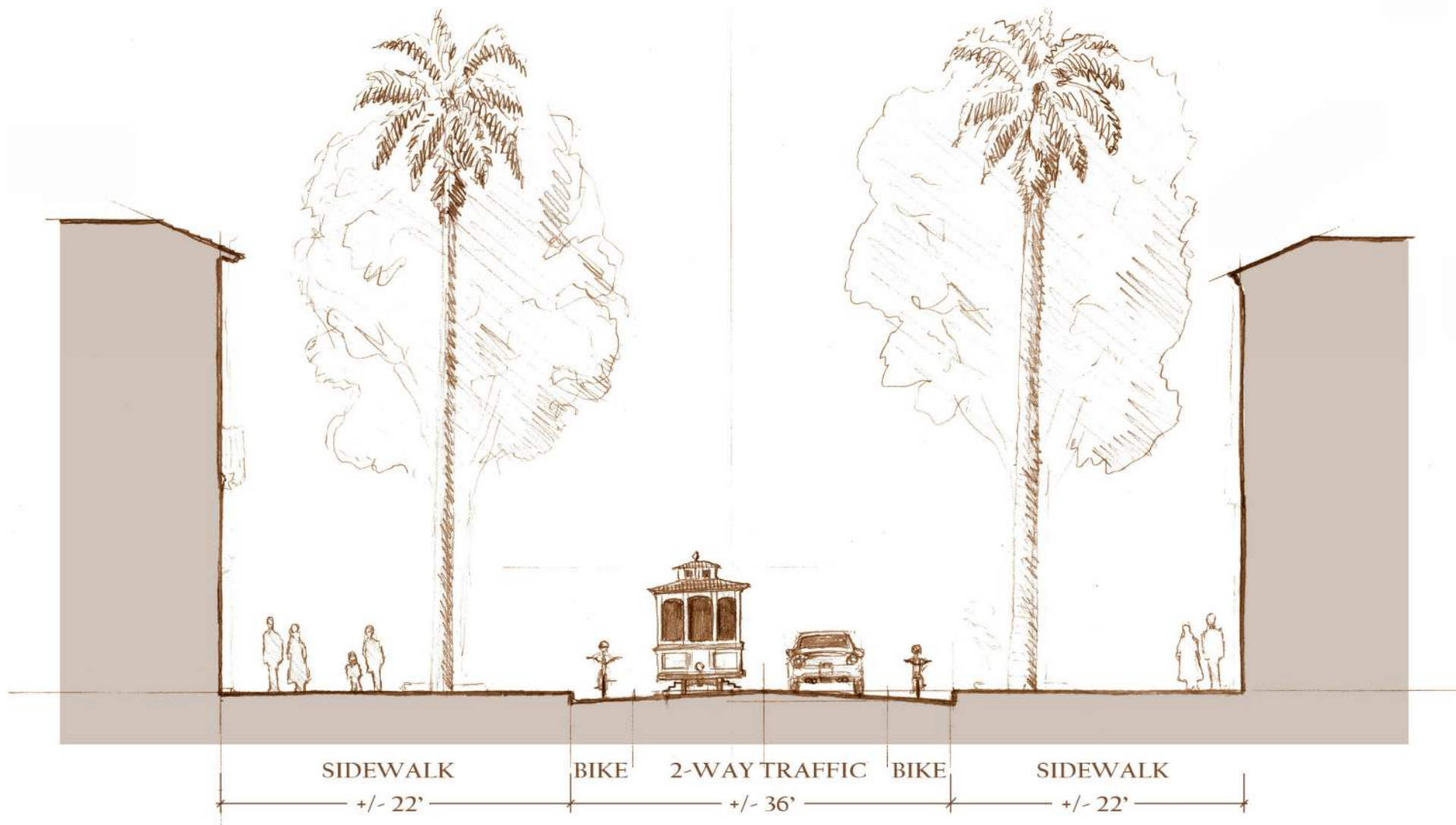


Landscape Concept Plan (600-700 Blocks)

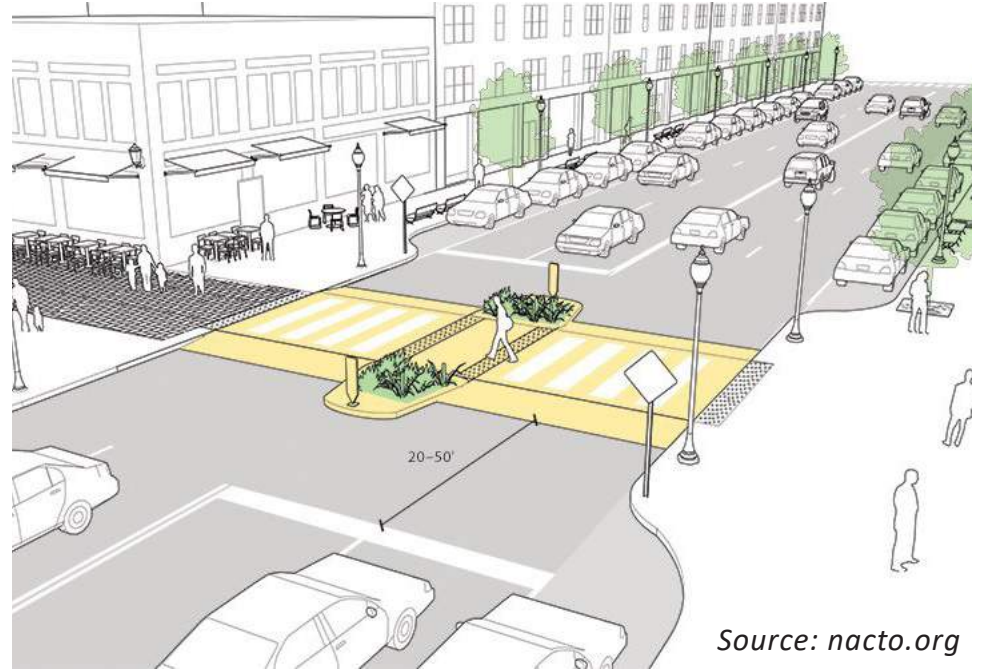
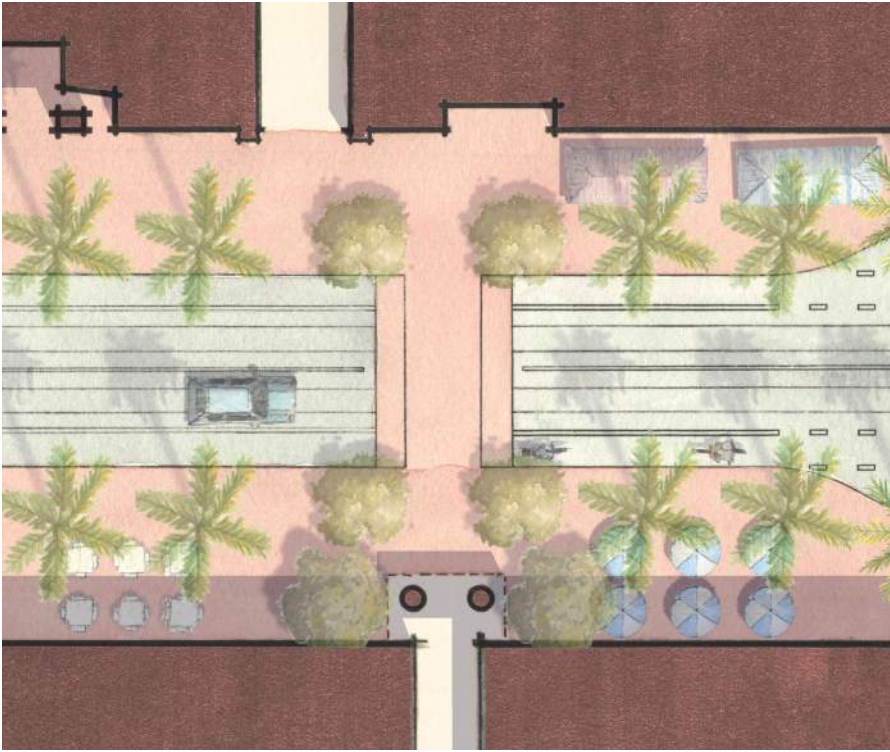


- Primary gateway to and from the Funk Zone and waterfront, including an architectural feature or monument to signal arrival at the Grand Paseo
- Important access for public safety
- Continued bike and car lanes from the 300 block
- Expanded sidewalks to accommodate outdoor dining and performances
- Raised crosswalks implemented as traffic-calming measures

400 Block



Street Section: Two-way Traffic



Source: nacto.org

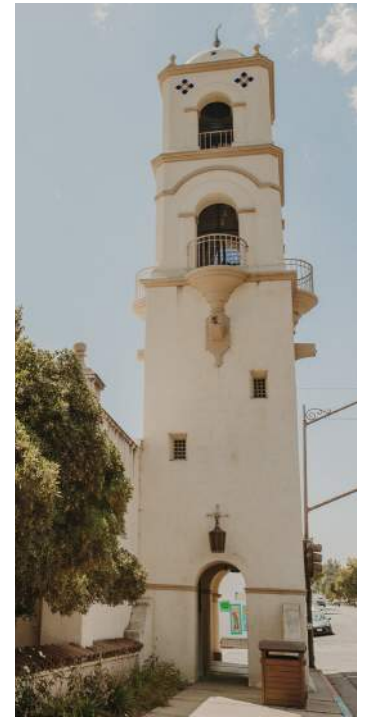


www.pedbikeimages.org / Dan Burden



Source: nacto.org

Raised Crosswalk



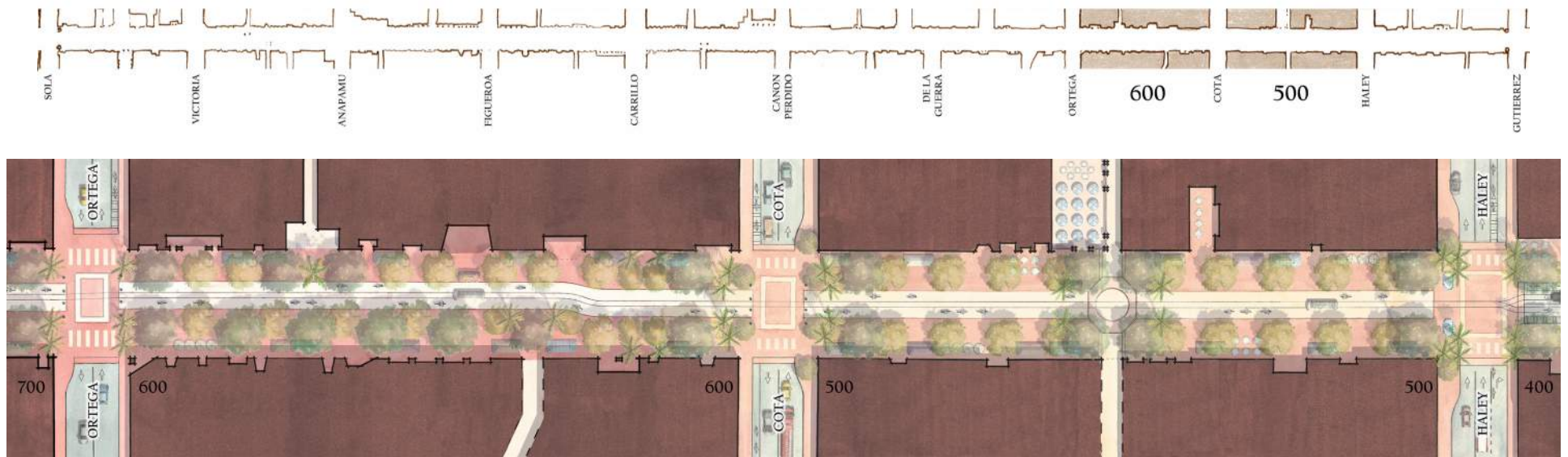
Gateway Precedents



Gateways

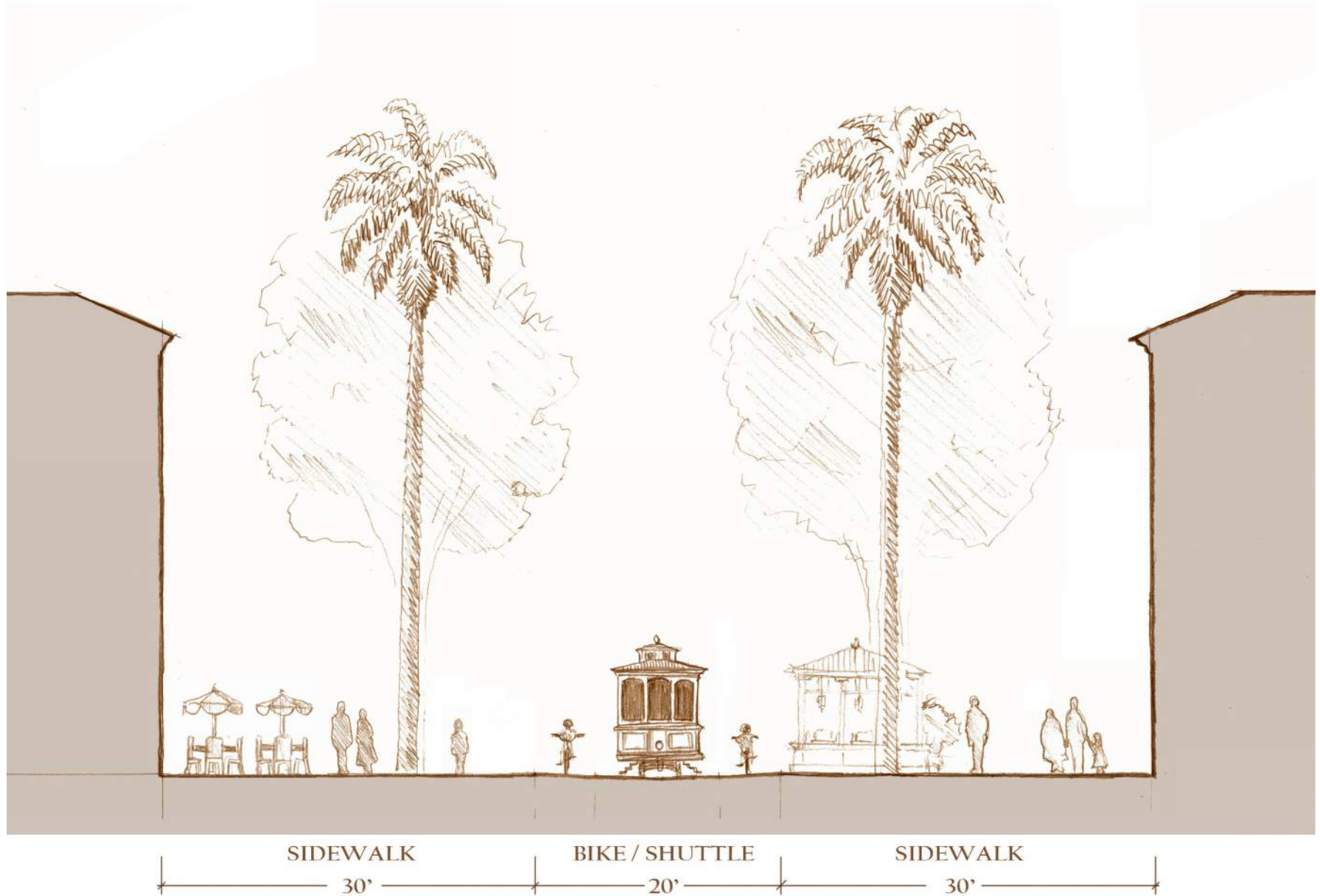


Gateways

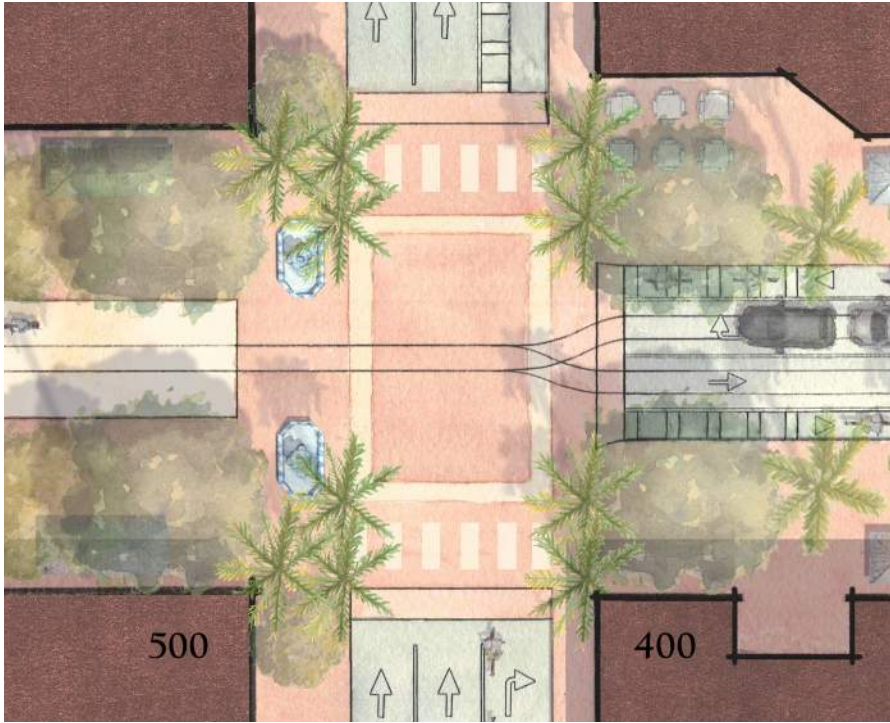


- Car-free, flat, flexible, and curbsless design
- 60 ft dedicated to the primary pedestrian zone, providing spaces for walking, dining, and performances
- 20 ft allocated for experiential transit, bikes, and emergency vehicles
- Emergency and private vehicle access controlled by bollards or similar automated barriers, designed to complement the character of the District
- During street closures, the primary pedestrian zone will expand to include the 20 ft center lane; bike access will be limited, and small transit and emergency vehicles will still be permitted
- Raised intersections enhance pedestrian experience and reinforce slow speeds

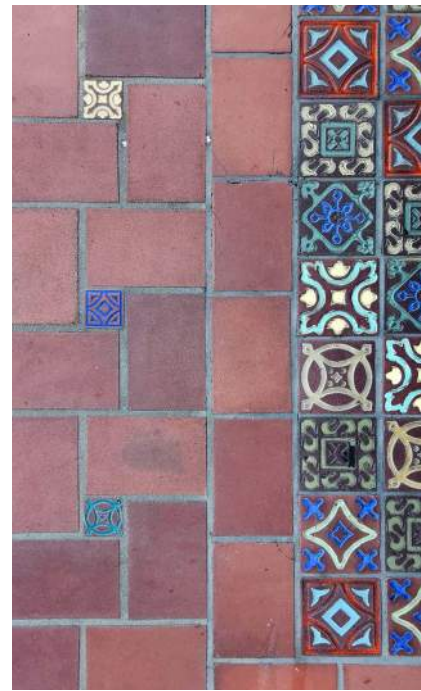
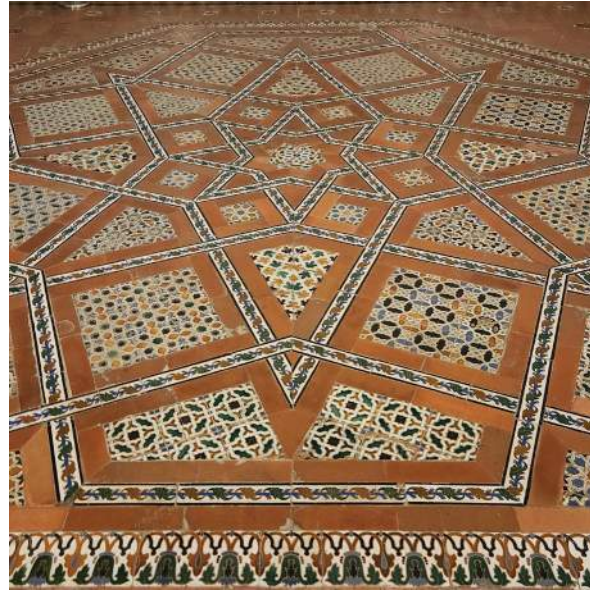
500-600 Blocks



Street Section: Flat & Flexible



Raised Intersection



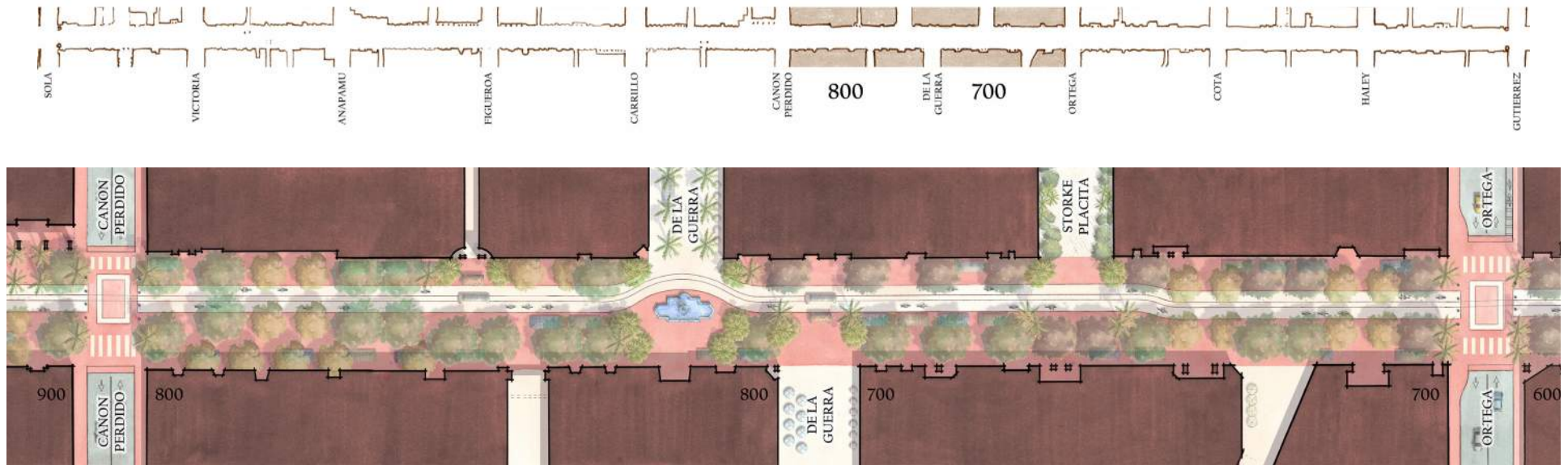
Decorative Paving & Tile Patterns



Mastricht, the Netherlands
Photo: Alex Hamlin

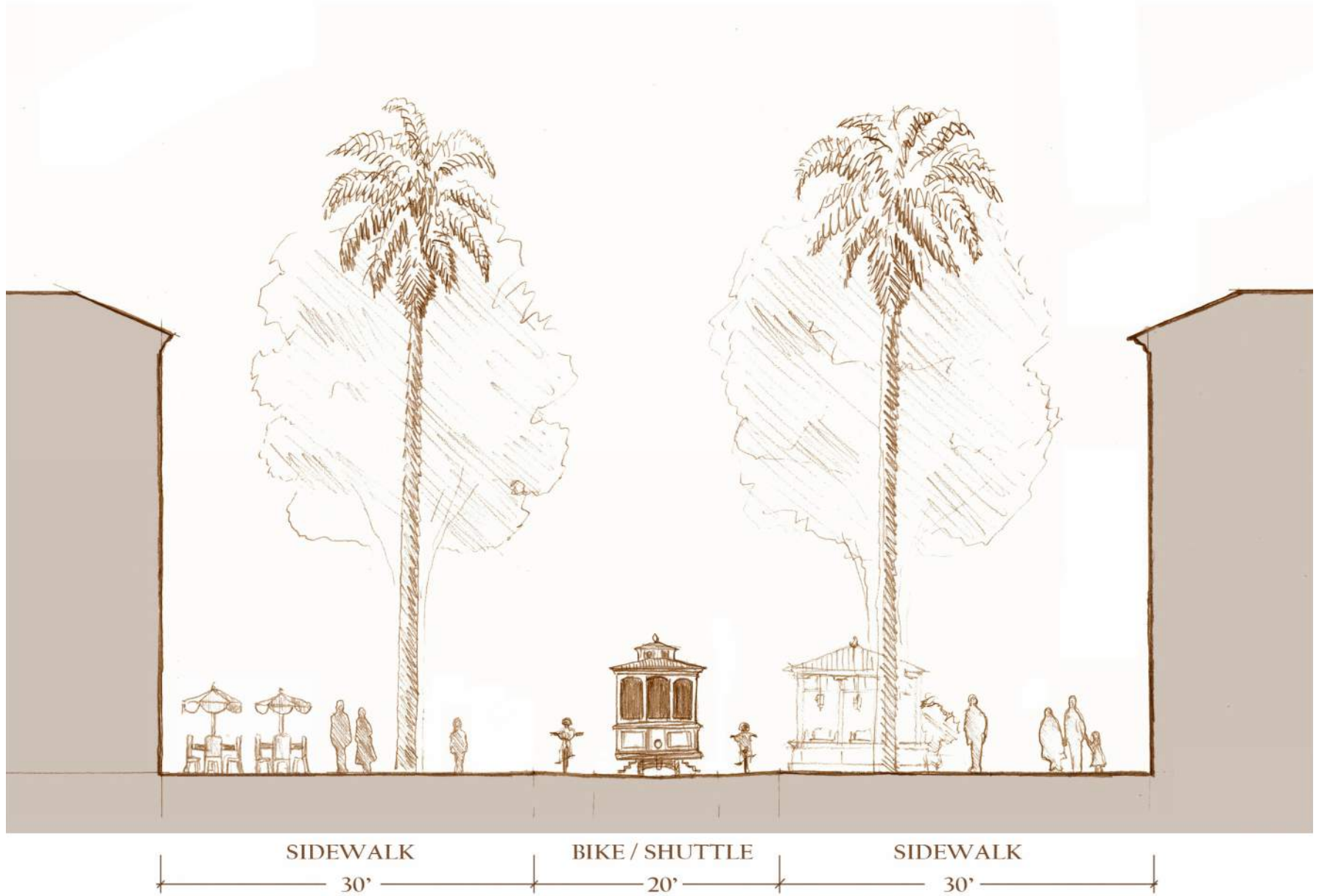


Functional Paving Patterns

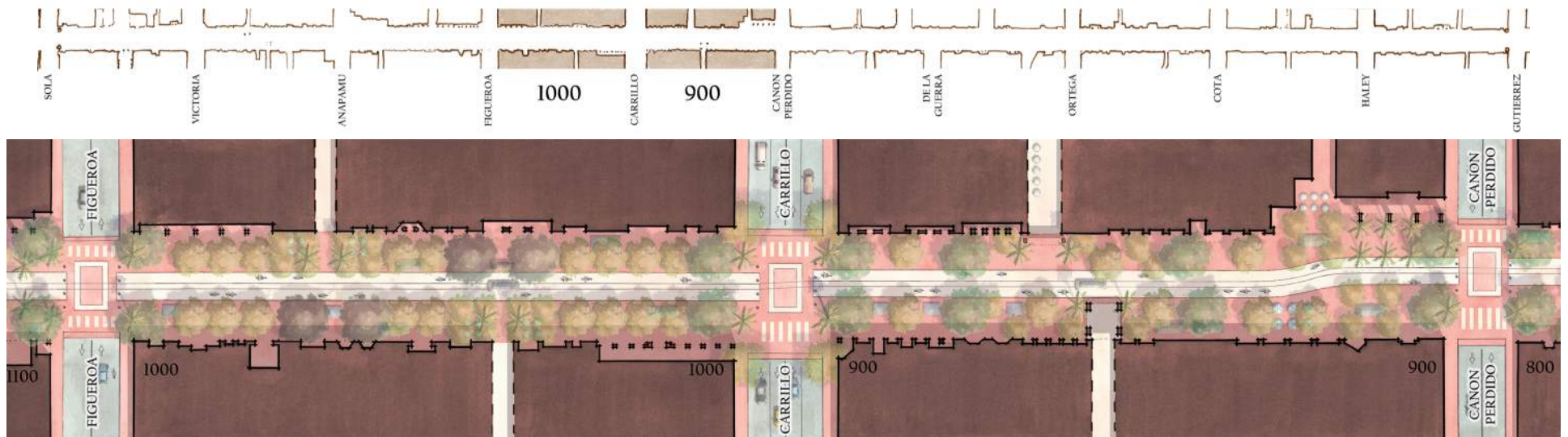


- Car-free, flat, flexible, and curbsless design
- Emphasizes the pedestrian experience, and provides direct connection to De La Guerra Plaza and other spaces suitable for public gatherings, markets, and community events
- Pedestrian-prioritized across the entire 80 ft width, with emergency access continues through, allowing for bike and transit access as needed
- Loading and delivery permitted during early hours
- ‘Walk-your-wheels’ options at specific times of the week and year
- Design will utilize bollards or similar automated barriers to facilitate access control and space activation

700-800 Blocks



Street Section: Flat & Flexible



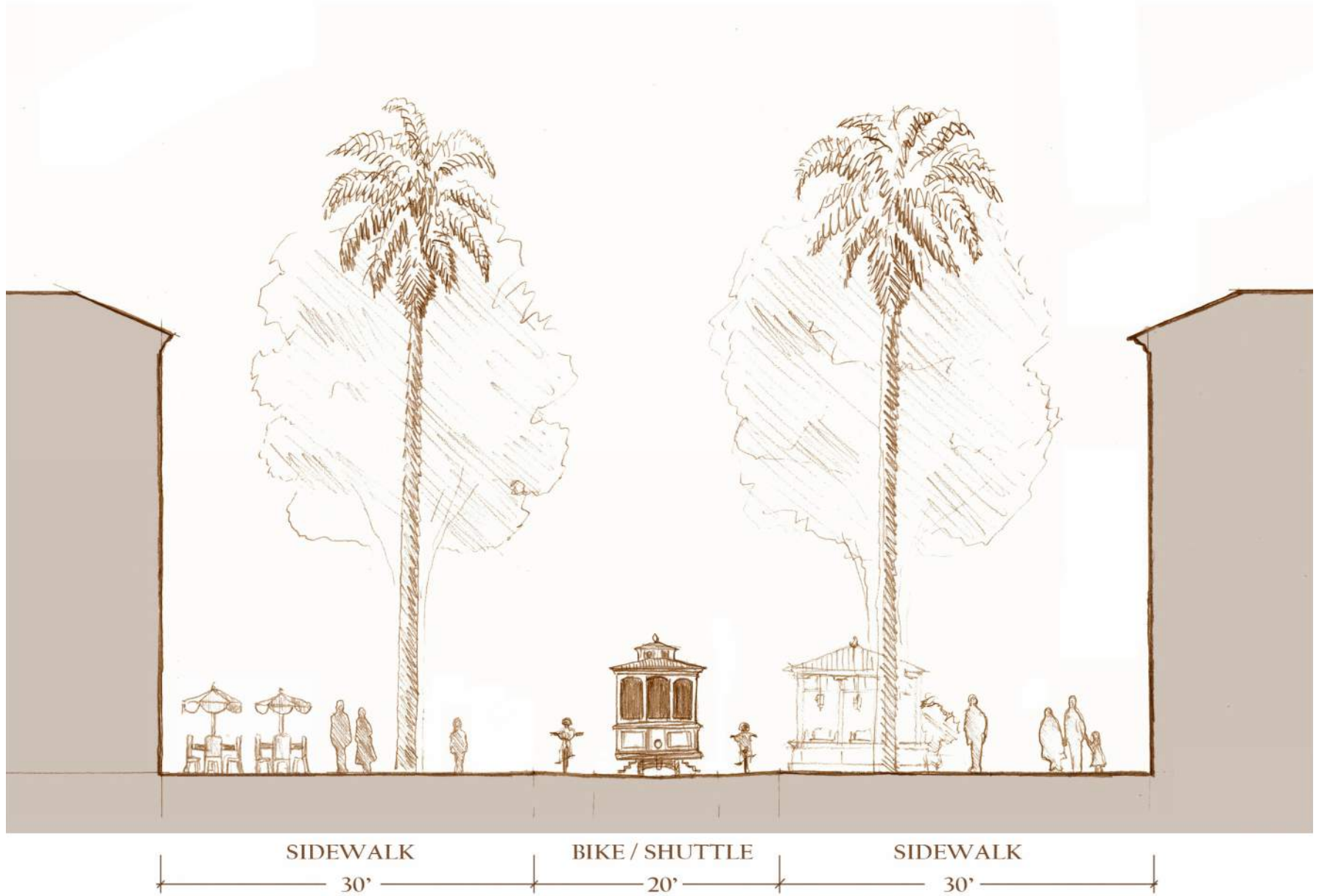
900 Block:

- Car-free, flat, flexible, and curbsless design
- Pedestrian-prioritized across the entire 80 ft width, with emergency access continues through, allowing for bike and transit access as needed
- Loading and delivery permitted during early hours
- ‘Walk-your-wheels’ approach could be extended to the 900 block
- Operation and management recommendations for the 900 block hinge on the redevelopment of Paseo Nuevo

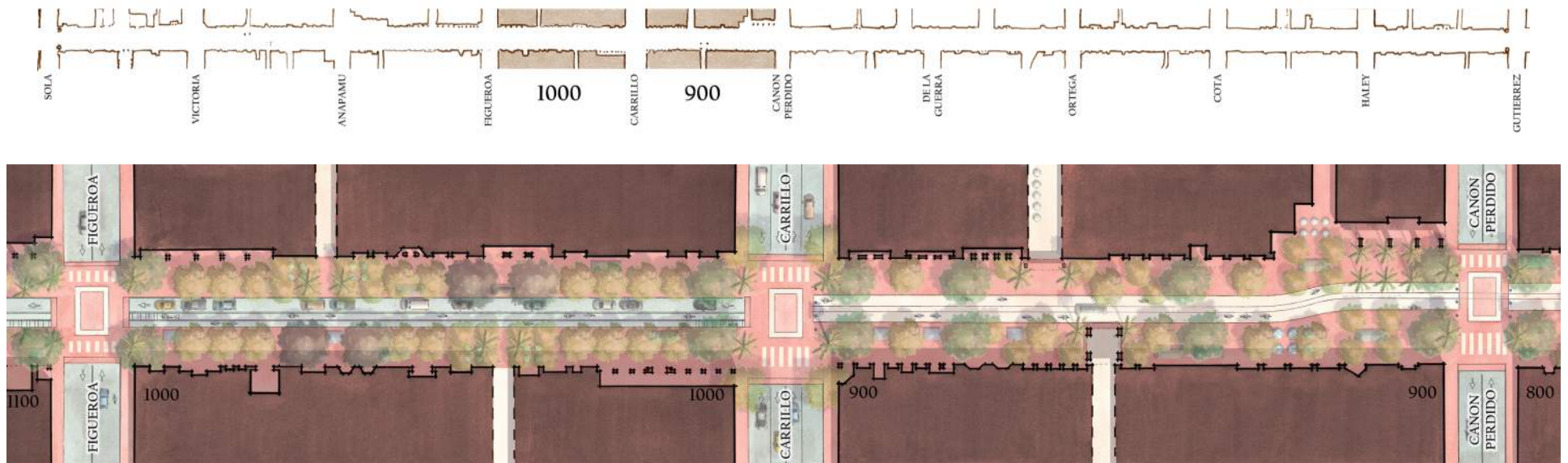
1000 Block:

- Car-free, flat, flexible, and curbsless design of the 900 Block continues across Carrillo
- 20 ft allocated for experiential transit, bikes, and emergency vehicles
- 60 ft dedicated to pedestrian use, outdoor dining along facades, and small performances

900-1000 Blocks (Option A)



Street Section: Flat & Flexible



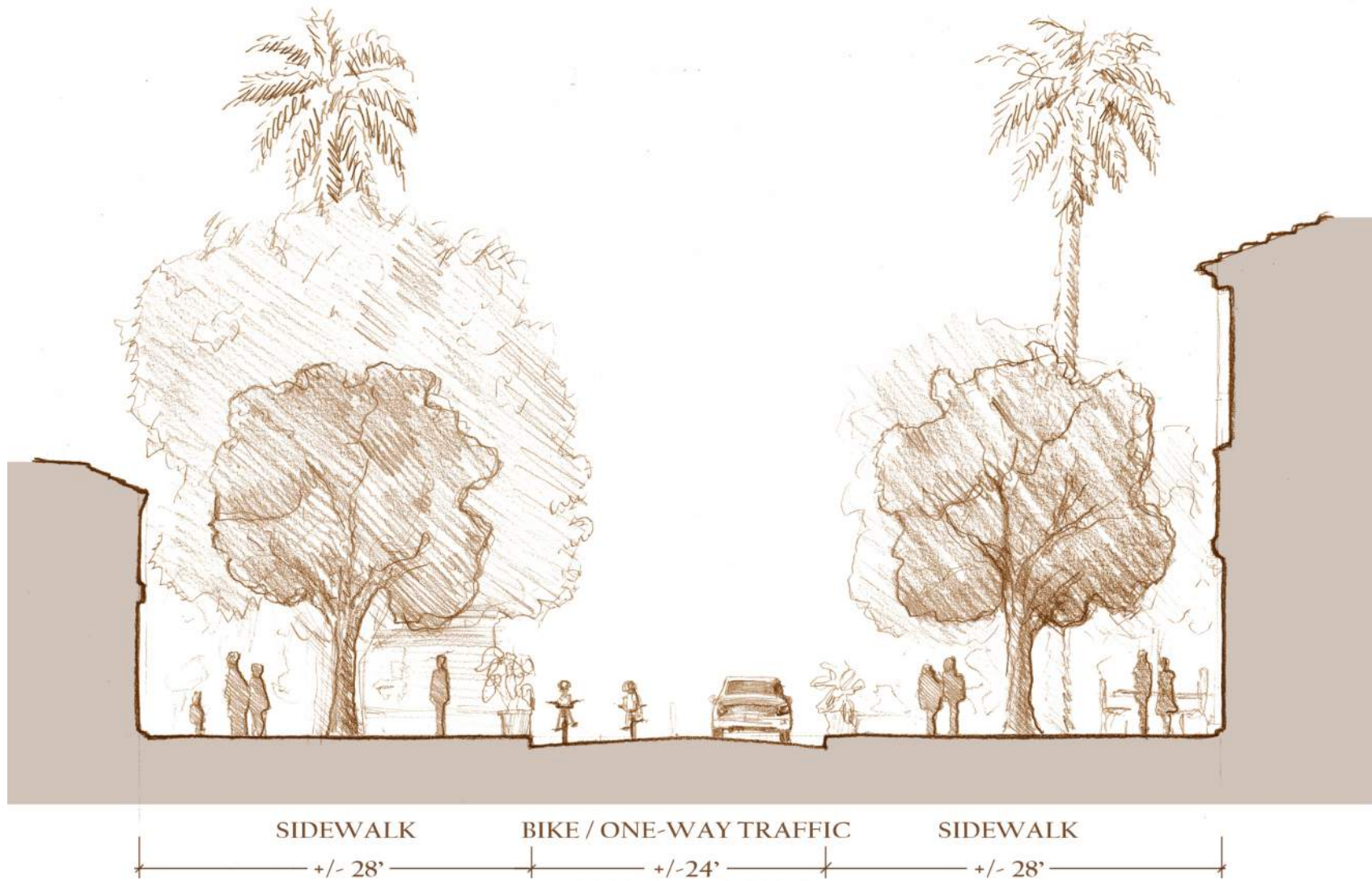
900 Block:

- Same as Option A

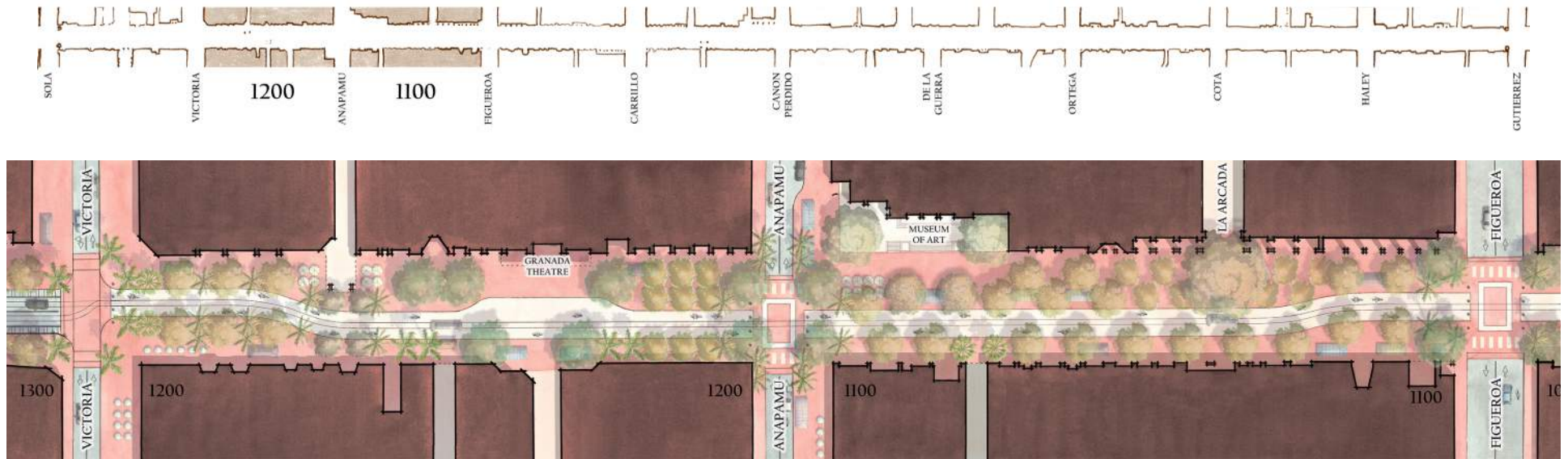
1000-1200 Blocks:

- One-way private vehicle lane for theatre drop-offs, with two-way bike lanes
- Expanded pedestrian sidewalks to accommodate public art, exhibit space, and outdoor dining along building facades
- The framework for the remainder of the Arts District will follow this concept (1100 and 1200 blocks not shown)

900-1200 Blocks (Option B)

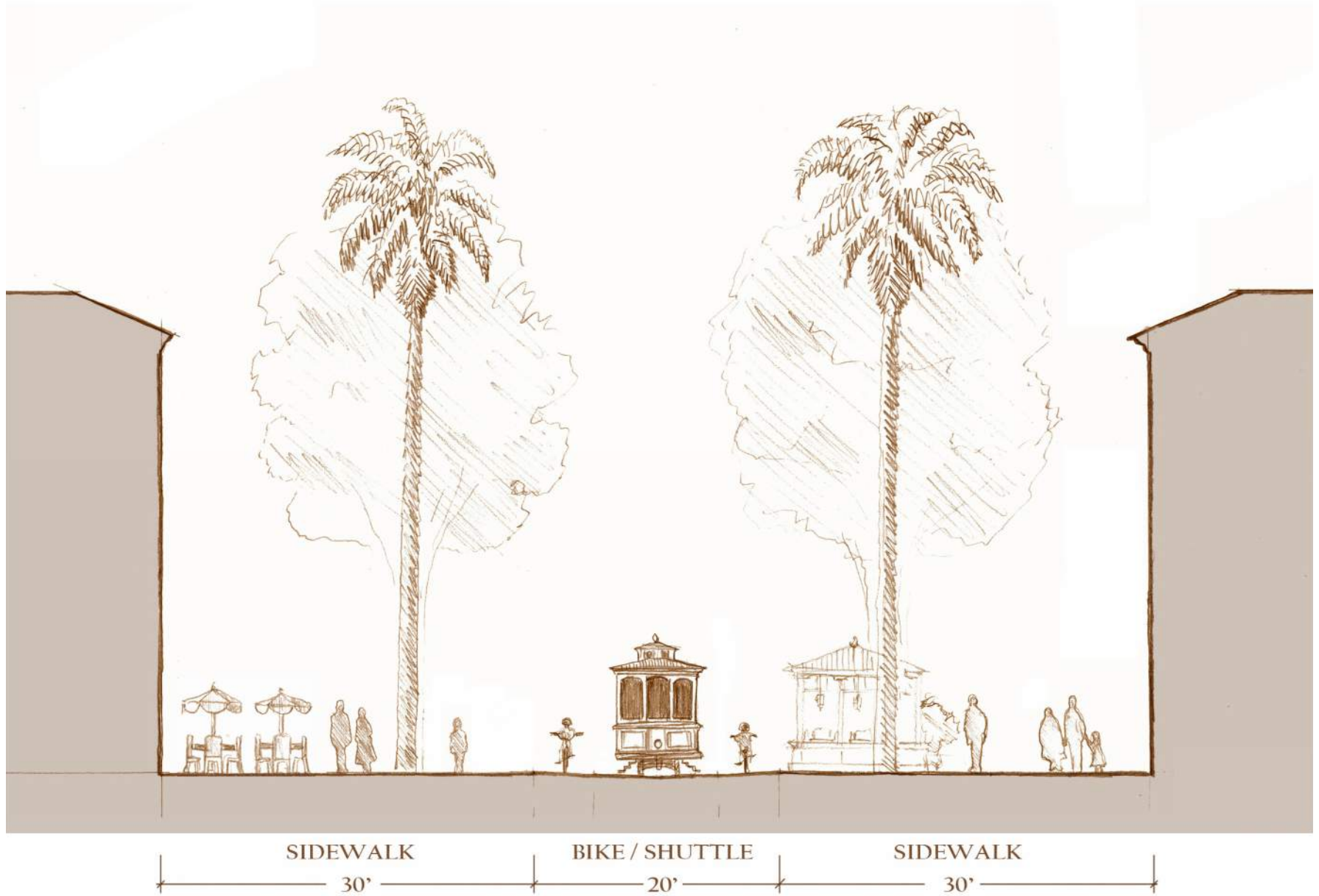


Street Section: One-way Traffic



- Option A extends the Grand Paseo concept through to Victoria Street, with the design framework for the 1100-1200 blocks closely resembling that of the 500-600 blocks
- Car-free, flat, flexible, and curbsless design
- 20 ft allocated for experiential transit, bikes, and emergency vehicles
- 60 ft dedicated to pedestrian use, outdoor dining along facades, and small performances
- Raised intersections to reinforce slow speeds
- Theatre drop-offs by private vehicles or small shuttle may be possible, but would require active management of street during events
- Emergency and private vehicle access controlled by bollards or similar automated barriers, designed to complement the character of the District

1100-1200 Blocks (Option A)



Street Section: Flat & Flexible



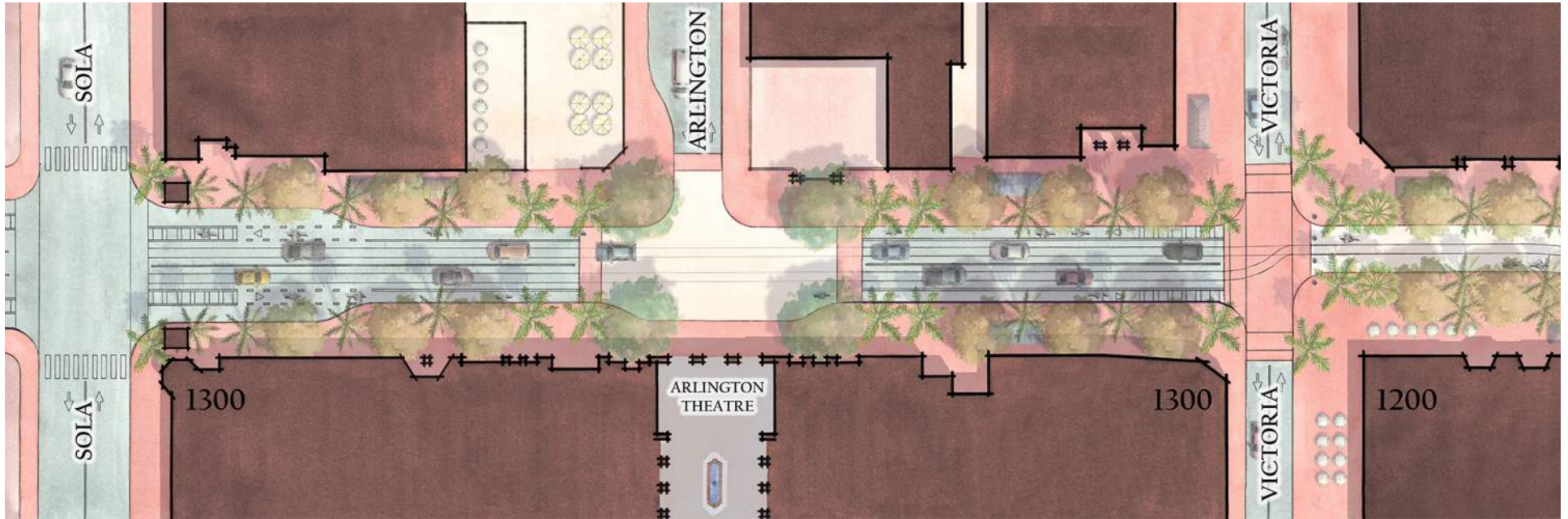
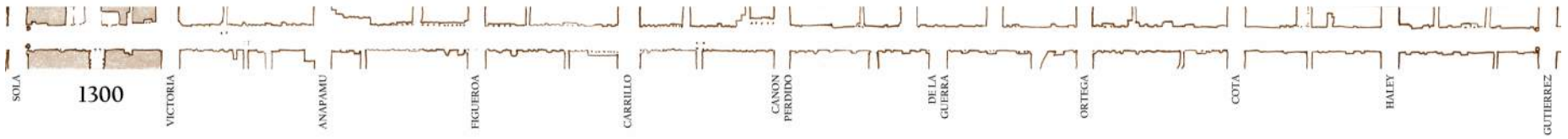
Paseo Entries



Paseo Entries

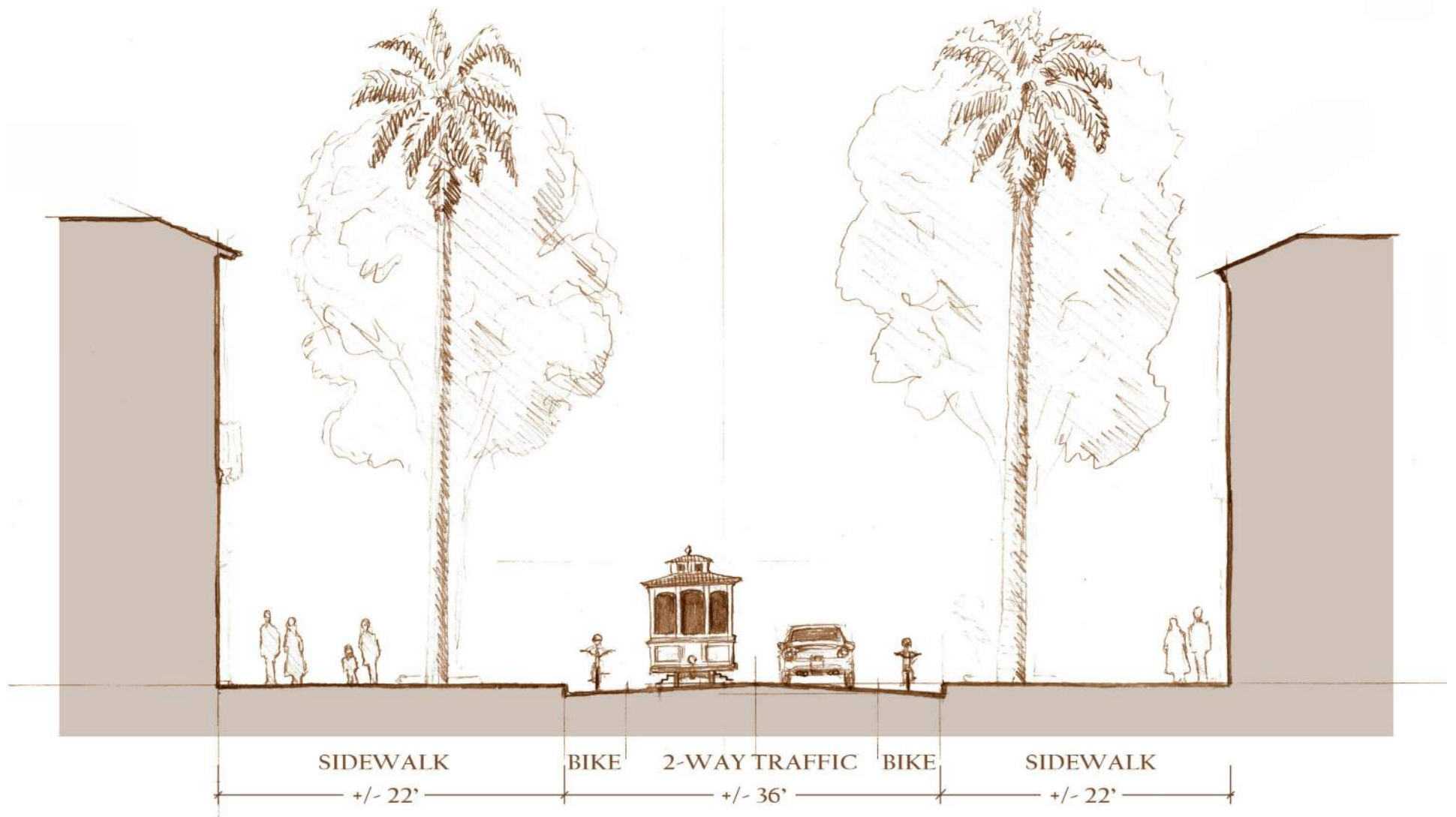


Zero Block Vignette



- Two-way car lanes and two-way bike lanes provide public access
- Gateway between Upper State and the downtown core, featuring an archway or other monuments to signal arrival at the Arts District and Grand Paseo
- Raised mid-block section for theatre drop-offs, accessibility, and traffic calming
- Enhanced sidewalk spaces on both sides of the street to accommodate sidewalk dining and provide views of the iconic Arlington Theatre

1300 Block



Street Section: Two-way Traffic





Looking Ahead

State Street Master Plan Administrative Draft

- Receive feedback from Council
- Continue to work on draft Master Plan and release to public in next 6 months
- Master Plan to include guiding principles, policies, and strategies that complement concepts and urban design framework
- Public review period to include engagement events and presentations to Commissions and Committees
- Draft Plan to be presented to Council in 2025

Short-Term Action Plan

Action Plan focus areas:

- Completion of the SSMP
- Roadway configuration
- Safety
- Sidewalks
- Outdoor dining
- Amenities
- Shuttle service and assisted mobility
- Economic development
- Sustainability
- Cleanliness and maintenance
- Activations

State Street Master Plan

	Action Item	Timeframe
1.A	Circulate a draft of the SSMP	6 months
1.B	Evaluate revisions to Title 31 and/or repeal of certain sections	End of FY25
1.C	Research options for an Enhanced Infrastructure Financing District (EIFD)	12 months

Roadway Configuration

Action Item	Timeframe
2.A Re-open the 1000-1300 blocks to traffic consistent with Master Plan vision	6-12 months



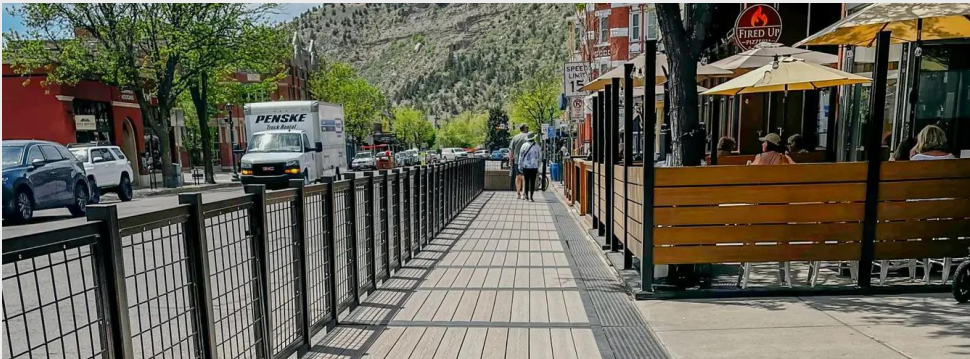
Safety

	Action Item	Timeframe
3.A	E-bike safety working group to address safety	6-12 months
3.B	Eliminate use of water and concrete traffic barriers on State	6 months
3.C	Pilot physical separation between bikes and peds	9-12 months
3.D	Add late-night safety lighting	18 months



Sidewalks

Action Item	Timeframe
4.A Review sidewalk width requirements	6 months
4.B Pilot reduction or elimination of non-tree landscaping	6-12 months
4.C Pilot “pedlet” concept on the 500 block	6-12 months



Outdoor Dining

Action Item	Timeframe
5.A Standardize appearance of dining furniture (with option for businesses to continue to choose own designs)	6 months
5.B Evaluate feasibility of City-purchased dining furnishings for lease/loan	6 months
5.C Eliminate OBFs; expand sidewalk dining where feasible	12 months
5.D Update ODLA Ordinance as needed	12 months



Amenities

	Action Item	Timeframe
6.A	Increase the amount of public seating; consider park-like public dining spaces	6 months
6.B	Explore the addition of modular play spaces	12 months
6.C	Explore creation of a locker-style lending library program	18 months
6.D	Explore other installations/amenities for 700-800 blocks	18 months



archello.com

Shuttle Service and Assisted Mobility

	Action Item	Timeframe
7.A	Encourage pedicabs on State Street	6 months
7.B	Pilot a golf cart transportation program on State	6 months
7.C	Analyze feasibility and cost-effectiveness of funding MTD shuttle service	12 months
7.D	Explore feasibility of subsidizing ride share services	12 months
7.E	Evaluate cost and feasibility of providing mobility scooters in City parking lots	12 months
7.F	Explore creation of CBID operated valet program	12 months



Cycling Without Age website

Economic Development

Action Item	Timeframe
8.A Research formation of an Economic Development Corporation	6 months
8.B Explore creating wayfinding app via public-private partnership or enhance visibility of existing web based resources in downtown	18 months
8.C Collaborate with real estate industry on 1-3 leasing/vacancy strategies	12 months



Sustainability



	Action Item	Timeframe
9.A	Add greenery	6-12 months
9.B	Evaluate stormwater management options to facilitate redevelopment	12 months

Cleanliness and Maintenance

Action Item	Timeframe
10.A Coordinate cleaning services with Downtown CBID	6 months
10.B Ensure regular pressure washing, evaluate alternatives to prevent damage, and purchase necessary equipment	6 months
10.C Continue to work on formation of CBID and CBID Board	12 months



Activations

Action Item	Timeframe
11.A Develop pre-approved parameters for event types on State Street, e.g. parades and others	6 months
11.B Explore the possibility of hosting rotating theme blocks	6 months
11.C Continue to support regular events hosted through the Downtown Organization	Ongoing
11.D Continue to support public art installations and other temporary pop-up installations	Ongoing



Recommendation

- Receive a progress report and provide direction on the Grand Paseo design framework
- Receive an update and provide direction on the short-term action plan for the project area