

**From:** [John Keller](#)  
**To:** [City Clerk](#)  
**Subject:** State street item 9  
**Date:** Monday, August 31, 2026 9:09:39 AM

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Some people who received this message don't often get email from racquets4less@hotmail.com. [Learn why this is important](#)

Hello..clerk santa barbara..please consider item 9 about cars access on state st..on Tuesday..im happy keeping the more car free way it is now..thank you..john keller

Sent from my Metro By T-Mobile 5G LTE Android Device

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**From:** [Michele](#)  
**To:** [City Clerk](#)  
**Subject:** "Info@strongtownssb.org" <Info@StrongTownsSB.org>  
**Date:** Monday, August 31, 2026 8:45:17 AM

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Some people who received this message don't often get email from micheleprestage@gmail.com. [Learn why this is important](#)

Good morning City Council,

I am a business owner in Downtown Santa Barbara for over 16 years now - COUCH SANTA BARBARA, on Ortega St, between State and Chapala.

I have never believed that having State street closed to traffic has been a negative for a business owner. I just don't understand this argument. There is no parking on State Street. Being able to drive by shops is of no help.

What helps, is having people actually out of their cars, walking around. The likelihood of someone walking into your shop is 100% higher when they are standing in front of it.

I have always seen the closing of State Street (below Victoria) as being the Silver Lining of COVID.

It has created a vibrancy and has brought life to an area that was struggling prior to Covid.

I believe people forget that State St was already struggling and sad way before the closing of the street. Many empty storefronts and little foot traffic. Hardly anyone on bikes. Now, many people use bikes and many people walk around. Outdoor dining has been expanded and is thriving.

Changing the Fiesta Parade to Cabrillo has been amazing.

It used to be cramped in, standing room only unless you staked out a chair ahead of time on the sidewalk. You were barely able to walk through the cramped sidewalk. It was hot and harder on the horses who are the stars of the show.

Now, there is room for anyone who wants to see it, sitting on grassy areas next to the water with a breeze, bringing picnics, etc. The horses actually have space and they are cooler too.

The new plan that makes closures "sometimes" just seems like a step backwards. The people against the closure seem so against progression.

Let's embrace new ideas and new ways. The old ways weren't working.

Thank you,  
Michele Prestage

**From:** [Steve Sereboff](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** please approve the Final State Street Master Plan  
**Date:** Monday, August 31, 2026 8:47:13 AM

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Some people who received this message don't often get email from [steve@sereboff.com](mailto:steve@sereboff.com). [Learn why this is important](#)

I live and work downtown for a long time. Please approve the Final State Street Master Plan. It represents a magnificent compilation of input from so many constituencies. It's a reflection of successful democracy and thoughtful urban planning. Thank you, /steve sereboff/

**From:** [Grayson Frazier](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State street  
**Date:** Monday, August 31, 2026 8:52:30 AM

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Some people who received this message don't often get email from graysonfrazier92@me.com. [Learn why this is important](#)

**Hello all,**

**State street has become such a hub and enjoyment in the community and our family. We ask that you please approve the Master Plan, there should not be private automobiles allowed on state street, and keep moving the people-first vision forward.**

**Thank you,**

**Grayson Frazier**

**From:** [Bruce Caron](#)  
**To:** [City Clerk](#)  
**Subject:** Item 9, September 1, 2026 City Council meeting Vote YES  
**Date:** Monday, August 31, 2026 8:53:05 AM

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Some people who received this message don't often get email from brcaron@gmail.com. [Learn why this is important](#)

Please amend Title 31 and adopt the Master Plan to keep State Street car-free.

To the Honorable Mayor and Santa Barbara City Council,

The future of State Street is car-free. This future needs to start today. Your decision to adopt the State Street Master Plan can end the uncertainty that business leaders say is impacting investment downtown. The final plan has excellent pedestrian safety design features and includes the 1300 block of State.

A large fraction of the expenses for this new downtown is for necessary storm-water drainage improvements. Other expenses will be covered through various new funding sources. Perhaps the City could create an Enhanced Infrastructure Financing District to help fund low- and medium-income housing.

The City can immediately help regulate e-bicycle use on the promenade by limiting this activity to only street-legal eBikes. Today, the great majority of eBikes on State are actually illegal to ride on the promenade. The physical design of the Master Plan also helps slow bicycle traffic.

The very next task is to encourage private investment, and help fund a couple thousand new apartments, including low-income and family housing. Let's create a joyful, lively downtown neighborhood as the basis for new walkable essential retail shopping and public amenities: an actual neighborhood with spaces for kids to play. When the Master Plan is built, our beautiful pedestrian promenade will attract tourists from across the US and the world, and reward locals, who get to visit daily.

This is the City's opportunity to show its faith in a future freed from the dead weight of failing mid-twentieth-century retail and automobile fascination; a future you will enable through this Master Plan. Your decision will signal both your love for our hometown and your determination to give it new life.

The promenade can support regular, convenient micro-transit along the whole corridor, and be both safe and welcoming for all Santa Barbara residents.

I thank you and City staff for your insight and stamina, and the enormous amount of work you have accomplished on this matter.

It is time to vote YES.

Bruce Caron, Santa Barbara resident.

**From:** [Jennifer Cota](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Final State St. Master Plan~ Public Comment  
**Date:** Monday, August 31, 2026 8:57:11 AM

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Some people who received this message don't often get email from jenniecota805@gmail.com. [Learn why this is important](#)

Esteemed City Council Members,

Closing State Street to vehicle traffic has transformed it into a safer, more welcoming public space where people can gather, walk, bike, and connect. I strongly support keeping it car-free to maintain the character, accessibility, and quality of life it brings to downtown Santa Barbara.

Sincerely,  
Jennifer Cota

**From:** [Ronald See](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street  
**Date:** Monday, August 31, 2026 8:58:58 AM  
**Attachments:** [AIorK4xi5YNjDnn\\_xfy5qgkPylmc7R9NKuo0db1LEkCyL7pfVYPq6vNbDN9nNo7xWJROiM1TqB95VwM.png](#)

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Some people who received this message don't often get email from rsee@westmont.edu. [Learn why this is important](#)

Dear City Council,

I respectfully request that you approve the Master Plan. In addition, please do not allow private automobiles on State Street in order to fully achieve the vision of a truly beautiful downtown. By doing so, your legacy will be cemented in place for future generations.

Sincerely,  
R. See

**Ronald E. See, Ph.D.**

*Professor and Department Chair*

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Department of Psychology  
Winter Hall 338  
o: 805-565-7062  
955 La Paz Road • Santa Barbara, CA 93108



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**From:** [William Prothero](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Support for State St no cars plan  
**Date:** Monday, August 31, 2026 9:00:58 AM

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[Some people who received this message don't often get email from prothero@ucsb.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I strongly support the current State St plan with no cars. You can't satisfy everyone and I'm very surprised at the positions of the folks who want cars. There are issues, of course. Bikes illegally riding where they shouldn't and homeless issues. These need enforcement. I have experienced downtown Milan, Italy and marveled at the vibrant plazas and folks walking and exploring.

Please, let's get on with it and stop the constant delays of the nay-sayers.  
Bill Prothero, a strong supporter of the no cars plan now being proposed.

William A. Prothero, PhD  
Prof Emeritus, Dept of Earth Science  
University of California, Santa Barbara

**From:** [Sam Carey](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Item 9 - Final Master State Street Plan  
**Date:** Monday, August 31, 2026 9:01:06 AM

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Some people who received this message don't often get email from samuelmcarey@gmail.com. [Learn why this is important](#)

Hello -

I believe that there is a hybrid Solution for State Street where everyone wins and have seen it implemented in France.

1 - Automatic bollards should be installed at the appropriate intersections to prevent traffic limited to certain times so restaurants/businesses can still get their required through traffic for deliveries.

2 - During certain hours (Weekends, Lunch Hours, Night), the ballards should be activated to stop car traffic on State Street.

3 - A small 4 foot by 10 foot pool that is only 2 feed deep should be installed so kids can play with remote control boats as the focus. This would bring more families/economic activity to downtown as it is a free activity for families to do that would then organically turn into spending at restaurants/walking around the shops.

Best,  
Sam Carey

**From:** [Kate Lee](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street Master Plan - Public Comment  
**Date:** Monday, August 31, 2026 9:02:54 AM

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Some people who received this message don't often get email from kml710@gmail.com. [Learn why this is important](#)

Hello,

I am writing to urge you to adopt the State Street Master Plan, including keeping State St. closed for cars for the entire length. I live and work downtown and walk State St. every day. Keeping State St. car-free has increased the vibrancy, safety, and foot traffic of the downtown corridor. The community has repeatedly and resoundingly spoken up to keep State St. pedestrian and I hope you continue to honor that.

Thank you,  
Katherine Lee  
329 W. Anapamu St.  
Santa Barbara, CA 93101

**From:** [Jon Crawford](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State St. Master Plan  
**Date:** Monday, August 31, 2026 9:02:56 AM

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[Some people who received this message don't often get email from crawford730@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

My view is pretty simple. No cars on State St.  
Emergency vehicles OK.  
Thanks for reading this.  
Jon Crawford

**From:** [Lori Secrest](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** SB Master Plan  
**Date:** Monday, August 31, 2026 9:03:58 AM

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[Some people who received this message don't often get email from lori.secrest@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council,

Please keep our downtown car-free! It's lovely, welcoming and safer to allow pedestrians and some bicyclists (not e-bikes) the ability to enjoy our shops, restaurants, and businesses without the noise, pollution, and congestion that comes with traffic.

What a difference it makes! It's wonderful to see people walking and gathering, families with children, couples strolling, tourists visiting without cars disrupting the enjoyment.

Some suggestions:

More visible police on foot or bicycles

Limit all E-bikes, motorized bikes

Continue electric shuttles

Thank you for your consideration .

L. Secrest

**From:** [Carolina Capetillo](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council; State Street Master Plan](#)  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free  
**Date:** Monday, August 31, 2026 8:33:09 AM

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Some people who received this message don't often get email from ccapetillo@lco.global. [Learn why this is important](#)

Being able to walk around State Street without worrying about cars increases pedestrian safety, fosters a sense of community, and decreases pollution. Please approve the Master plan and prohibit all private automobiles on State Street. Keep moving the people-first vision forward.

**From:** [Mkt Dev](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Keep state street car free  
**Date:** Monday, August 31, 2026 8:33:54 AM

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[Some people who received this message don't often get email from mktdev@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

**From:** [Nick Alward-Saxon](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Regarding agenda item 9  
**Date:** Monday, August 31, 2026 8:36:05 AM

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Some people who received this message don't often get email from nalward+saxon@gmail.com. [Learn why this is important](#)

Greetings,

I urge the council to approve the State Street Master Plan at its next meeting. This plan will lay the foundation for the future of our downtown as our community living room and will drastically increase safety for all modes but especially our most vulnerable.

State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length. Increased bike + foot traffic is good for local businesses too!

Keeping the street closed to cars is safer for everyone and makes the space more inviting/comfortable for pedestrians to exist in.

Also, the downtown/waterfront shuttle should be fully funded to help provide equitable means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone.

Thank you,  
Nick Alward-Saxon

**From:** [Susan Shields](#)  
**To:** [City Clerk](#)  
**Subject:** Essential reading for City Council members  
**Date:** Monday, August 31, 2026 8:37:44 AM

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Attention City Council members

This article published by Noozhawk today is a must read:

"Cassandra Ensberg: Santa Barbara Can't Afford a \$96 Million State Street Experiment"

It speaks perfect truth.

Susan Shields

, SB 93105

**From:** [Brigitte Griffin](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Downtown State street  
**Date:** Monday, August 31, 2026 8:37:53 AM

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Some people who received this message don't often get email from brigittegriffin07@gmail.com. [Learn why this is important](#)

Please have the parklets restaurants removed as they ruin the beauty of the street.  
The paintings at the corner of State and Carrillo look very bad as they are dirty.  
We need better landscaping.  
Definitely remove the outdoor dining on Victoria street. It's creating a huge mess and traffic jam. It's ugly too.

Brigitte

**From:** [ingridCox@yahoo](mailto:ingridCox@yahoo)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Master plan State Street  
**Date:** Monday, August 31, 2026 8:39:13 AM

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Dear SB officials,

As a SB resident for over 25 years, I'd like you to approve the master plan that ensures no cars on State Street.  
Please prioritize pedestrian- friendly decisions that focus on community.

Thank you.

Sincerely,  
Ingrid Bowman

Sent from my iPhone

**From:** [Scooby Doo](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** KEEP IT CAR FREE!  
**Date:** Monday, August 31, 2026 8:41:20 AM

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[Some people who received this message don't often get email from waybigdog@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Please approve the master plan with no cars on State St.

It is going to harm businesses far more than help if cars are allowed to be on State St.

Keep it car free!

Garin Bougie



Santa Barbara, Ca  
93110

**From:** [Lore Dobler](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** SB State Street no cars please  
**Date:** Monday, August 31, 2026 8:41:35 AM

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[Some people who received this message don't often get email from loredobler@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Do need better control of E-bike traffic.

Sent from my iPhone

**From:** [Brett Rietveld](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State street master plan  
**Date:** Monday, August 31, 2026 8:42:01 AM

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Some people who received this message don't often get email from brettrietveld@gmail.com. [Learn why this is important](#)

I love walking and biking state street! Please approve the plan to keep it car free and people friendly.

Thanks,  
Brett Rietveld  
[brettrietveld@gmail.com](mailto:brettrietveld@gmail.com)

**From:** [Stephanie Crim](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State street master plan  
**Date:** Monday, August 31, 2026 8:44:03 AM

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[Some people who received this message don't often get email from stephcrim@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Love the people first vision for state street and hope that continues! Build strong and safe community!

**From:** [Jessica Dora](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Keep State Street Car-Free!  
**Date:** Monday, August 31, 2026 8:44:09 AM

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Some people who received this message don't often get email from [jessicadora@gmail.com](mailto:jessicadora@gmail.com). [Learn why this is important](#)

Dear SB City Council,

State Street is Much more accessible and enjoyable Without Cars. We should remake it into a beautiful promenade. We go to State street to shop a lot more ever since they got rid of cars. We also need to Help the Homeless and addicted people who are on the streets to get into housing and get clean, or if they came here from elsewhere, help them reconnect with their families back home. People should not be showing up in SB because they think it is a great place to be homeless (I know for a fact this is happening and has been for a long time). We need to get All Electric Bikes, Motorcycles, electric vehicles, etc. OFF OF STATE STREET AND OFF OF THE BIKEPATHS! I don't care what anyone says, these are motorized vehicles. They are battery powered. They cannot safely share space with regular bicycles, pedestrians, and on-leash pets. This has been proven time and time again. Please vote to keep State Steet downtown car-free and hire LOCAL SANTA BARBARA architects, landscape architects, engineers and artists to design a functional and lovely downtown promenade.

Turn the empty retail spaces into REASONABLY PRICED HOUSING.

Please get a grip on reality.

Thank you in advance,

~Jessica~ (57-year resident of Santa Barbara)  
[jessicadora@gmail.com](mailto:jessicadora@gmail.com)

**From:** [Kevin Hanrahan](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Downtown for the Future  
**Date:** Monday, August 31, 2026 8:44:29 AM

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Some people who received this message don't often get email from kevin.hanrahan.805@gmail.com. [Learn why this is important](#)

I am a long time Santa Barbara area resident (1990). I have been blessed to raise my children in this wonderful place and as I near retirement, I worry about the future generations ability to afford to live here. I do not have a master plan myself, but I have learned a few things.

- Demand to live in our paradise will ALWAYS outpace Supply no matter how many residential units are constructed. THEREFORE building more housing will not magically provide affordable housing.
- Increased population WILL however add congestion to our roadways, consume scarce water and other resources.
- The quiet beach town is gone. We are on our way to becoming Monte Carlo with 'lifestyles of the rich and famous' vibes. Low occupancy in the most tony areas reflects that some areas are already very much NOT "local".
- Residents prefer their neighbors to be local owners or renters, not transient occupants (AirBnB, etc) or yet another hotel.
- Nobody is going back to in-store purchases as the delivery model built by Amazon (and others) is FAR more efficient and abundant.

I fear those elected to carry our city forward have been optimizing on the wrong things. Yes, hotels bring tax revenue and commerce. Yet the streets are poorly maintained and public works from all agencies take forever. Our dollars are evaporated in the bureaucratic processes and not making it to the services intended. This is the result when a system is over-constrained. Too much energy lost just getting to the work. This energy loss is waste.

One hugely wasteful activity has been the talk of re-opening State street to vehicle traffic. It is clear that the local restaurants have made far better use of the roadway for parklet seating than traffic jams that preceded them. Walkers are back on the street even if the shops are closed as rents are just too high to make small businesses viable. This walking/cycling culture is ONE thing that is trending toward the positive. To remove it in favor of traffic jams would be counter-productive. I do not know a single person who thinks this is a good idea. Literally 100% of locals I speak with want the road to remain car-free. (Probably could use some policing around these e-motorcycles parents are confusing for e-bicycles, unleashing pods of 14 year olds doing 30+mph around town.)

I didn't use to go downtown due to parking hassles, traffic jams and lack of 'vibe', but since State St closed to car traffic, I do. Maybe let's not drive the locals away again.

Kevin Hanrahan

Local Resident

**From:** [Matt Galland Y!](#)  
**To:** [info@downtownsb.org](mailto:info@downtownsb.org); [Santa Barbara City Council](#)  
**Subject:** Response to DSBIA's position on the State Street Master Plan  
**Date:** Friday, August 28, 2026 9:45:47 PM

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Some people who received this message don't often get email from matt\_galland@yahoo.com. [Learn why this is important](#)

Greetings,

I will try to weigh in more formally in due time but I needed to submit that, to your suggestion that "Blocks should be open to cars and shuttles at all times" (except for special occasions) is utterly counterproductive and contrarian to the whole notion of a pedestrian-friendly people-oriented zone that is free of cars.

Santa Barbara has a multitude of great parking options in the area.

Allowing cars back on State Street will not reverse the decades-long waning of storefront retail shopping.

With the changing tides of how and what the public is looking for in the downtown area - i.e. open access to safe pedestrian areas like those found in the great plazas of other major metropolitan centers around the world - I challenge you to change your approach to how our town sees the future... a future revolving around the PEOPLE of our city rather than one catering to the increasingly outmoded way of shopping and accessing shops with automobiles.

No more cars on State Street!

Please reply to acknowledge receipt of my comments.

Thank you for your consideration,

Sincerely,  
Matt Galland  
[Matt\\_galland@yahoo.com](mailto:Matt_galland@yahoo.com)

  
Encore Dr  
Santa Barbara

Sent from my Galaxy

----- Original message -----

From: "Downtown Santa Barbara Improvement Association (DSBIA)"  
<[info@downtownsb.org](mailto:info@downtownsb.org)>  
Date: 8/28/26 6:07 PM (GMT-08:00)  
To: [matt\\_galland@yahoo.com](mailto:matt_galland@yahoo.com)  
Subject: DSBIA's position on the State Street Master Plan



## **DSBIA's position on the State Street Master Plan**

As the City Council prepares to consider adoption of the long-awaited State Street Master Plan on September 1, we want to share DSBIA's position based on feedback from businesses, property owners and the broader community.

DSBIA generally supports the Master Plan and the significant, overdue

investment it represents for downtown. It provides an opportunity to upgrade aging stormwater, electrical and other infrastructure while preparing downtown for new housing and modern amenities. Funding will require multiple sources, with future Measure C dollars expected to play an important role.

The council agenda packet for the State Street Master Plan, (item 9) is now available for viewing for the Tuesday, September 1st meeting.

Learn more and see the associated documents [here](#).

DSBIA State Street Master Plan\_PSA\_Final-1



We believe several issues remain important short and long-term priorities:

**Ensure State Street is truly flexible.** The current Master Plan design allows individual blocks to open and close using intersection bollards, and we strongly support this flexibility. Blocks should be open to cars and shuttles at all times, except during scheduled events, designated days or weekends, or peak seasonal periods. This flexibility can better support district economic vitality, create a strong sense of place with maximum user access. Additionally, certain blocks such as those in the entertainment district could be closed more frequently than others or for longer periods of time. Furthermore, we urge the city to pilot flexible configurations in the near term to support the diverse needs of the district.

**Clear and predictable timelines** as part of an interim operations plan and the roll out of Master Plan capital improvements are paramount to the success of the district.

**Reinstate multi-modal circulation to support the entire district.** Approximately 1,500 businesses operate between Sola Street and the Highway 101 underpass and from Chapala to Anacapa Streets. No single approach will satisfy everyone, but our goal should be a downtown that supports businesses and continued investment throughout the district—not just on certain blocks.

**Data driven approach.** Using a data driven approach we can adaptively manage the circulation in the district and build a downtown that attracts continued investment and helps businesses thrive and stands the test of time.

**Safety and accessibility.** The Master Plan must safely serve all users – pedestrians, bicyclists and vehicles.

**Prioritize housing development.** The most important element of the plan is housing. We must clear the path to expedite thousands of units of housing to support downtown economic vitality, and our workforce.

**Protect the traditions and uses we value.** The final design should accommodate parades, farmers markets, outdoor dining and other activities that make State Street special, safe and inviting for all.

Screenshot 2026-08-17 131104



Screenshot 2026-08-17 131024



**The street design is only one piece of a successful downtown.** DSBIA is also advocating for better e-bike management, more housing, faster and more predictable City permitting, and increased police presence.

DSBIA\_Downtown\_39



**DSBIA is doing our part in investing in downtown through** daily maintenance and cleaning, our Downtown Window Beautification Program, enhanced paseo lighting, new safety initiatives, new downtown programming and events, plus enhanced marketing rolling out this autumn to bring locals and visitors downtown and help them fall in love with the heart of the city all over again. We will also be bringing back the Downtown Holiday Parade on December 4!

DSBIA\_Downtown\_13



Vacant Window Trees



Together, we can create a downtown that attracts continued investment, helps businesses thrive, safely serves pedestrians, bicyclists and vehicles, and preserves the traditions that make Santa Barbara special.

Let Santa Barbara City Council members know you support a State Street Master Plan—and an interim operations plan—that works for our entire community, can adapt as conditions change and stands the test of time.

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Email your council at [sbcitycouncil@santabarbaraca.gov](mailto:sbcitycouncil@santabarbaraca.gov) and cc [info@downtownsb.org](mailto:info@downtownsb.org) to let us know you've weighed in!

Council Agenda

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Downtown Santa Barbara Improvement Association, 419 State Street, Santa Barbara, CA 93101, United States, 8059622098

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**From:** [iken lord](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** DSBIA  
**Date:** Friday, August 28, 2026 10:03:29 PM

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Some people who received this message don't often get email from ikenlord@yahoo.com. [Learn why this is important](#)

They recommendations sound good !  
[Sent from Yahoo Mail for iPhone](#)

**From:** [Cassandra Ensberg](#)  
**To:** [Santa Barbara City Council](#); [Kelly R. McAdoo](#); [Tess Harris](#); [Holly Perea](#)  
**Subject:** Letter re: Sept 1 Council Meeting Item 9  
**Date:** Saturday, August 29, 2026 9:30:59 AM  
**Attachments:** [There is a way out Letter CC Sept 1, 2026.pdf](#)

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Good morning,  
Please see attached letter re: Sept 1 Council Meeting Item 9.  
For your consideration.  
Thank you - enjoy the weekend!

**Cassandra Ensberg, Artist, FAIA Architect, LEED AP**  
805 455 8332

<https://www.10westgallery.com/cassandra-ensberg>  
<https://cass-ensberg.squarespace.com/>  
<http://ensbergjacobsdesign.com/>

*What we do matters. - I work to serve the Santa Barbara community through volunteerism and by promoting collaboration in development that includes Local Art & History, the Natural World, & Santa Barbara Style Poetic Beauty in our Built Environment!*

*This message is intended only for the individual named and may contain confidential information. If you are not the addressee, please respond via email to notify us that you have received this email by error, and please delete all email and contents permanently.*

## **Santa Barbara! There IS a way out of this mess!**

Cassandra Ensberg, FAIA Architect, LEED AP  
August 28, 2026

Dear Santa Barbara All - Friends & Neighbors, City Leaders, & Staff,

Yes, there is a way out of this mess - it is easier than one might imagine - the Deus Ex Machina Moment!  
Before the easy answer – let us start with a few key points:

1. A healthy balanced budget is not just a good idea, it is vital! And, yet, over the past couple of years, all excepting three (the mayor and two other councilmen) somehow “went blank” and approved reserves to be used to balance the budget. The entire contingency reserve was depleted and **\$6,000,000** of emergency reserves were tapped into. So now is time we all pray that El Niño shows up late and treats us kindly.
2. Affordable housing is, and must be, a top priority – but, with insufficient funds, it is pretty hard to justify contributions to the Affordable Housing Fund even though it is needed.
3. Possibly interesting, but the non-essential Master Plan studies to change our once amazing Central Business District / El Pueblo Viejo has cost somewhere over **\$2,000,000** (million) for consultants, experiments, and years of staff, council, and others (SSAC) time. And an additional **\$92,000** was just recently approved to cover a Master Plan cost overrun (another split vote).
4. Temporary closure of our main street is one thing, multi-year “lock down” is something else and has resulted in a dysfunctional Public Right of Way as follows:
  - a. Loss of customers = Loss of sales for businesses and tax revenue for the city.
  - b. Altered flow limited customer visibility and access that benefitted some businesses at the expense of others.
  - c. Access for all was reduced without a proper ADA compliant Accessible Public Transit (Municipal Bus).
  - d. Loss of community parades, loss of overall attractiveness and quality, drop in property values, and general degradation of the cherished El Pueblo Viejo Historic District.
  - e. Broad community frustration by citizens and businesses feeling ignored, sidelined, and abandoned by a majority of city leaders who could not or would not consider or recognize that prompt reopening of the street is the simplest cost-effective solution to restore essential access for use of the Public Right of Way and for businesses to recover from 6 years of shut down. Adding to the frustration is that there is no opposition to possible changes to State Street once fully designed, funded and approved.

City Council will meet Tuesday, September 1, 2026 (agenda Item #9). The city administrator and City Master Planner are recommending, essentially to:

- Approve changes to State Street estimated to cost **\$96,000,000**. (million). Could it be more?
- Remove the sunset clause in Title 31 section of the city ordinance to make the temporary conditions of State Street permanent.

This is time and cost we cannot afford right now. I believe the ridiculously simple solution and responsible action that would make (almost) everyone grateful and able to breathe again, is to pass over the (directed by council) staff recommendations and move swiftly to restore and recover:

- Allow Title 31 to lapse and promptly reopen State Street as the most fair and best option for the city and our businesses financial recovery. Graciously accept and thank the community member who previously offered to cover the cost to slurry and stripe the street.
- Focus on realization of housing in the Central Business District - direct Master Plan work to focus exclusively on a simple less costly Storm Water Management solution and identify and develop a plan for Utility upgrade requirements.

Sincerely,

Ms. Practical - AKA Cass Ensberg FAIA Architect & Santa Barbara Community Member for 40 years

**From:** [Hadley Johnson](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [info@downtownsb.org](mailto:info@downtownsb.org)  
**Subject:** State Street Forward--Council Agenda Item #9  
**Date:** Sunday, August 30, 2026 8:09:16 AM

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[Some people who received this message don't often get email from bowwow4@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor and City Councilmembers:

I am writing to you about the future of State Street.

I am not discussing whether to keep State Street closed or to open it. You've heard those arguments before. Rather, I am urging you to consider a new path forward. It is the path of compromise and cooperation.

I hope that you choose a solution for State Street which contain the elements of real compromise. It is a compromise where the contending parties give up something real in exchange for getting something real. In other words, no body gets everything they want.

Why compromise? I the know the concept does not sound sexy. It does not get the heart pounding and the blood flowing. But, Santa Barbara is a community. And, communities need compromise in order to function well. Compromise is the lubricant which makes the wheels of civil society move smoothly in order to achieve results for all of us. With compromise, we all feel that we have gained something in giving up something.

This is your opportunity to show leadership. One of the characteristics of leadership is the ability to tell followers that it is time to compromise in order to achieve a greater good for us all. Governing should not be a zero sum game where one side wins at the expense of the other side. Just because one side can force a policy decision on the other side does not mean that it should, nor does mean that it is right, nor does mean that it is good.

This is your hour to show leadership. This is your opportunity. I hope you do not miss it.

Sincerely,  
Hadley Johnson

**From:** [Nick Sebastian](#)  
**To:** [NICK@NSEBASTIAN.COM](mailto:NICK@NSEBASTIAN.COM)  
**Cc:** [Nicholas Sebastian](#); [SBVIEW](#)  
**Subject:** Common sense reasons to OPEN STATE STREET  
**Date:** Sunday, August 30, 2026 1:46:23 PM

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VOTE NO • STATE STREET

# Five Common-Sense Reasons to Reject the State Street Master Plan

*Santa Barbara should not make a \$100-million-plus commitment without secured funding, a dependable schedule, representative public support and proven emergency access.*

**BOTTOM LINE** Rebranding the “Promenade” as a “Master Plan” does not resolve the proposal’s financial, commercial, cultural or public-safety risks.

Changing the name from “State Street Promenade” to “State Street Master Plan” does not change what the proposal does. The ordinance would remove the December 31, 2026 sunset provisions, make the vehicle-restriction framework permanent and rename the pedestrian area the “State Street Paseo.” It also directs the City toward pre-construction, engineering, grant applications and a future multiyear capital commitment.<sup>1</sup> Rebranding is not transparency.

## 1. The funding is not secured—and the numbers do not agree

The agenda report estimates \$96.02 million for pre-construction, engineering and construction, plus another \$8 million for programming, policy and economic development—approximately \$104 million. Yet its phase table lists \$17 million, \$70 million and \$25 million in infrastructure costs, totaling \$112 million before the additional programming expense.<sup>2</sup> The Council should reconcile that apparent difference before adopting the plan.

The City estimates a “typical” cost of about \$9 million per block. Funding would depend largely on competitive grants, debt, tax-increment financing, assessment revenue, parking and hotel-tax reinvestment, and private contributions. A grant application is not an award. A bond is debt, not free money. Tax-increment financing commits future revenue that cannot then be spent elsewhere.

**Common sense:** Do not commit Santa Barbara to a \$100-million-plus project until the full cost, funding sources, debt service and effect on other City priorities are disclosed.

## 2. The six-year schedule is conditional —not guaranteed

The plan recommends starting construction within 18 months and finishing within six years. The report also acknowledges that this schedule is “not automatic.” It depends on funding, grant cycles, engineering, environmental review, utility coordination, staffing and a dedicated implementation team. Missing a grant cycle could delay work by the length of that cycle.<sup>3</sup>

State Street businesses have already endured six years of temporary conditions. The plan could add years of demolition, utility work, drainage construction, fencing, dust, detours and block-by-block disruption. Prospective tenants would have to sign leases without knowing when construction will reach their block, how customers and deliveries will gain access or whether six years will become eight or ten.

That uncertainty matters. Federal data show roughly one in five new establishments does not survive its first year, while about half do not survive five years.<sup>4</sup> Construction disruption adds another risk to an already difficult retail environment—and may also reduce City sales-tax revenue.

**Common sense:** Stabilize downtown commerce before subjecting it to another long period of uncertainty.

## 3. The plan risks changing Santa Barbara’s character permanently

State Street is the historic commercial spine of a distinctive coastal community—not a blank canvas for consultants or advocacy groups. Santa Barbara’s architecture, human scale and small-town character distinguish it from manufactured entertainment districts and generic urban plazas.

The plan combines extensive paving, bollards, landscaping, stormwater infrastructure, weekly markets, art installations, outdoor cinema, performance licensing and year-round programming. Each feature may sound attractive alone; together they would fundamentally redefine the atmosphere and purpose of State Street.

Once approximately \$100 million is spent rebuilding the corridor, returning to traditional vehicle access would become financially and politically difficult.

**Common sense:** Do not permanently alter Santa Barbara’s historic center without clear evidence that the change will strengthen retail commerce and preserve the qualities residents and visitors value.

## 4. The public-comment record is not a public mandate

The City received 744 written comments from 704 unique correspondents. Santa Barbara's estimated 2025 population is 86,422. The correspondents therefore represent approximately 0.8 percent of the population—fewer than one out of every 100 residents.<sup>5</sup>

Every participant deserves to be heard, but a self-selected comment process is not a scientific survey. The City report expressly acknowledges that participation was not statistically valid or geographically balanced. Some people submitted more than one comment, and organized interests had greater ability to mobilize emails and hearing attendance.<sup>6</sup>

**Common sense:** Do not treat 704 correspondents as conclusive evidence of what more than 86,000 Santa Barbara residents want. A decision of this magnitude deserves independent, geographically balanced public opinion research—or direct voter consideration.

## 5. Emergency access must be proven under real conditions

The plan calls for a 26-foot emergency corridor, retractable bollards and vehicle exceptions. But a drawing showing clearance is not proof of real-world response performance during crowded events, outdoor dining, construction, deliveries, protests or equipment failures. The hours for different travel modes also remain unresolved, and the report concedes that enforcement depends on police staffing and budget.<sup>7</sup>

These are not theoretical concerns. Three people were stabbed on the 500 block of State Street during Fiesta in August 2025, and one later died. Subsequent evidence caused prosecutors to drop the murder and gang-related allegations, but the incident demonstrated how quickly a downtown emergency can develop. Another stabbing near lower State Street sent a victim to the hospital in March 2026.<sup>8</sup>

During a Fiesta discussion, a high-ranking Santa Barbara police officer told me: “I wish I had the opportunity to cruise State Street unhindered with complete access—to show a presence and interact with people—from the harbor to upper State Street.” This is a firsthand recollection, not an official Police Department position, but it raises an important operational question.

Visible patrols can deter misconduct and allow officers to identify trouble early. Minutes matter during a stabbing, cardiac arrest, overdose or fire. Bollards, crowds, furniture, bicycles and delivery vehicles can obstruct even a designated lane.

**Common sense:** Require documented police, fire, ambulance and paramedic response-time testing under realistic conditions before making the configuration permanent.

## Conclusion: Improvement does not require a \$100-million gamble

State Street needs action, but Santa Barbara should not replace six years of uncertainty with a more expensive version of uncertainty. The City can restore convenient access and retail visibility, repair sidewalks and pavement, improve lighting and cleanliness, enforce existing laws, test a lower-cost reversible traffic configuration and measure the results before committing to permanent reconstruction.

A responsible plan should protect merchants, taxpayers, public safety and Santa Barbara's historic character. Until the City provides secured funding, reconciled costs, an enforceable schedule, representative public support and verified emergency access, the Council should vote NO on the State Street Master Plan.

## Sources and citation links

1–3, 6–7. City of Santa Barbara, Council Agenda Report: "Adoption of the Final State Street Master Plan and Amendment of Title 31," pp. 1–16 (agenda attachment supplied for publication)

4. [U.S. Bureau of Labor Statistics, "1-year survival rates for new business establishments by year and location."](#)

4. [U.S. Small Business Administration, Office of Advocacy, "What is the survival rate for new firms?"](#)

5. [U.S. Census Bureau, QuickFacts: Santa Barbara city, California \(July 1, 2025 estimate\).](#)

8. [Santa Barbara Independent, "Stabbing Suspects in Santa Barbara Charged" \(August 6, 2025\).](#)

8. [Noozhawk, "DA Drops Murder, Gang-Related Charges in Downtown Santa Barbara Stabbing" \(September 3, 2025\).](#)

8. [Santa Barbara Independent, "Victim Hospitalized After Downtown Santa Barbara Stabbing" \(March 6, 2026\).](#)

**From:** [Susan Shields](#)  
**To:** [City Clerk](#)  
**Subject:** Public comment for council meeting Sept. 1  
**Date:** Sunday, August 30, 2026 2:28:43 PM

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Some people who received this message don't often get email from shields3033@netscape.net. [Learn why this is important](#)

Attention Mayor and City Council Members

Regarding the State Street "Promenade" I would like to point out a salient aspect of this type of civic development that has been overlooked. The consensus among architects and public policy makers has always been that a "promenade" should not be more than 3 blocks or at the most 4 blocks long. The fact that ours is much longer than that has always meant it was doomed to failure. Why not shorten ours?

Susan Shields

[REDACTED], SB 93105

**From:** [Kristin Carralejo](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State St. Master Plan Item 9 Support  
**Date:** Sunday, August 30, 2026 3:48:34 PM

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[Some people who received this message don't often get email from kristin36890@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

As someone who works downtown and walks State Street almost every day, I support the City's master plan for State Street. I support keeping it closed to cars and am really happy to see the addition of more trees in the plan.

Kristin

**From:** [itsjessicajay5@icloud.com](mailto:itsjessicajay5@icloud.com)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** No cars on state street  
**Date:** Sunday, August 30, 2026 6:26:53 PM

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The majority of locals myself included here now 7 generations.. know the studies have always shown “reliable transit, which just received a cut in drivers and routes at SBMTD bus stations, so there are many more of us commuting via bike to make our appointments on time! So we need safe active transportation options.. which a ton of roads are unpaved cracked and without safe bike lanes still so we tend to feel very safe getting to our stores from upper state to Cabrillo via state! I strongly believe fewer cars will improve the city of Santa Barbara Especially because many restaurants downtown are bars, and our DUI ratios are at an all time high as of last year. Please keep State Street car free!

Sent from my iPhone

**From:** [Geoff Brown](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street  
**Date:** Monday, August 31, 2026 8:22:27 AM

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[Some people who received this message don't often get email from gbrown72@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I'm in favor of a closed State Street in general, but I worry the city does not manage the budget very well and many on the council seem to be fine with raising taxes as a result. Maybe you should hold off on the State Street Master Plan until you get your budget house and reserve levels in order. Show the community you know how to prioritize our revenue before you commit to something so large.

By the way, DSBI is doing a great job. I wish you could help the many homeless that are now sleeping on each block of State Street.

**From:** [Michael Hooten](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#); [State Street Master Plan](#)  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free  
**Date:** Monday, August 31, 2026 8:23:53 AM

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Some people who received this message don't often get email from hooten0@gmail.com. [Learn why this is important](#)

Hello,

I am writing to voice my support for a car-free State Street. As a born & raised resident of Santa Barbara, I have never felt more welcome on State Street than I do when it is open to people instead of cars. I live on the east side, and frequently walk downtown to patronize State Street's shops and restaurants. Keeping State Street car-free makes that a more enjoyable experience, and incentivizes me to do so more frequently.

Thank you,  
Michael Hooten

**From:** [cort.flinchbaugh](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street Master Plan  
**Date:** Monday, August 31, 2026 8:25:23 AM

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[Some people who received this message don't often get email from xtremepop@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council,

Please approve the current master plan, and work towards making the currently blocked off portion of State Street a permanent pedestrian only mall. I believe no e bikes, bike riding, or skate boards should be allowed, curbs should be removed.

Cort Flinchaugh



Santa Barbara 93109

**From:** [Downtown Santa Barbara Improvement Association \(DSBIA\)](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** DSBIA's position on the State Street Master Plan  
**Date:** Friday, August 28, 2026 6:08:13 PM

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[View in browser](#)



## **DSBIA's position on the State Street Master Plan**

As the City Council prepares to consider adoption of the long-awaited State Street Master Plan on September 1, we want to share DSBIA's position based on feedback from businesses, property owners and the broader community.

DSBIA generally supports the Master Plan and the significant, overdue investment it represents for downtown. It provides an opportunity to upgrade

aging stormwater, electrical and other infrastructure while preparing downtown for new housing and modern amenities. Funding will require multiple sources, with future Measure C dollars expected to play an important role.

The council agenda packet for the State Street Master Plan, (item 9) is now available for viewing for the Tuesday, September 1st meeting.

Learn more and see the associated documents [here](#).

DSBIA State Street Master Plan\_PSA\_Final-1



We believe several issues remain important short and long-term priorities:

**Ensure State Street is truly flexible.** The current Master Plan design allows

individual blocks to open and close using intersection bollards, and we strongly support this flexibility. Blocks should be open to cars and shuttles at all times, except during scheduled events, designated days or weekends, or peak seasonal periods. This flexibility can better support district economic vitality, create a strong sense of place with maximum user access. Additionally, certain blocks such as those in the entertainment district could be closed more frequently than others or for longer periods of time. Furthermore, we urge the city to pilot flexible configurations in the near term to support the diverse needs of the district.

**Clear and predictable timelines** as part of an interim operations plan and the roll out of Master Plan capital improvements are paramount to the success of the district.

**Reinstate multi-modal circulation to support the entire district.**

Approximately 1,500 businesses operate between Sola Street and the Highway 101 underpass and from Chapala to Anacapa Streets. No single approach will satisfy everyone, but our goal should be a downtown that supports businesses and continued investment throughout the district—not just on certain blocks.

**Data driven approach.** Using a data driven approach we can adaptively manage the circulation in the district and build a downtown that attracts continued investment and helps businesses thrive and stands the test of time.

**Safety and accessibility.** The Master Plan must safely serve all users – pedestrians, bicyclists and vehicles.

**Prioritize housing development.** The most important element of the plan is housing. We must clear the path to expedite thousands of units of housing to support downtown economic vitality, and our workforce.

**Protect the traditions and uses we value.** The final design should accommodate parades, farmers markets, outdoor dining and other activities that make State Street special, safe and inviting for all.

Screenshot 2026-08-17 131104



Screenshot 2026-08-17 131024

**The street design is only one piece of a successful downtown.** DSBIA is also advocating for better e-bike management, more housing, faster and more predictable City permitting, and increased police presence.

DSBIA\_Downtown\_39



**DSBIA is doing our part in investing in downtown through** daily maintenance and cleaning, our Downtown Window Beautification Program, enhanced paseo lighting, new safety initiatives, new downtown programming and events, plus enhanced marketing rolling out this autumn to bring locals and visitors downtown and help them fall in love with the heart of the city all over again. We will also be bringing back the Downtown Holiday Parade on December 4!

DSBIA\_Downtown\_13



Vacant Window Trees



Together, we can create a downtown that attracts continued investment, helps businesses thrive, safely serves pedestrians, bicyclists and vehicles, and preserves the traditions that make Santa Barbara special.

**Let Santa Barbara City Council members know you support a State Street Master Plan—and an interim operations plan—that works for our entire community, can adapt as conditions change and stands the test of time.**

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Email your council at [sbcitycouncil@santabarbaraca.gov](mailto:sbcitycouncil@santabarbaraca.gov) and cc [info@downtownsb.org](mailto:info@downtownsb.org) to let us know you've weighed in!

Council Agenda

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Downtown Santa Barbara Improvement Association, 419 State Street, Santa  
Barbara, CA 93101, United States, 8059622098

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**From:** [jackie Karp](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** 600 block master plan  
**Date:** Friday, August 28, 2026 6:15:11 PM

---

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Hello,

Regardless of what you decide to do, please keep vendors from selling in the middle of the street. Everytime pedestrians are funnelled into the center of the street ( ie during Fiesta) , it hurts retail businesses. At a minimum, keep the vendors on the sidewalks. (of course we would prefer only brick and mortar retail).

Thank you,  
Jackie Karp  
Silver And...

**From:** [Timothy Mahoney](#)  
**To:** [Santa Barbara City Council](#); [info@downtownsb.org](mailto:info@downtownsb.org)  
**Subject:** Open State Street  
**Date:** Friday, August 28, 2026 6:20:05 PM

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I support bringing back parades such as Fiesta, Solstice, July 4, etc to State Street.

Let's open, at least a section of State Street, to autos. Thanks, TIm.

**From:** [Dianne Johnson](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** Where is the money coming from?  
**Date:** Friday, August 28, 2026 6:48:27 PM

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Some people who received this message don't often get email from dianne@villagesite.com. [Learn why this is important](#)

Dear Mayor and City Council,

I am extremely frustrated that you are set to approve your State Street master plan. I would like to know where the money is coming from to fund your project. The City is out of money due to the Council's mismanagement of the budget. A huge number of Santa Barbara residents and business owners oppose this plan.

Please reconsider - open State Street to cars in the meantime and watch how the patrons and businesses come back, providing the tax income needed to get the City back on its feet. The experiment of closing our State Street has been a failure. The majority of long term residents I know are saddened and angry. The e-bike lobby has taken over - I don't see them stopping to shop or dine. It seems it is now just a very high priced bike lane. The City's older residents cannot ride a bike or e-bike downtown for their shopping and/or dining. My 80+ year old parents are terrified to go downtown anymore. Many of the e-bikers have made it unsafe for pedestrians of all ages.

For decades, our State Street was often ranked in the top main streets in America. Perhaps learn from nearby towns who have maintained their town's charm and vibrant shopping areas - SLO, Paso Robles, Napa, Sonoma, Healdsburg and so many others. Our American Riviera's reputation is being damaged - many tourists say they won't return. It saddens me greatly.

The \$11 million spent on the State underpass is embarrassing. You could have purchased the property adjacent to the Mission for millions less than that! Properly managing the City staff to get the housing plan in on time would have avoided the lawsuits and the horrendous builders' remedy monstrosity being proposed for that site.

You can still do the right thing.

First, please elaborate on the funding for this project.

Thank you,

*Dianne Johnson*

  
Santa Barbara, CA 93110

**From:** [Paulette Bermant](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** Downtown  
**Date:** Friday, August 28, 2026 9:00:13 PM

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[Some people who received this message don't often get email from pauletterb@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I am a local SB resident of 65 years, I owned a retail business on State street, Carrillo and Coast Village rd. My son and daughter in law have a studio and business in Victoria court and my daughter owns a corner store downtown. I have lived through and witnessed many of the changes our city has gone through. I currently run a property management company and run a bed and breakfast Inn so I feel I have a well rounded opinion of all aspects that effect SB. I would have never imagined that state street would have any vacancies or that the mid and higher end retail stores Would leave. The unhoused and teenagers on bikes have made many people, ,especially women feel unsafe downtown. I strongly believe that keeping state street closed is what's best for SB. IF they clean up and make permanent improvements to the State St so it does not feel you are actually walking in the middle of a street by using decorative pavement, add trees and arbors for shade and tables and seating that people Would want to gather downtown, and if the people come to town, the stores, restaurants and businesses will thrive again.

But it also requires more police to keep people safe.

I truly hope Santa Barbara can turn things around and get our beautiful downtown back, our community needs this, my kids need a chance to build businesses that contribute to the success of our locals and I want a better SB for my grandchildren so they have a future here. I really hope state street remains primarily closed and money is spent to make the right improvements and not just get wasted in city politics etc.

I hope my vote for keeping State closed gets to the right people.

Best regards,  
Paulette

**From:** [Holly Perea](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** FW: Message to all city council  
**Date:** Monday, August 31, 2026 9:03:06 AM  
**Attachments:** [Dear Mayor.docx](#)

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[Forwarded message from Deborah Barnes](#)

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**From:** Barnesy Barnes <lifesaversb@gmail.com>  
**Sent:** Friday, August 28, 2026 10:30 PM  
**To:** Holly Perea <hperea@santabarbaraca.gov>  
**Subject:** Message to all city council

## Thanks for distributing right away

Dear Mayor & City Council Members,

I know you are all about the Master Plan for State St & your campaigns right now, but there is a looming potentially serious issue that I would like you to focus on.

I am a senior citizen who resides at Laguna & E. De La Guerra, the lowest city area. Each rainy season, Laguna Street floods badly. Could it be because we reside on a lagoon that resurfaces each year? I do not know. I only know water is deep without appropriate drains.

What I DO know is I cannot cross Laguna to the parking lot to reach my car. If I had to escape or go help my family, it's impossible. Two years ago, I had to wear heavy garden trash bags over my shoes & up to my waste tied with a belt to cross the street, worried sick if there was sharp debris in the water unseen.

What is happening to Laguna St? I have seen all kinds of work elsewhere on streets but not on this street. They just put up blockades rerouting traffic each year. Can nothing be done?

We have all read about the 93% El Nino headed our way. That is really terrifying for all, but especially seniors. We are slow and not sure-footed. 40% do not have cars.

I contacted the city dept for trees. I asked if the trees on De La Guerra could be trimmed because the branches hang down and close in our car doors. Nothing was done. I am very worried about them in storms coming down completely.

Is there a plan where seniors can go to be out of flooding rains?

Is there a safety person in charge for the city? A master safety task planner?

This will not be like the ones we have skirted through before. There needs to be a serious plan.

Please advise as soon as possible.

Thank you for your time at this busy season.  
Sincerely,

Deborah Barnes

[lifesaverSB@gmail.com](mailto:lifesaverSB@gmail.com)

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This will not be like the ones we have skirted through before. There needs to be a serious plan.

Please advise as soon as possible.

Thank you for your time at this busy season.

Sincerely,

Deborah Barnes  
lifesaverSB@gmail.com

**From:** [Geoff Brown](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street  
**Date:** Monday, August 31, 2026 8:22:28 AM

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[Some people who received this message don't often get email from gbrown72@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I'm in favor of a closed State Street in general, but I worry the city does not manage the budget very well and many on the council seem to be fine with raising taxes as a result. Maybe you should hold off on the State Street Master Plan until you get your budget house and reserve levels in order. Show the community you know how to prioritize our revenue before you commit to something so large.

By the way, DSBI is doing a great job. I wish you could help the many homeless that are now sleeping on each block of State Street.

**From:** [Michael Hooten](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#); [State Street Master Plan](#)  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free  
**Date:** Monday, August 31, 2026 8:23:53 AM

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Some people who received this message don't often get email from hooten0@gmail.com. [Learn why this is important](#)

Hello,

I am writing to voice my support for a car-free State Street. As a born & raised resident of Santa Barbara, I have never felt more welcome on State Street than I do when it is open to people instead of cars. I live on the east side, and frequently walk downtown to patronize State Street's shops and restaurants. Keeping State Street car-free makes that a more enjoyable experience, and incentivizes me to do so more frequently.

Thank you,  
Michael Hooten

**From:** [cort.flinchbaugh](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State Street Master Plan  
**Date:** Monday, August 31, 2026 8:25:23 AM

---

[Some people who received this message don't often get email from xtremepop@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council,

Please approve the current master plan, and work towards making the currently blocked off portion of State Street a permanent pedestrian only mall. I believe no e bikes, bike riding, or skate boards should be allowed, curbs should be removed.

Cort Flinchaugh

[REDACTED]

Santa Barbara 93109

**From:** [Carolina Capetillo](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council; State Street Master Plan](#)  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free  
**Date:** Monday, August 31, 2026 8:33:09 AM

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Some people who received this message don't often get email from ccapetillo@lco.global. [Learn why this is important](#)

Being able to walk around State Street without worrying about cars increases pedestrian safety, fosters a sense of community, and decreases pollution. Please approve the Master plan and prohibit all private automobiles on State Street. Keep moving the people-first vision forward.

**From:** [Mkt Dev](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Keep state street car free  
**Date:** Monday, August 31, 2026 8:33:54 AM

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[Some people who received this message don't often get email from mktdev@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

**From:** [Nick Alward-Saxon](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** Regarding agenda item 9  
**Date:** Monday, August 31, 2026 8:36:05 AM

---

Some people who received this message don't often get email from nalward+saxon@gmail.com. [Learn why this is important](#)

Greetings,

I urge the council to approve the State Street Master Plan at its next meeting. This plan will lay the foundation for the future of our downtown as our community living room and will drastically increase safety for all modes but especially our most vulnerable.

State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length. Increased bike + foot traffic is good for local businesses too!

Keeping the street closed to cars is safer for everyone and makes the space more inviting/comfortable for pedestrians to exist in.

Also, the downtown/waterfront shuttle should be fully funded to help provide equitable means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone.

Thank you,  
Nick Alward-Saxon

**From:** [Grayson Frazier](#)  
**To:** [City Clerk](#)  
**Cc:** [Santa Barbara City Council](#)  
**Subject:** State street  
**Date:** Monday, August 31, 2026 8:52:31 AM

---

Some people who received this message don't often get email from graysonfrazier92@me.com. [Learn why this is important](#)

**Hello all,**

**State street has become such a hub and enjoyment in the community and our family. We ask that you please approve the Master Plan, there should not be private automobiles allowed on state street, and keep moving the people-first vision forward.**

**Thank you,**

**Grayson Frazier**

**From:** [Bruce Caron](#)  
**To:** [City Clerk](#)  
**Subject:** Item 9, September 1, 2026 City Council meeting Vote YES  
**Date:** Monday, August 31, 2026 8:53:05 AM

---

Some people who received this message don't often get email from brcaron@gmail.com. [Learn why this is important](#)

Please amend Title 31 and adopt the Master Plan to keep State Street car-free.

To the Honorable Mayor and Santa Barbara City Council,

The future of State Street is car-free. This future needs to start today. Your decision to adopt the State Street Master Plan can end the uncertainty that business leaders say is impacting investment downtown. The final plan has excellent pedestrian safety design features and includes the 1300 block of State.

A large fraction of the expenses for this new downtown is for necessary storm-water drainage improvements. Other expenses will be covered through various new funding sources. Perhaps the City could create an Enhanced Infrastructure Financing District to help fund low- and medium-income housing.

The City can immediately help regulate e-bicycle use on the promenade by limiting this activity to only street-legal eBikes. Today, the great majority of eBikes on State are actually illegal to ride on the promenade. The physical design of the Master Plan also helps slow bicycle traffic.

The very next task is to encourage private investment, and help fund a couple thousand new apartments, including low-income and family housing. Let's create a joyful, lively downtown neighborhood as the basis for new walkable essential retail shopping and public amenities: an actual neighborhood with spaces for kids to play. When the Master Plan is built, our beautiful pedestrian promenade will attract tourists from across the US and the world, and reward locals, who get to visit daily.

This is the City's opportunity to show its faith in a future freed from the dead weight of failing mid-twentieth-century retail and automobile fascination; a future you will enable through this Master Plan. Your decision will signal both your love for our hometown and your determination to give it new life.

The promenade can support regular, convenient micro-transit along the whole corridor, and be both safe and welcoming for all Santa Barbara residents.

I thank you and City staff for your insight and stamina, and the enormous amount of work you have accomplished on this matter.

It is time to vote YES.

Bruce Caron, Santa Barbara resident.

**From:** Colberg-Ochs, Sheri R.  
**To:** Kelly R. McAdoo; City Clerk  
**Cc:** Santa Barbara City Council; raymondaochs@gmail.com; Colberg-Ochs, Sheri R.; Sheri Colberg-Ochs  
**Subject:** Additional Follow-Up: 100 Block of Santa Cruz Blvd.  
**Date:** Thursday, August 27, 2026 3:35:32 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image.png](#)  
[image.png](#)  
[image.png](#)  
[Letter from PW Dept May 26 2026.pdf](#)  
[Supplemental Photos \(100 block SC Blvd\).pdf](#)  
[East Mesa map \(with sidewalks and ramps\).pdf](#)  
[Proposed sidewalk location \(100 block SC Blvd--East side\).pdf](#)  
**Importance:** High

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Kelly and City Council members,

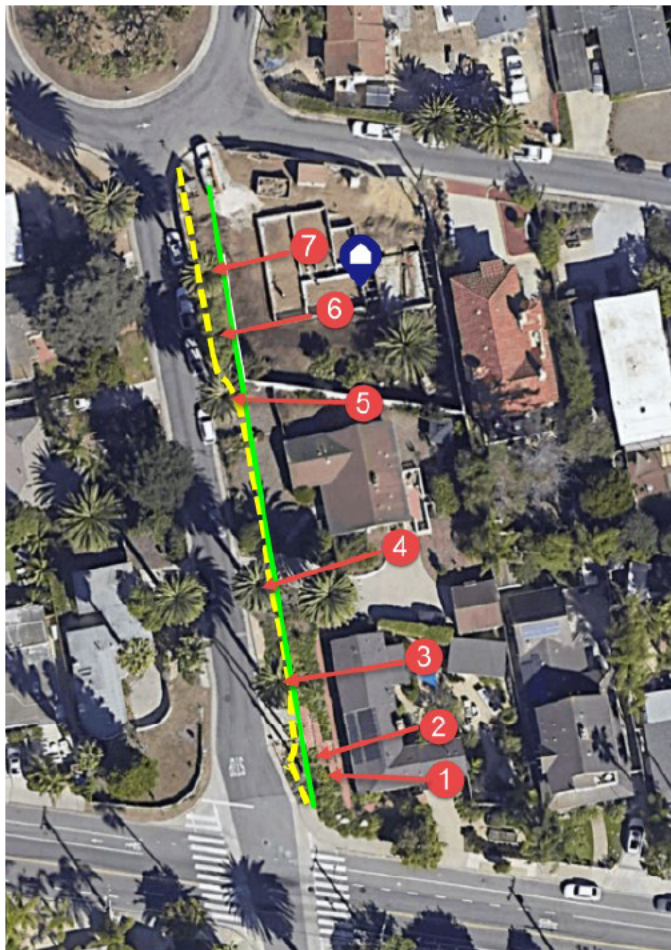
We have some additional information to share with you. We have done an extensive review of the sidewalks (and ADA-compliant accessibility ramps) in East Mesa to demonstrate the dire need for a sidewalk (or sidewalks) on Santa Cruz Blvd. **Please see the larger attached PDF annotated map of the neighborhood.**

On the same map copied below for your convenience, you can see that almost every street in East Mesa has sidewalks on both sides. Only the areas where sidewalks **do not exist** are shown **in red**. The locations of ADA-compliant ramps are designated with a **red "R"**. (**R\* means being installed**. The project manager at 101 SC Blvd told us that the new property is installing a sidewalk with a ramp at that corner with Shoreline Blvd, per City code.)



Given that almost all corners in East Mesa and 3 out of 4 corners at the intersection of Shoreline Blvd and Santa Cruz Blvd have ADA-compliant ramps, the City really has no choice but to install a similar ADA ramp on the last (NW) corner. We are petitioning that a sidewalk also be installed on the east side of the 100 block of Santa Cruz Blvd. at the same time.

We are also including a proposed sidewalk location that works with all existing city-sanctioned trees along the 100 block on the east side. PDF is attached, and the picture is also shown below.



Property line - 14' from curb —————

proposed new sidewalk - - - - -

Trees 8

This table has the exact location of these trees (shown on the figure in red circles) within the 14-foot City ROW. (It is also in the second attached PDF.)

| Table 1: Location of Trees Along East Side of 100 Block of Santa Cruz Blvd |              |                  |                                         |
|----------------------------------------------------------------------------|--------------|------------------|-----------------------------------------|
| #                                                                          | Type of tree | Distance to Curb | Back of tree to curb (to property line) |
| 1                                                                          | Fan Palm     | 6 feet 10 inches | N/A                                     |
| 2                                                                          | Fan Palm     | 7 feet 7 inches  | N/A                                     |
| 3                                                                          | Date Palm    | 2 feet 8 inches  | 8 feet 10 inches (5 feet 2 inches)      |
| 4                                                                          | Date Palm    | 1 foot 10 inches | 9 foot 4 inches (4 feet 8 inches)       |
| 5                                                                          | Date Palm    | 2 feet 5 inches  | 7 foot 4 inches (6 feet 8 inches)       |
| 6                                                                          | Pepper Tree  | 6 feet 2 inches  | 9 foot 8 inches (4 feet 4 inches)       |
| 7                                                                          | Date Palm    | 4 feet 6 inches  | 9 foot 0 inches (5 feet 0 inches)       |

We have spoken with many people in the neighborhood, and the majority want a sidewalk to improve their safety when walking up Santa Cruz Blvd. In fact, many would like one all the way up to Cliff Drive. In the short run, access to 1000 Steps and Shoreline Park would be made safer with a sidewalk on at least one side in the first block up from Shoreline Drive.

We look forward to hearing about your proposed plans shortly. If not under consideration, please let us know where we should continue to submit this information to get the sidewalk approved and installed in the near future.

Respectfully,

Sheri and Ray Ochs

From: Colberg-Ochs, Sheri R. <scolberg@odu.edu>

Sent: Monday, August 24, 2026 8:44 PM

To: Kelly R. McAdoo <KMcAdoo@SantaBarbaraCA.gov>; City Clerk <Clerk@SantaBarbaraCA.gov>

Cc: Santa Barbara City Council <SBCityCouncil@SantaBarbaraCA.gov>; Ray <raymondaochs@gmail.com>; Colberg-Ochs, Sheri R. <scolberg@odu.edu>; Sheri

**Subject:** Follow-Up: Public topic for March 10 City Council Meeting

Follow-up: Public topic for March 10 City Council Meeting

Kelly,

Hi, we're reaching out again about the **safety issues along the 100 block of Santa Cruz Blvd**, just up from 1000 Steps beach access. Here's a synopsis of what has transpired since we first contacted you back in March:

- We met with Brian D'Amour, PW Director, at the site on April 20. We discussed the safety issues related to the lack of a sidewalk on either side of the 100 block of Santa Cruz Blvd and the fact that many plants in the **14-foot wide City right-of-way on the east side** (the only side with parking) block people from exiting their cars and pedestrians from using it.
- At that time, the PW Director agreed that it was a safety concern and said he would send out letters to residents at 104, 110, and 116 Santa Cruz Blvd to help manage this safety issue.
- The letter from PW Dept. dated May 26, 2026, stated that pursuant to **City Municipal Codes 15.20.040 and 15.20.090**, plants within the parkway strip (6 feet in from the curb) "may not exceed a maximum height of eight (8) inches" and that adjacent property owners are responsible for maintaining vegetation within that parkway abutting their properties. The letter also stated that the City may perform the work and charge the property owner if not completed as requested to meet codes.
- We complied fully with that letter and moved our few plants over 8 inches out of the 6-foot parkway strip by the required date (June 30, 2026) and even got permission from Nathan Slack of the Trees Dept. to cut a limb out of our pepper tree that was hard to walk under, which was hanging over part of the 6-foot parkway.
- Our neighbors at 104 SC Blvd. did not move their plants over 8' out of the parkway. When questioned by us later about that, the PW Director said he had told them it was fine to leave them in the parkway strip.
- Our neighbors at 110 SC Blvd. cleared out some plants back to ~4 feet but left ALL plants and bushes within the remainder of the 6-foot walkway. All those remaining ones are significantly taller than 8 inches.
- We then asked the PW Director to follow up with both neighbors about anything over 8" within 6 feet (as he stated as a requirement multiple times in his letter). On July 8, he responded to us via email saying, "I need to take a site visit to review. The letter called for 4 feet clear and 8 inches max height beyond."
- In an email on July 16, he stated: "110 – some work was completed but not 4' clear and plantings > 8" beyond. I'm going to reach out to Charlene and see if she would have any concerns if I arranged to have additional work done in compliance with the letter." (Charlene Stanley is the primary owner of the property at 110 Santa Cruz Blvd.)
- On August 21, Brian D'Amour stated he stopped by again to look at the parkway by 110 SC Blvd. Via email, he then said, "The existing condition along this stretch is representative of parkway and right-of-way conditions found at many locations throughout the City. The recently completed landscape maintenance does improve access. Because our resources are limited, we prioritize code enforcement based on documented safety concerns. Where a specific, documented safety hazard exists, we evaluate it through that lens and act accordingly. At this point, I cannot recommend additional Public Works staffing resources be applied to code enforcement at this location."

However, all plants remaining in the 6-ft parkway at both 104 and 110 Santa Cruz Blvd. are well above 8 inches, and the driveway visibility triangle is completely blocked by overgrown bushes and plants at 110 Santa Cruz, creating a significant safety violation.

Apparently, the PW Dept. is done enforcing anything on our street despite the explicit directions given to all owners on the east side of the 100 block, flagrant municipal code violations, and any remaining safety hazards. The fact that written requirements were given to owners and then ignored by some owners with no consequences or further action taken by the PW Dept makes the City lose all credibility with its residents.

The PW Dept. letter stated that, if the required work was not completed by the deadline (June 30), the City may "perform the work or cause it to be performed; recover associated costs from the property owner; and/or pursue additional enforcement actions as authorized by the Municipal Code." How does the City expect any residents to follow the codes when it fails to follow through on its stated course of action?

Why are we circling back to the City again with these complaints? The situation on Santa Cruz Blvd. is a documented safety issue. It affects us personally as we are full-time residents on this street and also witnesses of many near misses.

The 100 block of Santa Cruz Blvd is the ONLY road off Shoreline Drive lacking a sidewalk on either side. It's also the narrowest road along the Mesa spanning from Shoreline Drive to Cliff Drive. Of the four that pass between the two main roads directly, La Marina Drive is 30'-6" wide, San Rafael is 36'-0", Salida Del Sol is 39'-9", but Santa Cruz Blvd is only 21'-8" wide. (Yes, we measured them all.) Our street is also the only one with direct access to the beach.

What's more, it is often parked full of visitors to the 1000 Steps beach access (right across Shoreline two houses down)--one of only 3 accesses on the Mesa--residents, and construction workers. There are even two crosswalks at the intersection of Shoreline and Santa Cruz. It's VERY busy, and yet pedestrians are forced to walk in the middle of a narrow street with traffic passing in only one direction at a time due to parking on the east side (and not at all when pedestrians are present).

While many areas are overgrown and block vision around town, why does that make it okay to ignore simply because there are so many? We have personally witnessed multiple near-catastrophes on our street due to the speed of cars and e-bikes traveling on the 100 block to and from Shoreline Drive, and we have brought this issue to the City's attention on more than one occasion. Does someone need to get killed or seriously injured before code enforcement at this location is made a priority and actually done? (The City put the requirements and consequences in the letters sent to these owners. All it has to do now is actually follow through like the PW Dept. said it would do.)

A remaining huge safety issue is that the owners of 110 SC Blvd have 3+ bushes around their driveway apron that have grown so tall that they cannot see to back out. The overgrown ficus bush—located in the 6-foot parkway right next to the apron—is over 16 feet tall and wide. (We have pictures of it from 2020 and 2021 when it used to be trimmed like the bush it is supposed to be.)

Brian D'Amour stated to us that he asked Charlene Stanley (the adjacent property owner) if she wanted to cut down the ficus but had not received a reply. It should not be optional! It is not a City-sanctioned tree, but rather a severely overgrown bush that blocks visibility within the City parkway strip and violates a safety-related code.

**SB municipal code 28.87.170** states that no fence, wall, screen, or hedge **exceeding 3.5 feet in height** is permitted within a 10-foot by 10-foot visibility triangle on either side of a driveway. That's even farther back than the City's parkway strip and ROW area, which goes 14 feet back from the curb. The owners at 110 SC Blvd are in flagrant code violation, and it continues to be a safety issue for everyone traversing the 100 block of our street. (In fact, we saw our neighbor at **110 SC Blvd** stand out in the street and block traffic to guide a car backing out of the driveway twice last month due to lack of visibility. Sheri nearly got hit by another car when forced to walk in the only passable lane in the road while they were attempting to back out of that driveway.)

**So, we have some questions for you and the City Council related to our ongoing complaint:**

- How can we get a sidewalk installed on the east (parking) side of the 100 block of Santa Cruz Blvd? (Ideally, this should extend up all the way to Cliff Drive on at least one side, if not both, but we'll settle with getting one side, one block for now.)
- How can we get the PW Dept. to enforce the City's own municipal codes, particularly when specific neighbors have been given explicit guidelines to follow in an official City letter due to flagrant violations and documented safety concerns?
- How do we bring these safety concerns and sidewalk requests to the City Council in the near future if that is the only way to get a resolution?
- Would you prefer that we pursue a resolution with the Coastal Commission since the safety issues on our street limit access to the beach?

Respectfully,

Sheri and Ray Ochs

P.S. Please see attached PDF for photos of violation areas addressed.

P.S.S. Letter from Public Works Dept. dated May 26, 2026 also attached for your convenience

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**From:** Kelly R. McAdoo <KMcAdoo@SantaBarbaraCA.gov>

**Sent:** Sunday, March 8, 2026 7:34 PM

**To:** Colberg-Ochs, Sheri R. <scolberg@odu.edu>; City Clerk <Clerk@SantaBarbaraCA.gov>

**Cc:** Santa Barbara City Council <SBCityCouncil@SantaBarbaraCA.gov>; Ray <raymondaoachs@gmail.com>; Sheri Colberg-Ochs <scolbergochs@gmail.com>; Brian D'Amour <bdamour@santabarbaraca.gov>

**Subject:** RE: Public topic for March 10 City Council Meeting

You don't often get email from kmcadoo@santabarbaraca.gov. [Learn why this is important](#)

**EXTERNAL to ODU:** This email is not from an ODU account. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your email Sheri. I have copied our Public Works Director Brian D'Amour to evaluate this issue. This may not need to be agendized at a City Council meeting depending on Mr. D'Amour's response. However, you are always welcome to provide public comments at the beginning of the meeting on Tuesday.

Our City Clerk can help explain how to provide public comments.

Kelly



**Kelly McAdoo**

*City Administrator*

CITY OF SANTA BARBARA, City Administrator

(805) 564-5301 | [KMcAdoo@SantaBarbaraCA.gov](mailto:KMcAdoo@SantaBarbaraCA.gov)

[SantaBarbaraCA.gov](http://SantaBarbaraCA.gov)

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**From:** Colberg-Ochs, Sheri R. <scolberg@odu.edu>

**Sent:** Sunday, March 8, 2026 5:32 PM

**To:** City Clerk <Clerk@SantaBarbaraCA.gov>

**Cc:** Santa Barbara City Council <SBCityCouncil@SantaBarbaraCA.gov>; Ray <raymondaoachs@gmail.com>; Sheri Colberg-Ochs <scolbergochs@gmail.com>

**Subject:** Public topic for March 10 City Council Meeting

Some people who received this message don't often get email from [scolberg@odu.edu](mailto:scolberg@odu.edu). [Learn why this is important](#)

Hi,

We would like to submit a topic for consideration for the City Council meeting. We live in the 100 block of Santa Cruz Blvd and have a

firsthand look at the issues with pedestrians and cars on that first block coming up from Shoreline Drive (and Thousand Steps Beach access). It is a problem.

The City has not provided a sidewalk on either side of Santa Cruz Blvd in the 100 block. This is the only street coming up from Shoreline Drive on East Mesa without pedestrian sidewalks. Only the east side of the 100 block allows parking, and the west side only allows one car (or pedestrian) to pass at a time. A lot of cars park along there and pedestrians are forced to walk in the road. The east side has a 14-foot City right-of-way (ROW) setback and plenty of space for walkways.

When we remodeled, we made sure to leave space for people to step out of their cars and walk in the City ROW as they pass our property. The owners at 104 Santa Cruz Blvd. also voluntarily made space in the City ROW for pedestrians and car exits.

However, the only other house on the east side of this short block at 110 Santa Cruz Blvd has the City ROW completely blocked. The owners have let succulents and a ficus tree overtake the entire City ROW by the road. We have seen many individuals struggle to exit their cars when parked by that house and pedestrians (and dogs) almost get hit by cars as there is nowhere to step off the road.

**Can you consider putting in a sidewalk on just the east side of the 100 block?** It would enhance the safety of all pedestrians to have a sidewalk, or even just a designated walkway, all the way up the east side of the 100 block of Santa Cruz Blvd.

If that is too expensive to consider, we have a simple solution for you:

**Can the City require the owners of 110 Santa Cruz Blvd to move their plants back at least 4 feet away from the road in the 14-foot City ROW to leave room for pedestrians and car exits?** (That would still leave them another 10 feet of City ROW area to do with as they wish.)

Pictures of the areas in question are below:

**Area blocked by plants in City ROW at 110 Santa Cruz Blvd:**







(Voluntary) walkways provided at 104 and 110 Santa Cruz Blvd:





Thank you for considering our suggested solutions to this ongoing problem.

Thanks,

**Sheri and Ray Ochs**  
[Scolbergochs@gmail.com](mailto:Scolbergochs@gmail.com) / [raymondaochs@gmail.com](mailto:raymondaochs@gmail.com)



# City of Santa Barbara

Public Works Department

[SantaBarbaraCA.gov](http://SantaBarbaraCA.gov)

May 26, 2026

## Main Office

630 Garden Street  
P.O. Box 1990  
Santa Barbara, CA  
93102-1990

## Administration

Tel: (805) 564-5377  
Fax: (805) 897-2613

## Engineering

Tel: (805) 564-5363

## Public Works Operations

Tel: (805) 564-5583

## Streets Operations & Infrastructure Management

Tel: (805) 564-5454

## Facilities

Tel: (805) 560-7500

## Fleet

Tel: (805) 564-5402

Raymond & Sheri Colberg Trust  
116 Santa Cruz Blvd.  
Santa Barbara, CA 93109

**Subject: Notice to Maintain Parkway Vegetation – Clearance for Parking and Pedestrian Access at 116 Santa Cruz Blvd.**

Dear Raymond & Sheri Colberg Trust:

The City of Santa Barbara (City) has observed that vegetation located within the City's public right-of-way (ROW) adjacent to the above-referenced property is encroaching into the usable area needed for on-street parking, loading and unloading, pedestrian movement, and/or visibility.

Pursuant to Santa Barbara Municipal Code (SBMC) § 15.20.040, plants within a parkway strip (defined as the area six feet from the curb towards property line) may not exceed a maximum height of eight (8) inches.

Additionally, pursuant to SBMC § 15.20.090, adjacent property owners are responsible for maintaining vegetation within the parkway area abutting their property. This includes keeping the area free of obstruction and in a condition that does not create a hazard to public use.

Vegetation at the above-referenced property address interferes with the intended use of the public ROW, including:

- Encroaching into the area used for public on-street parking.
- Limiting the ability to safely open vehicle doors (door swing clearance).
- Potentially obstructing safe ingress and egress from parked vehicles.
- Exceeding the eight-inch height limit within the six-foot parkway strip.

Please trim, cut back, and/or remove vegetation within the parkway **no later than June 30, 2026**, by:

- Providing adequate lateral clearance for parked vehicles.
- Allowing safe opening of vehicle doors adjacent to the curb (minimum four-foot clear space from curb).
- Improve visibility within the public ROW.
- Trim and maintain all vegetation to a maximum height of eight inches.

If the required work is not completed by the deadline, the City may:

- Perform the work or cause it to be performed;
- Recover associated costs from the property owner; and/or
- Pursue additional enforcement actions as authorized by the Municipal Code.

Please note that any work involving City street trees may require prior authorization.

If you have questions or would like to discuss this notice, please reach out directly at 805-564-5378. Thank you for your prompt attention to this matter and for making the City a safer place for all modes of travel.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian D'Amour".

Brian D'Amour  
Public Works Director

BD/ld

## Supplemental Photos: 100 block of Santa Cruz Blvd

Overgrown ficus and other bushes in City parkway at 110 SC Blvd. *Orange flags mark 6-foot City parkway.*

(across 110 lot/ROW to Shoreline)



(110 driveway looking north)



(front of 110 lot and ROW from 116)



Lack of a visibility triangle at driveway of 110 Santa Cruz Blvd., a flagrant safety violation



Ficus bush in City ROW at 110 Santa Cruz Blvd in 2020 and 2021 (trimmed but still against code)



Intersection of Shoreline Drive and Santa Cruz Blvd looking North (two crosswalks present)



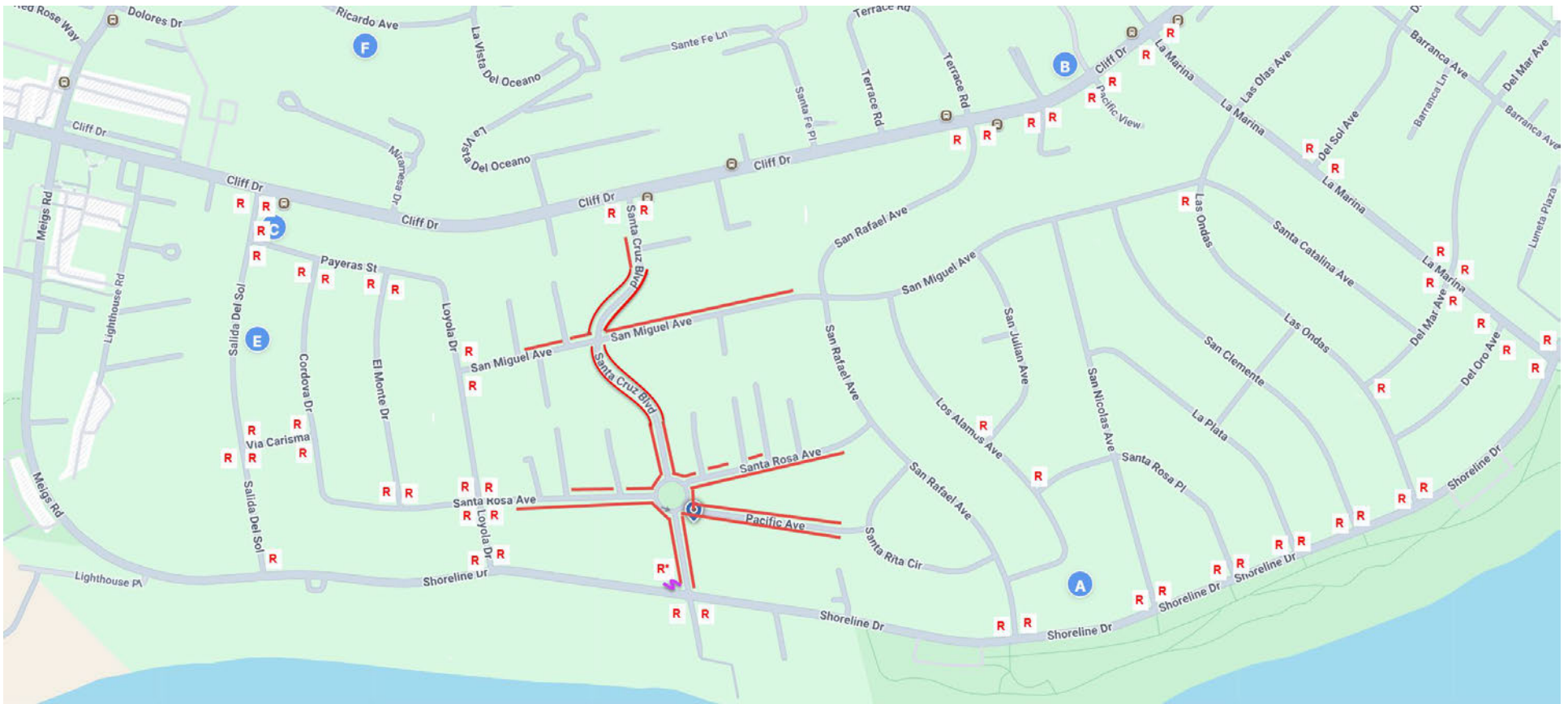
## Sidewalks and Ramps in East Mesa

(designated with the Boundaries between Cliff Drive (north), Shoreline Drive (south), La Marina (east) and Saliida Del Sol (west))

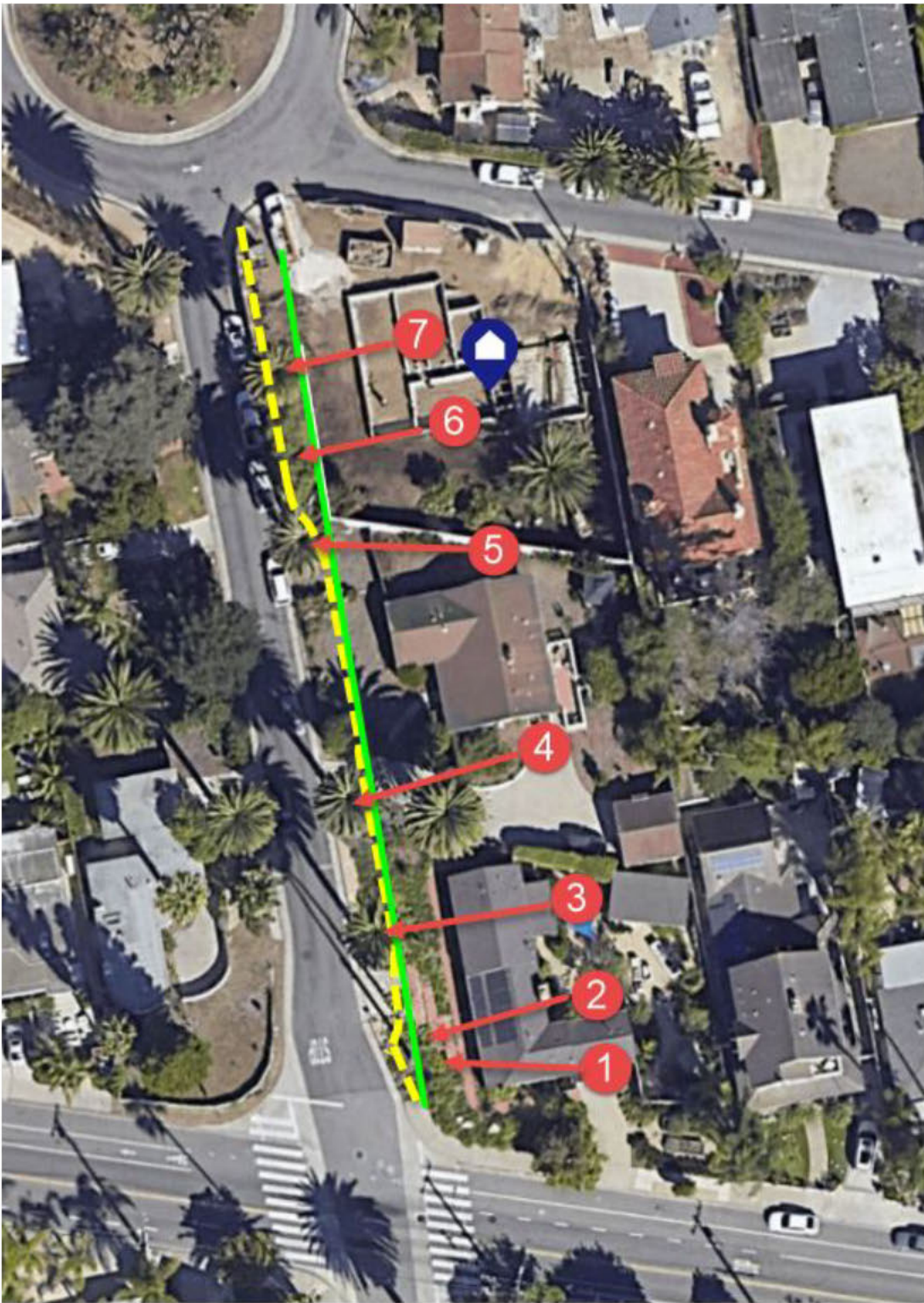
There are four through streets that go between Cliff Drive and Shoreline Drive (La Marina Dr, San Rafael Ave, Santa Cruz Blvd and Salida Del Sol) 1000 Steps Beach access is at the end Santa Cruz Blvd with 2 crosswalks at the intersetion of Shorelind Drive and Santa Cruz Blvd.

Roads coming into the neighborhood from Shoreline drive are the following approx widths: (from east to west) - **La Marina Drive (30' – 6")**, Las Ondas (35' – 0"), San Clemente (30' – 8"), La Plata (31' – 0"), Santa Rosa Place (30' - 10"), San Nicolas (30' -9"), **San Rafael (36' – 0")**, **Santa Cruz (21' – 8")**, Loyola (39' 4") and **Salida Del Sol (39' - 8")**

This neighborhood is such that almost every street has a sidewalk on both sides. On the map below only the areas where sidewalks do not exist are shown **in red**. The locations of ADA type Ramps in the sidewalks are designated with a **red "R"**. **R\* means being installed.**



PROPOSED SIDEWALK LOCATION—EAST SIDE OF 100 BLOCK OF SANTA CRUZ BLVD



Property line - 14' from curb



proposed new sidewalk



Trees



| <b>Table 1: Location of Trees Along East Side of 100 Block of Santa Cruz Blvd</b> |                     |                         |                                                |
|-----------------------------------------------------------------------------------|---------------------|-------------------------|------------------------------------------------|
| <b>#</b>                                                                          | <b>Type of tree</b> | <b>Distance to Curb</b> | <b>Back of tree to curb (to property line)</b> |
| 1                                                                                 | Fan Palm            | 6 feet 10 inches        | N/A                                            |
| 2                                                                                 | Fan Palm            | 7 feet 7 inches         | N/A                                            |
| 3                                                                                 | Date Palm           | 2 feet 8 inches         | 8 feet 10 inches (5 feet 2 inches)             |
| 4                                                                                 | Date Palm           | 1 foot 10 inches        | 9 foot 4 inches (4 feet 8 inches)              |
| 5                                                                                 | Date Palm           | 2 feet 5 inches         | 7 foot 4 inches (6 feet 8 inches )             |
| 6                                                                                 | Pepper Tree         | 6 feet 2 inches         | 9 foot 8 inches (4 feet 4 inches)              |
| 7                                                                                 | Date Palm           | 4 feet 6 inches         | 9 foot 0 inches (5 feet 0 inches)              |

There are only three beach access points between Leadbetter Beach and Hendry's Beach. The steps at the end of Santa Cruz Blvd provide one of those Access points. These steps are used by many locals and visitors alike who park along Santa Cruz Blvd.

There are crosswalks along both sides of Santa Cruz Blvd crossing Shoreline Drive. A normal City sidewalk will fit in the 14-foot ROW along the east side of the 100 block of Santa Cruz Blvd and increase safety for all. When an ADA-compliant ramp is added at that corner, the full intersection will finally meet accessibility codes. (Location of current ramps is shown in the figure on the previous page.)

**From:** [Ernest Salomon](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [jean@independent.com](#); [newsmakerswithjr@gmail.com](#); [jmolina@noozhawk.com](#); [ed@edhat.com](#)  
**Subject:** Affordable Housing  
**Date:** Friday, August 28, 2026 8:33:43 AM

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To The Council-

With about 97% of all South Coast housing not involved in sales each year and the median sales price of condos at over \$1 million with homes at about \$2 million+, and with you supporting STR's for the taxes that they pay the city of Santa Barbara-

Then there is also the sky high cost of new construction to throw into the mix-

Lets not forget the home flippers!

Where is all the affordable housing that you continue to talk about coming from?

As a constituent, I would like an answer

**From:** [Judith Lipton](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [Judy](#); [David Barash](#)  
**Subject:** Decriminalizing entheogenics  
**Date:** Saturday, August 29, 2026 11:44:26 AM

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[Some people who received this message don't often get email from [judith.lipton@me.com](mailto:judith.lipton@me.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear people,

Let me add my voice to the persons who are advocating for a removal of the prohibition on psychedelics otherwise known as entheogenics.

I am a physician psychiatrist with extensive expertise in this subject.

Psychedelics are much less dangerous than alcohol, cigarettes and nicotine, or even driving.

I would be willing to meet with you and explain how psychedelics work and potential side effects or medical contraindications. I can also explain where they are useful such as end of life care, hospice and addictions.

Psychedelics are not addictive and can be used to help people with addictions. Please let me know how I can help.

Judith Eve Lipton MD

[REDACTED]

Goleta California 93117

[REDACTED]

Sent from my iPhone

**From:** [Primitiva Hernández](#)  
**To:** [Kelly R. McAdoo](#); [Kelly Gordon](#); [Nicole Grisanti](#); [Randy Rowse](#); [Wendy Santamaria](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Eric Friedman](#); [Meagan Harmon](#)  
**Cc:** [Larry Behrendt](#); [ipaige18@gmail.com](mailto:ipaige18@gmail.com); [ana@causenow.org](mailto:ana@causenow.org); [City Clerk](#); [Willie Lubka](#)  
**Subject:** Re: Petition to Delay Contract with Verkada  
**Date:** Saturday, August 29, 2026 3:49:15 PM  
**Attachments:** [image1788043705987](#)  
[image1788043705990](#)  
[image1788043705990](#)

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Some people who received this message don't often get email from [executivedirector@805undocufund.org](mailto:executivedirector@805undocufund.org). [Learn why this is important](#)

Dear Mayor, City Manager, Chief of Police and City Council Members,

First and foremost, thank you very much for your leadership in not going with Verkada and listening to the community's concerns.

It is evident that there is a clear will to work together to identify better solutions. At least by the majority of you. We appreciate the comments by Council members Gutierrez, Harmon, Sneddon and Santamaria. Also acknowledge Council members Jordan and Friedman for their comments.

We will continue working with City Manager Kelly McAdoo and her team to ensure we're prepared to address the upcoming challenges that will come when identifying alternatives that are supported by the community.

Lastly, we remain committed on sharing additional research, facilitating community input sessions and participating in the review of the City's existing privacy and data policy including ALPRs.

In Community,

**Primitiva Hernández** (She/Her/Ella)

Executive Director



PO BOX 1154, LOMPOC, CA 93436

Tel: (805) 200-8471 | Hotline: (805) 870-8855

[Website](#) | [Donate Now](#) | [Join our Mailing List](#) | EIN: 86-2230353



*"Disaster recovery does not begin for anyone until everyone is included."*

On Monday, August 24th, 2026 at 4:48 PM, Primitiva Hernández

<executivedirector@805undocufund.org> wrote:

Dear Mayor, City Manager, Chief of Police, and City Council Members,

We would like to submit documents to be considered for tomorrow's agenda item 5. We want to be clear, our coalition is not simply here to oppose. We are here to **collaborate**. We believe that public safety and civil liberties are not opposing values, and we are committed to working alongside city leadership to find solutions that serve and protect every member of our community.

To that end, we are prepared to:

- **Share additional research** on privacy-respecting alternatives to both Flock Safety and Verkada
- **Facilitate community input sessions** to ensure resident voices are meaningfully included in this process
- **Hold off** on any new surveillance contracts until the public has had a meaningful opportunity to weigh in research alternatives, and make informed recommendations.
- **Support** a comprehensive review of the City's existing privacy and data ordinances

We ask that the City commit to an **extended public comment period** before any new surveillance contract is finalized, and that all future meetings on this matter be **scheduled at 5:00 PM or later** to ensure full community participation.

### **Next Steps**

We welcome the opportunity to meet again at your earliest convenience to discuss the enclosed materials and chart a path forward together. Please do not hesitate to reach out to us directly to schedule a follow-up meeting or request any additional information.

*We understand you have our community's best interest at heart and we are here to support you in honoring that commitment.*

Thank you sincerely for your time, your service, and your continued openness to community engagement.

With respect and solidarity,

**805UndocuFund, Santa Babara Indivisible, Technology for Liberation,**

## CAUSE

*Attachments: 1. Community Fact Sheet, Think Before You Sign: A Coalition Call to Pause on Verkada 2. Analysis of Flock Safety Alternatives, Technology 4 Liberation, Cal Poly SLO, July 29, 2026*

**Primitiva Hernández** (She/Her/Ella)

Executive Director



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*"Disaster recovery does not begin for anyone until everyone is included."*

**From:** [Missy Zeitsoff](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [Kelly R. McAdoo](#); [John Doimas](#)  
**Subject:** Fwd: Housing Authority of the City of Santa Barbara Earns an A+ Credit Rating | News Releases | Noozhawk  
**Date:** Sunday, August 30, 2026 5:58:50 PM

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----- Forwarded message -----

From: **Missy Zeitsoff** <[missyzeitsoff@gmail.com](mailto:missyzeitsoff@gmail.com)>  
Date: Sun, Aug 30, 2026, 5:56 PM  
Subject: Housing Authority of the City of Santa Barbara Earns an A+ Credit Rating | News Releases | Noozhawk  
To: Missy Zeitsoff <[missyzeitsoff@gmail.com](mailto:missyzeitsoff@gmail.com)>

<https://www.noozhawk.com/housing-authority-of-the-city-of-santa-barbara-earns-a-credit-rating/>

**From:** [Judith Anderson](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** Re:decriminalize ethnogens  
**Date:** Monday, August 31, 2026 7:59:41 AM

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[You don't often get email from [judith@judithanderson.net](mailto:judith@judithanderson.net). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,

As a central coast transplant i can attest to the power of psychedelics and entheogens providing solace in a world overwhelmed by shoddy pharmaceuticals to ease trauma, PTSD, and my anxiety.

Enthnogens and psychedelics are substances that once you're healed you don't necessarily revisit the molecules. And it was the cherry on top i needed to complete a long term health recovery after a miraculous medical breakthrough gained me physical recovery. I needed to heal my mind and the neoplasticity of psychedelics did just that. It took two years and the breakthroughs were outstanding.

Please vote yes to decriminalize entheogenic plants and psychedelics.

Thank you.

Sincerely,

Judith Anderson



**From:** [Ernest Salomon](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [nick@independent.com](mailto:nick@independent.com); [jean@independent.com](mailto:jean@independent.com); [newsmakerswithjr@gmail.com](mailto:newsmakerswithjr@gmail.com); [jmolina@noozhawk.com](mailto:jmolina@noozhawk.com); [Senator.Limon@senate.ca.gov](mailto:Senator.Limon@senate.ca.gov)  
**Subject:** Traffic Cameras  
**Date:** Wednesday, August 26, 2026 10:25:47 AM

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The main thing that you need to control is what companies like Flock do with the information they get. I have no problem with catching drivers who break traffic laws and using surveillance cameras to prevent crimes and catch criminals.

Our entire population has been infiltrated by surveillance, both by government and the private sector. Newer cars are a rolling reporting station to manufacturers; only they and God know what they do with all the information that they gather on drivers. What you watch on your Smart TV and your emails are also part of the surveillance of our population. It will only get worse!

Wait 'til AI gets rolling!

Warmest best,

Ernie

**From:** [Colleen Rae](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [DecrimNatureSB](#)  
**Subject:** Asking for your support  
**Date:** Wednesday, August 26, 2026 2:00:58 PM

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Some people who received this message don't often get email from 2colleenrae@gmail.com. [Learn why this is important](#)

Dear Mayor, Council Members and City Staff,

My name is Colleen Rydjord, I live in Santa Barbara County and worked in Santa Barbara for many years.

I support making enforcement against adult personal use of entheogenic plants and fungi the City's lowest law-enforcement priority, and restricting the use of City resources for that enforcement.

This matters to me because my friend has a progressive disease called Spinal Cereberlar Ataxia, it not only affects balance but also cognition and mood.

He has been responsibly using Psicilybin by micro dosing and I have seen significant improvement in his cognition, mood and memory.

I know of other people who also micro dose to decrease symptoms of depression successfully with Psciliybin. Many people who suffer from Depression do no always respond to pharmaceutical anti depressants and many natural plants and fungi may help.

Please support scheduling this resolution for a vote on October 20th, and vote yes when it comes before you.

Warm regards,

Colleen Rydjord

**From:** [sachet-grazers-3y@icloud.com](mailto:sachet-grazers-3y@icloud.com)  
**To:** [Santa Barbara City Council](#)  
**Subject:** 621 n alisos - public Safety Hazard ES Bike Lane Street light  
**Date:** Thursday, August 27, 2026 7:30:33 AM

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Some people who received this message don't often get email from sachet-grazers-3y@icloud.com. [Learn why this is important](#)

Good morning,

Could you please let me know who the City Council member responsible for the Eastside is, or who I contact about this problem?

We reported a this public safety hazard over two months ago on the 5 July and nothing ...

A tree completely blocks the streetlight at this intersection, leaving the bike lane and surrounding street extremely dark at night.

This creates a significant risk for bicyclists, pedestrians, and residents.

On the 4th ppl ran in to fireworks being set off in the street while returning from the beach. Because of the darkness and obstructed visibility, they did not see them until we were already entering the intersection and going off the fireworks.

The lack of lighting also makes it difficult to see pedestrians, bicyclists

And young women leaving home early in the morning.

Please escalate this matter and have the tree obstruction and streetlight addressed as soon as possible B4 accident please

Who contact as 2 months pretty dangerous

ALC

**From:** [Rick Decent](#)  
**To:** [Santa Barbara City Council](#)  
**Subject:** Concern for my medication  
**Date:** Thursday, August 27, 2026 12:37:18 PM

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Some people who received this message don't often get email from jagolet232@hotmail.com. [Learn why this is important](#)

Dear Mayor, Council Members and City Staff,

My name is Rick K Decent . I am 73 and have lived in Santa Barbara for 55 yrs. I support making enforcement against adult personal use of entheogenic plants and fungi the City's lowest law-enforcement priority and restricting the use of City resources for that enforcement.

This matters to me because I have a severe disability Spinal Cerebellar Ataxia of which there is NO CURE and greatly affects my balance among other disabilities. I have been microdosing for 1 year now and it has greatly improved my walking capabilities and helped with my depression. Please do not criminalize me for trying to help my disease with unconventional methods!

Please support scheduling this resolution for a vote on October 20th, and vote yes when it comes before you.

Warm regards, Rick K Decent

**From:** [Ernest Salomon](#)  
**To:** [rcaraway@noozhawk.com](mailto:rcaraway@noozhawk.com)  
**Cc:** [jmolina@noozhawk.com](mailto:jmolina@noozhawk.com)  
**Subject:** Hot Schools  
**Date:** Thursday, August 27, 2026 1:01:21 PM

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Rebecca-

Ask the school board how long they will force kids to swelter in our hot box schools. **The board has AC**-how about finally giving kids the same thing?

The school board members should be forced to attend classes when the schoolrooms are ovens!

With regards,

Ernest Salomon

[REDACTED]

Santa Barbara, CA 93108

[REDACTED]

Ernstsal@aol.com

**From:** [Ernest Salomon](#)  
**To:** [Santa Barbara City Council](#)  
**Cc:** [ed@edhat.com](mailto:ed@edhat.com)  
**Subject:** TOT Fund  
**Date:** Thursday, August 27, 2026 1:09:03 PM

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The City's TOT tax rate is 12.0%, of which 10.0% goes to the City's General Fund and the remaining 2.0% goes to the Creeks/Clean Water Fund.

You should use some of the Creeks/Clean Water Fund money to clean some of our filthy streets. This would prevent some of the poisons and filth that you allow into our waters from polluting them.

Sincerely

Ernest Salomon  
[REDACTED]  
Santa Barbara, CA 93108  
[REDACTED]  
ErnstSal@aol.com