



General Public Comment Received

Name of Sender	Distributed prior to hearing	Distributed after the hearing
Norma Rojas*		X*
Randy Wilson*		X*
Richard Yates		X*
Burt Swanson	X	
Ron Robertson Jr.	X	
Joshua Vukovich	X	
Anthony Grumbine	X	
Karl Hutterer	X	
Molly Pearson	X	
Sullivan Israel (3)	X	
Aron Ashland (3)	X	
Mike Jordan	X	
Dawn Obrien	X	
Gaia Menni	X	
Ian Gamblin	X	
John E. Douglas	X	
Eric Thune	X	
Richard Yates, Tina Takaya, Caren Rager, Leslie Hollis-Lopez	X	
Guthre Leonard	X	

*Received after cut-off for October 23, 2023, meeting.

State Street Advisory Committee Meeting of: March 2024

George Garabet	X	
Timothy Fouch (2)	X	
Kira Pusch	X	
Hannah	X	
Ubaldo Rodriguez	X	
Julia Nguyen	X	
Claire Jacobs	X	
Gordon Blasco	X	
Joan Livingston	X	
Chloe Chou	X	
John Kavanaugh	X	
Jenna Wolff	X	
Summer Switzer-Smith	X	
Dana Hansen (2)	X	
Melissa Cunningham	X	
John Cinatl	X	
E Moore	X	
Tristen Miller	X	
Molly Pearson	X	
Monifa	X	

*Received after cut-off for October 23, 2023, meeting.

Greta Walters

From: Norma Rojas <norma@zoomrecreation.com>
Sent: Monday, October 23, 2023 3:33 PM
To: SSAC Secretary
Subject: State Street Advisory Committee - August 21, 2023 - Shade Structure

You don't often get email from norma@zoomrecreation.com. [Learn why this is important](#)

Good afternoon, State Street Advisory Committee,

In reviewing the State Street Advisory Committee 8/21 meeting, I noticed that there is a need for a shade structure. Please let me know who I can contact to discuss this project.

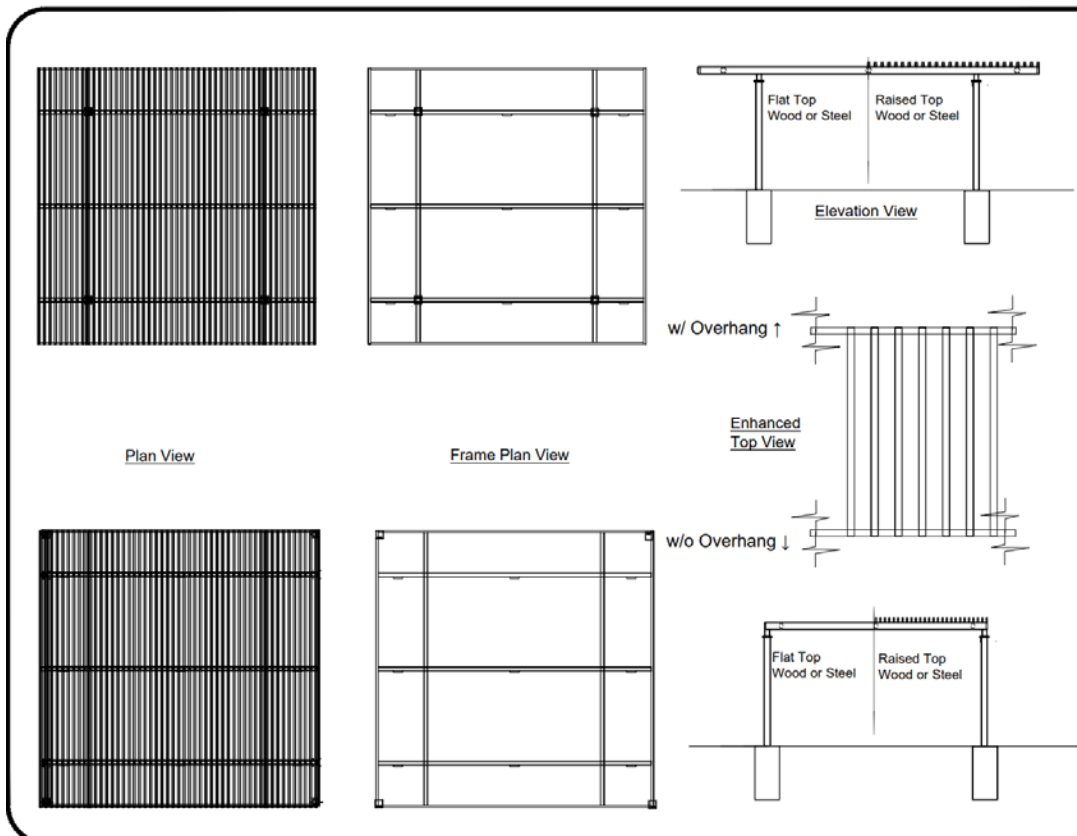
Arts District

Arts Plaza



I am reaching out to you as your local representative for SUPERIOR playgrounds, shades, outdoor fitness, and amenities. I am responsible for Ventura, Santa Barbara, San Luis Obispo, and Kern counties.

We recently presented a proposal for a steel Trellis structure for a project in Los Angeles. Please see below.



Zoom Recreation can help you in every aspect of your project, from design and planning to installation. Zoom's certified professionals work to comply with ASTM and CPSC standards to ensure that your shade meets safety regulations. Our **turn-key** process is streamlined so we can handle the equipment design, surfacing and construction all under one roof.

Please click [here](#) to view Zoom Recreation's project galleria.

You can access other digital catalogs below:

- [Steel](#) playgrounds
- [Grounds for Play](#)
- [Shade](#)
- [Shelter](#)
- [Amenities](#)

Thanks in advance for the opportunity to collaborate in your upcoming projects.

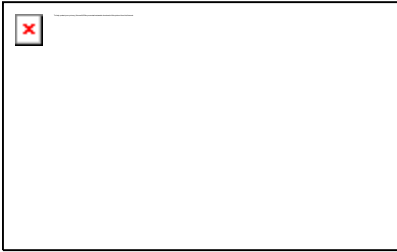
Best regards,

Norma Rojas
Project Manager
(820) 667- 9440

LIC # 1067651 (A, C61/D34)
DIR # 1000655676

www.zoomrecreation.com

300 E Esplanade Dr 9th floor,
Oxnard, CA 93036



Greta Walters

From: Randy Wilson <randy4w@gmail.com>
Sent: Monday, October 23, 2023 5:28 PM
To: SSAC Secretary
Subject: State Street plan

You don't often get email from randy4w@gmail.com. [Learn why this is important](#)

I was present at the State Street Master plan meeting today. The presentation was very good in general and I'm supportive.

My comment: The Multi-purpose Promenade will allow bikes and pedestrians to coexist like on State Street right now. The community has reacted negatively to that situation, and they will need strong reassurance that the new approach will resolve that.

At the presentation today, the answer to this concern was uncertain and unconvincing. You need to have a clear, strong answer to this, including multiple examples of other streets in other American cities where this works well.

Thank you.

Randy Wilson
805-215-0741

From: [Richard Yates](#)
To: [SSAC Secretary](#)
Subject: Comments on the 10-23-23 SSAC Meeting from Richard Yates
Date: Wednesday, October 25, 2023 1:01:09 AM

You don't often get email from richard@opalrestaurantandbar.com. [Learn why this is important](#)

Dear SSAC

I spoke to Tess who recommended I send this to you. Due to an illness I was only able to watch via Zoom and had tried to call in, but despite my hand being raised before the cutoff I didnt get called, so if you could forward these comments to SSAC Members I'd appreciate the opportunity to share my perspective.

I am sure you have lots of comments to sort through so appreciate your taking time for mine (and I should point out that, while some of my colleagues agree with these thoughts, I am not speaking for all).

First of all, a great job at trying to wrangle together all these competing interests and trying to find something everyone would like. The amount of work you have all done is phenomenal and I appreciate the nimbleness of the balancing act needed to be as inclusive as possible, definitive enough to get a response, but flexible and non- definitive enough to allow evolution of the vision.

I think the recommendations are generally pretty good, except for 2 things, from my perspective.

1. I dont think State Street should be opened further for cars except the one additional northbound lane on the 1200 block for the Granada dropoff, to go along with the existing one lane already on the 1300 block
2. ARTS District -Right now, the sidewalks work well for comfortable pedestrian and ADA-compliant access, with the parklets out in the street. We would prefer that doesnt change until the Master Plan is completed and some degree of implementation has begun, so we dont lose the economic and cultural vibrancy in the meantime. But long term, when the plan is ready to become operative in our part of downtown, *and not now*, I wouldnt mind if we had to relocate our outdoor dining off the street, and come *directly off our storefront*. The reasons are many but of particular importance is one that Councilmember Mike Jordan pointed out: by 2026 we will lose the ability to serve alcohol outside of our immediate area, so for many of us, the best solution is for our outdoor dining to be part of our storefront. This solves not only that ABC issue but also a host of other problems, and I suspect this version of outdoor dining would be more in accordance with the vision the HLC may propose. But it sounded like the committee's proposal puts the pedestrian walkway *next* to the storefronts rather than on the *street side* of the dining area, and that puts the continuation of outdoor dining in jeopardy if we lose the ability to serve alcohol outside. Although posed as a solution to the transportation issue, by maintaining a discontinuity between these 2 parts of the restaurant it is a de facto design choice. As such, this scenario might be one of the factors that could contribute to a continued disharmony between the committee's design choices and the HLC's, since as Mr Grumbine noted, he was not pleased with the lack of design content in the recommendation.

So I urge you to consider re-thinking this part of the recommendation.

All that being said, I want to reiterate that I think it's good that you put this out as strictly a set of transportation recommendations, and that by putting forth definite ideas, you are drawing out the kind of comments that help to illuminate better where things should go. It has drawn out the perspective of the design community and allowed them to make the point that anything *set in stone at this point* for transportation does inherently limit design choices, which is similar to what I am saying, though more from an operational standpoint.

I'll leave it at that, and thank you for taking into account a restaurant operator's viewpoint. .

Warm Regards

Richard Yates

With Tina Takaya

Owners, opal restaurant and bar

805 966 9676

www.opalrestaurantandbar.com

Greta Walters

From: burtswanson@cox.net
Sent: Friday, October 27, 2023 8:45 AM
To: SSAC Secretary
Cc: burtswanson@cox.net
Subject: State St. Mobility Plans
Attachments: State Street Mobility Plan Recommendations.docx

Following your meeting on the subject, attached please find my own suggestions. At their heart is the use of the central corridor for bicycles, joggers, and micro-transit, with sidewalks for seating and pedestrians.

Thank you for your work on the plan.

Burt Swanson

State Street and Promenade Mobility Plan Suggestions

1. 400 block. Gateway block. Street with two 10 ft centered lanes providing for two-way vehicular traffic. Sidewalks for pedestrians and those walking bikes only. Micro-transit vehicle stand on Haley to provide rides.
2. 500-600 blocks. Entertainment blocks. Multi-purpose promenade with 20-24 ft centered corridor devoted to bikes, joggers, and micro-transit in both directions, except when closed in part for programmed events. Sidewalks for seating and pedestrians and those walking bikes only. Micro-transit vehicle stand on Ortega to provide rides.
3. 700-900 blocks. Center blocks. Multi-purpose promenade with 20-24 ft centered corridor devoted to bikes, joggers, and micro-transit in both directions except when closed in whole or in part for programmed events. Sidewalks for seating and pedestrians and those walking bikes only. Micro-transit vehicle stand on Canon Perdido to provide rides.
4. 1000-1100 blocks. Arts blocks. Multi-purpose promenade with 20-24 ft centered corridor devoted to bikes, joggers, and micro-transit in both directions except when closed in part for programmed events. Sidewalks for seating and pedestrians and those walking bikes only. Micro-transit vehicle stand on Figueroa to provide rides.
5. 1200 block. Arts block. Multi-purpose promenade with 20-24 ft centered corridor, but with two separated lanes, one devoted to vehicles entering from Anapamu and running north, with loading zone for Granada, and the other devoted to bikes, joggers, and micro-transit in both directions. Sidewalks for seating and pedestrians and those walking bikes only. Micro-transit vehicle stand on Victoria to provide rides.
6. 1300 block. Arts block. Street with two 12 ft centered lanes, providing for two-way vehicular traffic, and with separate bike lanes, one on each side. Built-out sidewalks on both sides for seating and pedestrians only, but with loading zone for Arlington. No parklets or parking. Two-way vehicular traffic reestablished on west block of Victoria, with built-out sidewalks on both sides for seating and pedestrians and with loading zones, but no parklets or parking.

Greta Walters

From: Balboa Building <ron@balboabuilding.com>
Sent: Tuesday, October 31, 2023 2:20 PM
To: SSAC Secretary
Subject: Bike Speed in New Proposed Promenade

You don't often get email from ron@balboabuilding.com. [Learn why this is important](#)

SSAC,

As an owner of two e-bikes and a history of both road and mountain biking, I would like to comment on the proposal for a textured bike lane. This will work with road bikes but will fail massively with both fat tire e-bikes, the ones the teenagers ride and with full suspension bikes!! They will probably consider it “fun” to ride on at high speeds.

A walk zone in our block, the 700 block will be ignored!! I worked the block party put on by the Downtown Organization SB with two large sign saying to walk your bikes. It was ignored over half the time.

Please consider real solutions to the number one issue on State Street which is hands down the e-bikes or better classified as electric motorcycles!!

Best,

Ron Robertson Jr., DDS
Balboa Building
Managing Member
735 State Street Suite 608
Santa Barbara, CA 93101
<tel:805-962-8407>

Greta Walters

From: Joshua Vukovich <info@strongtownssb.org>
Sent: Monday, November 6, 2023 6:00 PM
To: SSAC Secretary
Cc: joshuavukovich@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario

I strongly support the flat and flexible design scenario.

From: Joshua Vukovich
93013

****Please note that this email was sent by Joshua Vukovich via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Joshua Vukovich's email address: joshuavukovich@gmail.com*

Greta Walters

From: SSAC Secretary
Sent: Wednesday, November 8, 2023 11:49 AM
To: Greta Walters
Subject: FW: Anthony Grumbine's Comments on State Street Master Plan 10/23
Attachments: State St Master Plan Oct 2023 COMMENTS.docx

Hello, SSAC Members—

Please see the attached message from Anthony Grumbine. A summary was shared at the SSAC meeting on Monday, 10/23. Thank you!

Best,
Greta

From: Tess Harris <THarris@SantaBarbaraCA.gov>
Sent: Tuesday, November 7, 2023 4:13 PM
To: SSAC Secretary <ssacsecretary@SantaBarbaraCA.gov>
Subject: FW: Anthony Grumbine's Comments on State Street Master Plan 10/23

Hi Greta,

Could you share this with the SSAC if it wasn't already?

Thanks,

Tess Harris
State Street Master Planner
CITY OF SANTA BARBARA, Community Development
(805) 564-5563 | THarris@SantaBarbaraCA.gov

From: Ellen Kokinda <ekokinda@SantaBarbaraCA.gov>
Sent: Wednesday, October 25, 2023 9:19 AM
Cc: Rebecca Bjork <RBjork@SantaBarbaraCA.gov>; Elias Isaacson <eisaacson@SantaBarbaraCA.gov>; Tess Harris <THarris@SantaBarbaraCA.gov>; Allison DeBusk <ADebusk@SantaBarbaraCA.gov>; Timmy Bolton <tbolton@SantaBarbaraCA.gov>
Subject: Anthony Grumbine's Comments on State Street Master Plan 10/23

Good morning Council Members,

Per Anthony Grumbine's request, please see his 10/23 comments on the State Street Master Plan. An abridged version was shared with the State Street Advisory Committee at this past Monday's meeting, but you may read his comments in full in the attached letter.

Thank you,
Ellen



Ellen Kokinda

Senior Planner I

CITY OF SANTA BARBARA, Community Development

(805) 564-5507 | ekokinda@SantaBarbaraCA.gov

SantaBarbaraCA.gov

COMMENTS ON STATE STREET MASTER PLAN

OCTOBER 23, 2023

Dear Chair Davis and the State Street Advisory Commission,

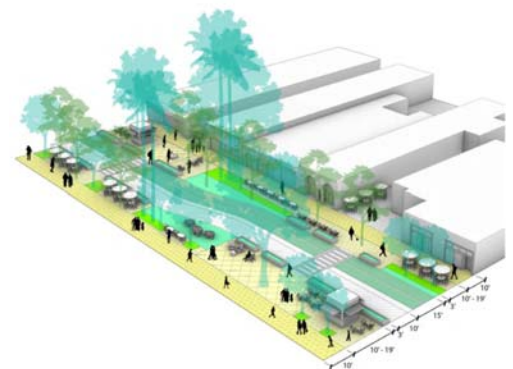
Thank you for your continued work on the State Street Master Plan. As most of you know, I have been a strong proponent of this project – a good downtown Master Plan – for a long time, to help add people and vitality to our beautiful city. In addition, I believe there is an opportunity to add, in a meaningful way, to our already great city to make it even better. This is an exciting moment for Santa Barbara.

That being said, in looking at the previous designs (over the last 4 months) as well as this latest design, I am extremely disappointed and disheartened with where the design is headed. So much so, that I think it would be very unfortunate if the City were to implement the proposed plan, or anything remotely close to it, as it will be a serious negative impact on El Pueblo Viejo.

I don't mean these comments to be overly harsh, but as a professional who has been dedicated to the betterment of Santa Barbara for most of my career, I feel obligated to speak up when there are serious concerns.

Critiques:

- 1) This design is not wholistic. It is only a transportation. What I see is a design that looks to solve only one aspect of the design question, namely Transportation . “Where do the pedestrians, bikes, cars, and public transport go?” This is the only question being asked. The problem is that this is only **one** piece of the pie. This should not be answered without simultaneously solving for the other pieces of what make for beautiful and functional urban spaces/places. Otherwise Transportation will be the driver (pun intended) of the whole design, strongly shaping the urban design. This would be a terribly limited way of looking at the heart of Santa Barbara.
- 2) These designs could be ‘anywhere California’, or even ‘anywhere North America’. There is nothing about these design options that would make people guess that this street was in Santa Barbara. The only way we can tell is through the Spanish buildings seen in the background of the renderings. The urban spaces themselves have nothing to do with Santa Barbara. They are not outdoor spaces formed in a Santa Barbara way. The overall massing of the major elements (road, trees, buildings, outdoor dining) is not a Santa Barbara massing/organization.



Maybe you can add another row on the ‘smiley-face’ chart for ‘Santa Barbara Urbanism’, and currently all options would get a ‘red-frowny-face’ (i.e. ‘bad’). There are

lots of specific points on this matter, but that would be getting too far 'into the weeds' for this discussion.

- 3) This is the Design Concept phase. It seems to me that the biggest problem is that there is no clear Design Concept. Nothing knows what it is. State Street doesn't know what it is. The Districts don't know what they are (as a clearly defined experiences). The individual blocks (or partial-blocks) don't know what they are. We see this even in the title. The 'Grand Paseo' is not 'Grand' (which would imply a great boulevard/promenade of symmetrical trees/architecture/etc...), nor a 'Paseo' (which, for Santa Barbara, would imply a narrow, taller-than-it-is-wide hardscape path through the square city block). A more accurate title for this design, is a 'Wiggly-Promenade', which is not a worthy or appropriate design concept for the core of Santa Barbara.

As we say at HLC, 'It needs POETRY.'

Moreover, before answering the Transportation question, it is vital to first define what the space is (which MAY involve a transportation question), and how it compares/relates/magnifies/enriches the other urban spaces/places in Santa Barbara.

Suggestions for a path forward, using two steps:

- 1) Make a list of the top 30 - 50 notable historic urban places/landscapes/experiences in Santa Barbara, such as La Arcada; El Paseo, Plaza San Marco, the Courthouse Sunken Garden, Alice Keck Park Memorial Gardens; the Mission Plaza and Rose Garden, Plaza De La Guerra, Lobero Theatre, etc... Then, visit each one, and photograph, study, measure, and draw what you see. Then, ask yourself the following questions:
 - a. What are the general properties of this place (materials, heights, widths, proportions, planting type and location)?
 - b. What makes this a Santa Barbara place, and not anywhere else in the country?
 - c. What makes this place similar and different than other Santa Barbara spaces of the same type (example – compare and contrast one paseo to another)?
 - d. How can this information help inform/guide a design for State St?
- 2) Hire a consultant that can do Santa Barbara urban design & landscape. At HLC, we regularly see architects, landscape architects and designers that are not experts in the Spanish Revival language hire a consultant to help them navigate a beautiful and appropriate design.

I am hopeful that this could work, with a consultant that understands Santa Barbara and its Spanish Revival Urbanism. Otherwise, this entire effort might be a giant waste of everyone's time, energy, and money. And, I hope this is not the case.

Yours truly,

Anthony Grumbine

Greta Walters

From: Greta Walters
Sent: Wednesday, November 8, 2023 3:31 PM
To: Greta Walters
Cc: Elias Isaacson
Subject: FW: State Street Revitalization
Attachments: Framework for Revitalizing the City Core.fin.docx

Hello, SSAC Members—

Please see the public comment below from Karl Hutterer.

Thank you,
Greta



Greta Walters

Administrative Assistant
CITY OF SANTA BARBARA, Community Development
(805) 564-5502 | gwalters@SantaBarbaraCA.gov
SantaBarbaraCA.gov

From: Karl Hutterer <klhutterer@gmail.com>
Sent: Monday, October 23, 2023 4:25 PM
To: State Street Master Plan <statestreetmasterplan@SantaBarbaraCA.gov>
Subject: State Street Revitalization

You don't often get email from klhutterer@gmail.com. [Learn why this is important](#)

Good afternoon.

A small group of folks close to the Community Environmental Council (Paul Relis, Dennis Allen, John Steed, Jon Clark, Rich Untermann, myself) have drafted, on behalf of CEC, a document presenting an ecological framework for the revitalization of State Street. We did this in part because the city's planning efforts have received thousands (literally) of suggestions for what to do and not to do, but there is no overarching and coherent set of principles to guide sifting through this mass of ideas. We also believe that the revitalization of Santa Barbara's downtown core offers a great opportunity for applying ecological principles, thus making Santa Barbara into an example of urban planning in this era of climate change. Indeed, we think that we have a moral obligation to do so. Last Thursday, CEC's board of directors unanimously adopted the document as a CEC statement.

Dennis Allen and I would be happy to meet with the committee and make a presentation.

Sincerely,

Karl

--

Karl L. Hutterer
790 Mission Canyon Road
Santa Barbara, CA 93105
(805) 453-8162
klhutterer@gmail.com

"Our economic system and our planetary system are now at war....Only one of these sets of rules can be changed, and it's not the laws of nature." *Naomi Klein*

An Ecological Framework for Revitalizing the City Core

Preamble

The Santa Barbara community has long nurtured an environmental ethic. Previous generations, community leaders, politicians, civic organizations and its citizens have sought to preserve and protect its natural environment as well as its historic beauty.

Today, as the community strives to conceive and implement a vision for its future it must consider environmental factors to a degree that it has never contended with. Threats from fire, heat, drought, flood and sea level rise are here and growing. How to anticipate and respond to them is a central question that should inform how we plan for Santa Barbara's future.

The Community Environmental Council has prepared a guidance framework for the community's consideration as it works to address one of its most significant current challenges, the revitalization of the city's downtown core. Many of the suggestions build upon ideas and practical measures that have been locally initiated or have been employed in other communities in the U.S. and abroad.

At first blush some of the ideas put forth might seem too far reaching and perhaps too costly. However, we firmly believe that both the broad principles and many of the specific suggestions we propose are achievable within the existing skill sets of our architects, landscape architects and builders. They are also wise investments in the lives and wellbeing of our citizens and in the future of our children and grandchildren.

Vision

The Community Environmental Council believes that the re-envisioning of the core of our city provides an unprecedented opportunity to establish far-reaching environmental measures to guide future development. Plans for the revitalization of State Street should be steered by the interrelated goals of ensuring the well-being of both people and our environment. This is of particular importance in the face of the emerging climate crisis with its ever-increasing challenges and its many unknowns as the crisis continues to unfold. Revitalizing steps need to build resilience to climate change while fostering a vibrant city that provides for the economic livelihood, health, personal fulfillment, and happiness of its citizens.

Planning Guidelines

The 15-minute city

The downtown needs to evolve into a 15-minute city where all essential needs of its members can be met within a 15-minute walk, bicycle trip, or public transportation ride.

Suggestions:

- 1) Plans, policies, regulations, and incentives need to embrace and serve people first. Santa Barbara relies on tourism, but the focus needs to be on the local community. A thriving downtown, as well as a thriving city overall, will automatically appeal to visitors.

- 3) The plan should seek and encourages a diverse and intentional mix of businesses, organizations, and resources.
- 4) The plan should offer a variety of mobility options, especially encouraging healthy and sustainable modes.
- 5) Special attention should be paid to the way food brings people together.
- 6) Ample spaces for public gatherings, festivals, parades, and celebrations need to be in the mix.

Housing serving a healthy and resilient community

A revitalized downtown needs to include a large increase of housing, with diverse options to meet community needs that will help solve the current housing crisis, reduce commute times, and relieve traffic congestion. New development needs to prioritize workforce and low-income housing. Greater density needs to be achieved with attractive design and to offer a range of styles and sizes.

Suggestions:

- 1) Adaptive reuse and retention of as many components of existing buildings as possible will conserve planetary resources. More flexibility may be required in maintaining our architectural heritage and adapting it to new uses.
- 2) Housing, plazas, and green spaces should be created over street level parking lots.
- 3) Create a model set of green building specifications for all new and remodel projects to help guide architects, designers, developers, property owners, and the permitting processes.
- 4) Developers and property owners should be incentivized to use the model specifications and to contribute community lifestyle dividends (day-care centers, pocket parks, public art, etc.) by giving them extra units and greater building heights in selected spots.
- 5) Decouple parking from living units which can make rents and real estate more affordable.

Infrastructure and energy for a rapidly changing climate

The challenges of climate change require a re-thinking of our infrastructure to improve our resilience to new extremes of heat, drought, fire, and floods. A redesign of our infrastructure also provides an opportunity to overhaul our antiquated and inadequate systems. Our downtown district, city overall, and even our region needs to embrace the clean energy revolution with its flexibility and responsiveness to weather extremes.

Suggestions:

- 1) Build district systems that can help manage the twin challenges of storms and droughts.
- 2) Provide for effective systems for trash collection and recycling.
- 3) New housing should, by mandate, be all electric.
- 4) The abundance of flat roofs downtown, existing and to be built, needs to be covered with solar panels as much as possible.

- 5) Plan for a downtown cooling system by harnessing and pre-cooling breezes.
- 6) Make State Street one level with gentle slopes for drainage. This improves flexibility, easier movement for the mobility impaired, and cost saving for adding district systems.
- 7) Street lighting needs to be adequate but designed to lessen light pollution. Public safety needs to be paramount.

Nature

The downtown community will thrive if its habitat includes an abundant and rich mix of nature. This will lessen the effect of the urban heat island, provide visual attraction and enjoyment, and have beneficial effects on the physical and psychological health of citizens.

Suggestions:

- 1) Turn State Street and some cross streets into semi-parks. Parks help promote equity, increase community engagement, and help provide clean air. A mosaic of green spaces through the area will attract birds, insects, and probably even some wildlife.
- 2) Wherever possible, use buildings as an opportunity to host vegetation.

Connectivity and Inclusivity

A revitalized downtown needs to foster a community that is diverse, inclusive (age, gender, race, and religion), and promote social equity and justice. Programs and activities should encourage a rich web of social interactions. The downtown center should not be an island but needs to be well connected to other neighborhoods in our city. Making downtown a desirable place to visit will not only help sustain the city's core but also improve the social fabric of Santa Barbara as a whole.

Corollaries

The business of less: A sustainable future will require us to use fewer material resources and less energy.

Flexibility: In this era of rapid social and technological change coupled with progressing climate change, we need to be ready for unforeseen needs and situations. The framework for a revitalized downtown should include a principle of flexibility that encourages innovation in responding to these unforeseen situations.

Partnerships: Redeveloping downtown according to the principles laid out here will require substantial financial resources. To help find "best" solutions and generate the resources to implement these ideas, the city should encourage partnerships between the public sector, the private sector, and the nonprofit sector.

From: [molly_pearson](#)
To: [SSAC Secretary](#)
Cc: [Tess Harris](#)
Subject: Comments on October 23, 2023 SSAC Presentation
Date: Monday, November 13, 2023 10:35:55 PM

I was not able to observe the October 23, 2023 SSAC meeting because I was out of town.

However, I was able to submit comments ahead of the meeting and I reviewed the presentation from the meeting when I returned. I don't know what the meeting discussion and outcomes were, but I would like to submit comments based on my review of the presentation:

The presentation on Page 15 includes eight bullet items called "Guiding Principles". The first bullet is "Safety is Paramount". It seems, then, that safety is one of the key or most important principles for all three districts. Why was it not included in the smiley face/frowny face tables that are presented on pages 32, 39, 53 and 59? These tables use the guiding principles as criteria for evaluating the four design options for the districts. Why is safety completely ignored as an evaluation criteria? This makes absolutely no sense to me. The green smiley faces indicating that the "multipurpose promenade" design mostly meets all the guiding principles/criteria seems to lead to a staff recommendation to proceed with this design option.

Does the multipurpose promenade meet the very important criteria of safety, or even of perceived safety? What I've been hearing a lot at the SSAC meetings, city council meetings, and also at the public outreach events I've participated in, is that bikes operating on the current State Street Promenade are not safe, or are not perceived as safe by many members of the public and also by some of the SSAC members. How will that change with a multipurpose promenade - with bikes, pedestrians, strollers, people walking their pets, and potentially other users such as microtransit all sharing the 20 foot center lane - and with State Street continuing to function as the "spine" for Santa Barbara's bike infrastructure? If bike riders (including e-bikes and other wheeled devices) are going to use this multipurpose promenade as the primary way to get through town for work, to get to the beach, or other uses, I don't see how the multipurpose promenade option will offer the safest experience for all of the users.

There is already 60 total feet of space on either side of the middle lane for use by pedestrians, art displays, entertainment, dining, landscaping, etc. Please create a space in the middle of the street where bikes and other wheeled devices can operate safely, away from other users.

I certainly hope this point was brought up and discussed/explained at the October 23 meeting. I would really like to hear a response/explanation from staff and/or the City's consultant as to why the guiding principle of safety was not included in the evaluation.

Santa Barbara is one of the safer cities for riding bikes. Please, let's make it even safer rather than creating something that's less safe, or that discourages people from riding their bike as opposed to driving in a car.

Thank you,

Molly Pearson

Greta Walters

From: Sullivan Israel <sullivanisrael1@gmail.com>
Sent: Tuesday, December 5, 2023 4:35 PM
To: SSAC Secretary
Subject: Email for SSAC Members #1

Dear SSAC members,

My name is Sullivan Israel. You've probably seen my name on the various Strong Towns official public comments we send in. I'm proud to say that the group is growing rapidly, having passed 200 locals signed up for our emails--people all interested in seeing a more walkable, affordable, transit-rich, sustainable, and economically resilient city. However, that's not why I'm writing to you today. I thought I'd share with you some Urban Planning content from the internet. From videos to articles there's a whole lot out there, and many interesting conversations going on across the country and the world. I thought I'd share some of this with you (perhaps once a week--I'm a student so we'll see what I have time for!), and hopefully you'll take a look and be inspired, as I often am. This week, I'm forwarding you an email all about...parking! I know, it may seem boring but it's really quite fascinating. The email was put together by the national Strong Towns group and contains all sorts of cool info. Enjoy!

Don't hesitate to reach out to me with any questions.

--Sullivan Israel



This Week at Strong Towns

[ARTICLES](#)||[PODCASTS](#)||[EVENTS](#)

The Black Friday Parking Edition

Even during the busiest shopping season, [we have too much parking](#). It's time to get rid of the regulations that make it so.

Follow this year's #BlackFridayParking campaign on social media, or join in the conversation yourself using the hashtag.

[Twitter](#) | [Instagram](#) | [TikTok](#) | [Facebook](#)



The easiest way to play is to go out and snap a picture or video of empty parking lots in your community with your phone during this busy shopping week and post it with the hashtag #BlackFridayParking.

This week's digest is all about fighting back against parking mandates and minimums in your community. It can be as simple as changing a few words in your city code, [like Norman, Oklahoma, did](#), so why wait?

The Case for Repealing Wasteful Parking Mandates

["The Many Costs of Too Much Parking"](#)

Requiring excessive parking comes at a heavy cost to the vitality and financial resilience of our cities. Have you ever wanted a one-stop list of the many ways this is the case? We did, too. So, we made one.

["Death By Parking" || by Asia Mielezsko](#)

German Sierra wanted to open a coffee shop. He made a plan. He renovated a building. He was ready to open his doors, and then BAM. Parking minimums put a halt to his dreams.

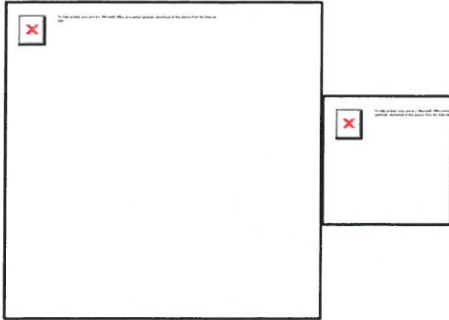


Video

[Are Parking Lots Ruining Your City?](#)

One of the easiest steps toward making your town stronger is by preventing one of its most important resource, land, from being wasted. Parking minimums stymie growth in towns. Citizens of Fayetteville, Arkansas, realized this, and inadvertently began a movement by removing parking minimums, seeking to

make it easier for entrepreneurs to rejuvenate empty buildings downtown. We went there ourselves to show you exactly what that looks like.



Success Stories

["Toronto's Curbside Patios Made 49 Times More Money Than the Parking They Replaced" || by Seaira Jones](#)

A 2022 study on curbside dining in Toronto found that there are loads of financial possibilities waiting in empty parking spaces.

["Why Parking Minimums Almost Destroyed My Hometown and How We Repealed Them" || by John Reuter](#)

Plus 5 tips for repealing parking minimums in *your* community.

["Ending Minimum Parking Requirements Was a Policy Win for the Twin Cities" || by Zak Yudhishtu](#)

In Minneapolis and St. Paul, parking reform has helped increase the overall supply of homes, reduce the cost of construction, and shift the cities toward a less car-centric design.

["Texan Local Advocates Put Couches and Potted Plants in Parking Spots" || by Seaira Jones](#)

Like most cities throughout North America, Denton, Texas, finds its growth bound by parking requirements. To raise awareness of how parking minimum laws affect a city's fiscal resiliency and overall wellbeing, the Local Conversation group Stronger Denton partnered with at least 16 different local organizations to overtake downtown curbside parking.



Resources

[The Strong Towns Action Lab](#)

Our easy-to-browse collection of all the best Strong Towns stories, analyses, and resources that will help you undo parking mandates in your community.

["A Plan for Parking You Can Use In Your Own Place" || by Charles Marohn](#)

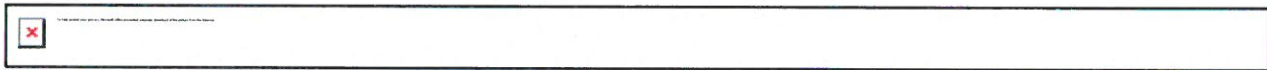
Strong Towns founder Chuck Marohn wrote this plan for his hometown of Brainerd, Minnesota. But it's got plenty of useful insights for cities of all sizes that need to undo the harm caused by excessive parking.

[Parking Reform Network's Parking Mandates Map](#)

"Show me a city that's done it." So many advocates for eliminating wasteful parking mandates and subsidies hear this challenge from their local leaders. Well, here's a comprehensive map of North American cities that have reformed their parking policies. More communities are being added every day!

[Parking Reform Network's Parking Lots Map](#)

Also from the Parking Reform Network is this tool illustrating the amount of space 80 major cities dedicate to parking in their downtown.



For more news and stories from this week, visit the website.

STRONGTOWNS.ORG



Strong Towns

1001 Kingwood St, Brainerd, MN 56401, USA

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ReplyForward

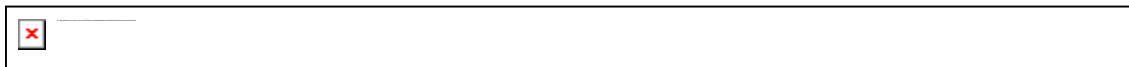
Greta Walters

From: Sullivan Israel <sullivanisrael1@gmail.com>
Sent: Sunday, December 3, 2023 1:04 PM
To: Meagan Harmon; Kristen Sneddon; SSAC Secretary; Alejandra Gutierrez
Subject: Fwd: Strong Towns Social and December Meeting!

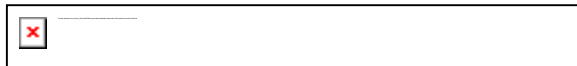
[View this email in your browser](#)



Strong Towns Social!



TODAY: Cliff Drive Vision Zero!

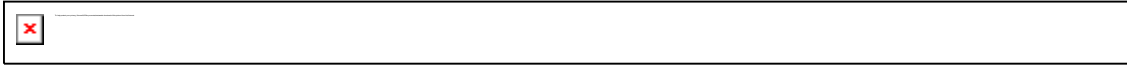


**TODAY: Wednesday, November 29,
2023, 5:30 p.m. – 7:00 p.m.
Monroe Elementary School, 431
Flora Vista Dr.**

Part of [Santa Barbara's Vision Zero](#) strategy to eliminate traffic-related deaths in the city involves buildings safe, connected bike infrastructure throughout the city. One significant project is the [Cliff Drive Vision Zero Project](#), which aims to create a separated bike route through the Mesa, connecting City College to the Las Positas bike path. This will create a nearly continuous separated bike route from the Zoo to Hope Ranch.

Please attend and express your support for safe bike infrastructure in the city!

December General Meeting

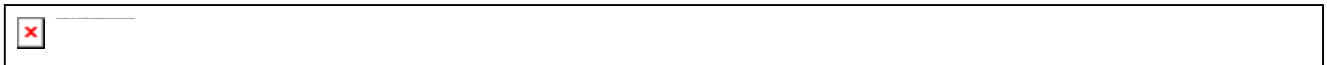


Join us Sunday, December 10th at 2:30-4:00 at Night Lizard Brewing Company on State Street for our next General Meeting!

This meeting we will discuss our continuing efforts regarding State Street, our advocacy campaigns, housing updates, urbanism, and more. If there's an issue you care about, please bring it to the table. Make friends, learn about our Santa Barbara initiatives, and advocate for change!

Everyone is welcome.

Virtual Public Comment—We Did It!



In our last email, we told you that virtual public comment had been suspended at all city functions. Thanks in part to your advocacy efforts, which included written public comment and an [article in the Santa Barbara Independent](#), City Council is reinstating virtual public comment! Though more limited than before, this is a step in the right direction. Below is the announcement from the city.



Housing Element Hearings

December 5th: two hearings!

The State Housing Element is in full swing and both the County and Goleta will have hearings which you can attend. There have fairly regularly been comments about traffic and claims about resource conflicts (which can generally be debunked). There have also been comments that “we’re full” here in Santa Barbara. It would be great to have pro-housing voices there.

Santa Barbara County

9:00 AM

The county supervisors will consider some rezones. They've also released a cool imaginary zoning tool you can try out here:

<https://sbco.abalancingact.com/south-coast>. To submit written public comment, email County Supervisors here: sbcob@countyofsb.org.

Goleta

5:30 PM

The Goleta City Council will consider revisions to Goleta's 2023-2031 Housing Element, including the rezoning of eleven proposed sites to allow for housing development. To submit written public comment, email City Council here: cityclerkgroup@cityofgoleta.org.

Stay Connected!

The conversation continues on our Discord server. Connect with other members to discuss all things Strong Towns and Santa Barbara! If you're interested in local transit, land-use, or parking reform we'd love your input!



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You are receiving this email because you may be interested in STSB

Our mailing address is:

Strong Towns Santa Barbara
1492 E Valley Rd # 631
Montecito, CA 93108-1241

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Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe](#)



Greta Walters

From: Aron Ashland <aronashland@gmail.com>
Sent: Saturday, December 9, 2023 12:00 PM
To: SSAC Secretary; Randy Rowse; Robin Elander; Eric Friedman; Bob Stout
Cc: Meagan Harmon; Kristen Sneddon; Alejandra Gutierrez; Oscar Gutierrez; Mike Jordan
Subject: Placemaking well said

Here is great pamphlet on Placemaking. It's almost like a pamphlet but it draws some interesting conclusions and has some obvious suggestions but I'm not sure they've been said out loud so they say it better than I can

If designed with the idea that each of the 3 zones should be as AMAZING as humanly possible- we could think of the 3 zones as 3 of the 10 destinations we need to improve our city's appeal to visitors.

We should be working constantly on our "attractions" since i believe we're in the tourism business so we might as well be as good as we can at it.

Harbour, Pier, Zoo, Beaches, Funk Zone, Downtown (maybe amazing, unique zones with their own appeal), museums, the bowl, theaters? As a city, if we help fine tune each area to make it a great as we can- we can increase the overall appeal of our city to a level that it used to enjoy. IMHO

Here is the link. I'm not sure who wrote it. You might want to make sure its accurate but it sounds pretty right on.

https://issuu.com/projectforpublicspaces/docs/oct_2016_placemaking_booklet/1?ff=true&epik=dj0yJnU9cWUtQlhvWlp mTFNOMDUwODNIU3liTmNwTnVtaFNKYTYmcD0wJm49QXdhc0c5bzVhQ041VURJZEIGaGlrQSZ0PUFBQUFBR1Ywd3hZ

Aron Ashland

@theCruisery TheCruisery

@SBWineTherapy SBwineTherapy

From: [Greta Walters](#)
To: [SSAC Member Distribution List](#)
Subject: FW: "The donut effect" is reshaping America's cities
Date: Monday, December 18, 2023 8:46:00 AM

Hello, SSAC Members

Please see the message below from Councilmember Jordan. A friendly reminder: members should not respond to the email or discuss it with one another. Thank you!

Best,
Greta



Greta Walters
Administrative Assistant
CITY OF SANTA BARBARA, Community Development
(805) 564-5502 | gwalters@SantaBarbaraCA.gov
SantaBarbaraCA.gov

From: Mike Jordan <MJordan@SantaBarbaraCA.gov>
Sent: Friday, December 15, 2023 11:20 AM
To: Greta Walters <gwalters@SantaBarbaraCA.gov>; Elias Isaacson <eisaacson@SantaBarbaraCA.gov>; Tess Harris <THarris@SantaBarbaraCA.gov>; Timmy Bolton <tbolton@SantaBarbaraCA.gov>; Dave Davis <daviddonalddavis@gmail.com>
Subject: Fwd: "The donut effect" is reshaping America's cities

Hi Greta and all-

My turn for a reading reference for the SSAC, if you'd be so kind to forward along.

From where I sit, it's way too much an argument of all cars or all peds/bikes, neither of those by themselves will solve anything, as the data behind this article points out.

Regards-

Mike Jordan

Councilmember

CITY OF SANTA BARBARA

Direct (805) 564-5325

MJordan@SantaBarbaraCA.gov

Office of Mayor and Council (805) 564-5318

City Departments (805) 963-0611

SantaBarbaraCA.gov

MySB Quick Subscriptions for City news, events, council and board agendas [here](#).

City Council Agenda, staff reports and online meeting video [here](#).

Online request + complaint forms and common city phone numbers [here](#).

"The donut effect" is reshaping America's cities

<https://www.axios.com/2023/12/15/cities-2024-donut-effect-crime-housing-conversion-congestion-pricing>

From: [Ian Gamblin](#)
To: [SSAC Secretary](#)
Cc: iangamblin@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Thursday, December 21, 2023 11:55:45 AM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

My family is from here, in Santa Barbara. Please keep State St car free. It has become a place that we can hang out again. We shop, see friends from the neighborhood, and feel like there is finally hope for our downtown again. By prioritizing pedestrians and bicycles, our community is drawn towards this area. There is a need to focus on making it safe so cyclist know where to ride and tourist can easily identify walking paths.

From: Ian Gamblin
93105

****Please note that this email was sent by Ian Gamblin via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Ian Gamblin's email address: iangamblin@gmail.com*

From: [John E. Douglas](#)
To: [SSAC Secretary](#)
Cc: jed805@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, February 11, 2024 11:48:42 AM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

Keep lower–mid State Street motor vehicle–free for good. Better for human beings and businesses overall in the long run.

From: John E. Douglas
93103

****Please note that this email was sent by John E. Douglas via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to John E. Douglas's email address: jed805@gmail.com*

Greta Walters

From: Sullivan Israel <sullivanisrael1@gmail.com>
Sent: Tuesday, January 9, 2024 11:44 AM
To: Santa Barbara City Council; SSAC Secretary; City Clerk
Subject: Public Comment

Some people who received this message don't often get email from sullivanisrael1@gmail.com. [Learn why this is important](#)

Attached please find public comment.

Thank you,

--Sullivan Israel

 [Parklets_ In Memoriam.pdf](#) 

STRONG TOWNS

SANTA BARBARA

Dear City Council,

The members of Strong Towns Santa Barbara would like to ask you to join us in mourning the many parklets that have been taken down across the city this week. These parklets provided revenue to the city, both from the parklet tax and increased sales taxes, and benefited businesses owners (both of the parklet-owning businesses and nearby stores, as proven by [multiple studies](#)). They were a much [better use of space than free parking](#). They also were an important community asset, providing beautiful spaces for locals and visitors alike to gather, enjoy the weather, and watch city life go by.

Rather than adopt new parklet standards like [our neighbor Ventura](#), or so many other [cities across the country](#), we got rid of them instead.

The fallen parklets will be remembered fondly by the many who enjoyed them and got to know them well. They were tragically taken away in their youth, with most being only three years old. The parklets are survived by their brethren who still stand proudly on State Street.

Chad's Parklet, 2020-2024



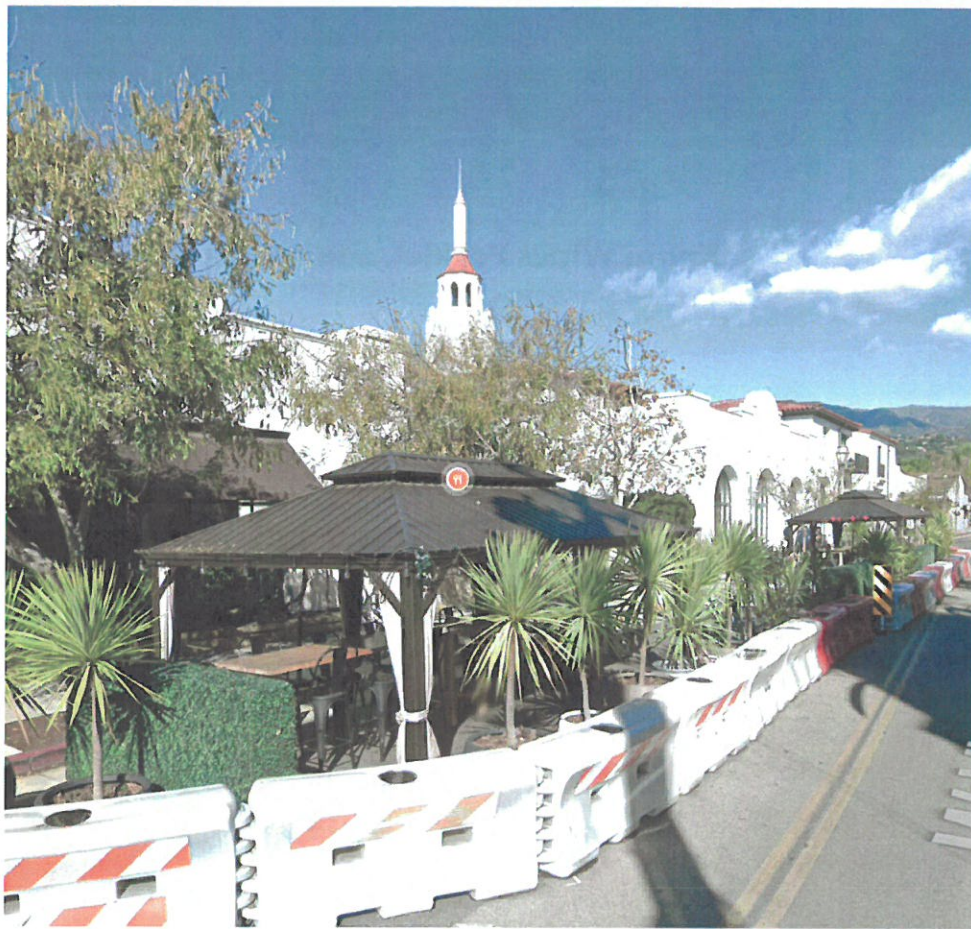
El Bajio Parklet, 2020-2024



Kunin Wines Parklet, 2020-2023



Public Market Parklet, 2020-2024



Twenty-Four Blackbirds Parklet, 2020-2024



CAJE Parklet, 2020-2024



Lucky's Parklet, 2020-2024



Jeannine's Parklet, 2020-2024:



Bree'osh Parklet, 2020-2023



You won't see any of these parklets in the obituary section of the *Santa Barbara Independent*.

However, they will be missed by those who enjoyed them often. They asked nothing more than to take a few parking spaces, and in return they gave the city and business owners increased revenues, added greenery and color to the urban landscape, and provided enjoyable places for the community to sit and gather.

May they Rest in Peace.

Signed

The 200 members of Strong Towns Santa Barbara



Members of Strong Towns Santa Barbara gather in a parklet on State Street

From: [Eric Thune](#)
To: [SSAC Secretary](#)
Cc: ethune@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Wednesday, January 10, 2024 8:27:41 PM

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I support a pedestrian state street and parklets. now do something about the vacancies and the red tape to opening businesses in town!

From: Eric Thune
93101

****Please note that this email was sent by Eric Thune via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Eric Thune's email address: ethune@gmail.com*

From: [Richard Yates](#)
To: [SSAC Secretary; Tess Harris](#)
Subject: ARTS District introductory Letter
Date: Thursday, January 11, 2024 8:15:39 AM
Attachments: [Letter to SSAC about ARTS District.docx](#)

Dear Tess and SSAC Members,

The purpose of this email is to present the ARTS District to you and offer a collaborative approach to promoting and branding our neighborhood in coordination with the culmination of the Master Plan.

The attached document explains more of who we are and our intent in setting up the ARTS District of Santa Barbara.

Warm Regards
Richard Yates
With Tina Takaya
Owners, opal restaurant and bar
805 966 9676
www.opalrestaurantandbar.com



Wednesday December 18, 2023

Dear Tess Harris and State Street Advisory Committee,

I am writing today to formally introduce the [ARTS District of Santa Barbara](#), and discuss the possibility of collaboration between our organization, and the State Street Advisory committee, as it relates to defining and supporting the districts/neighborhoods currently being considered in the proposed promenade area of State Street.

First - a brief background on the ARTS District! The ARTS District was formally established in 2021 to boost the economic and cultural vitality of State Street, particularly in the 1000 to 1300 blocks and adjacent side streets. Anchored by local landmarks like the Arlington, Granada, and New Vic theaters, and the Santa Barbara Museum of Art, the ARTS District is home to art galleries, retail boutiques, and some of the best bars and restaurants in Santa Barbara (see our [map here!](#)). Our mission is to support Santa Barbara arts and economy by promoting public awareness of the neighborhood as a vibrant art, cultural and creative district through special events, community outreach, and collaborative marketing efforts.

We recognize the SSAC's thoughtful approach in dividing State Street into distinct 3-4 block districts. This aligns with the ARTS District's objective to promote our area's unique offerings and create a dynamic, synergistic environment benefiting both locals, and visitors alike.

To that end, given that our organization has been working for nearly three years to formally brand the ARTS District, we wanted to connect with your group and offer support however you might see beneficial throughout your planning process, and work together to continue these efforts, and to reinforce and solidify the concept of neighborhoods or districts as a major component of the Master Plan for State Street.

Please let us know a good time to meet and discuss ways we can work together on branding and promoting districts in the downtown State Street Promenade, and we look forward to the opportunity to connect further!

Sincerely,

Richard Yates, Opal restaurant and bar - ARTS District President
Caren Rager, The Granada Theatre - ARTS District Treasurer
Leslie Hollis-López, Carlitos - ARTS District Secretary



From: [Aron Ashland](#)
To: [SSAC Secretary](#); [Randy Rowse](#); [Mike Jordan](#); [Meagan Harmon](#); [Kristen Sneddon](#)
Cc: [Eric Friedman](#); [Oscar Gutierrez](#); [Alejandra Gutierrez](#); [Robin Elander](#)
Subject: Infographic about community
Date: Monday, January 22, 2024 5:59:22 PM

Dear SSAC and City Council-

Here is an infographic about how to create community in public spaces. Strange- it doesn't mention prioritizing cars like the old days Mr. Mayor. Hmm

<https://inhabitat.com/infographic-how-to-create-community-through-quality-public-spaces/#popup-627361>

Please enjoy the simplicity of this but notice that it doesn't have a bike lane down the middle- lots of bike access is needed to get to an area but once you're there, bikes no longer need to be the focus.

Promenade- *noun* a [paved](#) public walk, typically one along a waterfront at a resort.

Someone riding by on a bike doesn't make an area vibrant and if it does it's for a second or two where people walking, sitting, standing, playing will all bring way more vibrance than bikes.

We want to encourage commuting and traveling by means other than cars but we keep putting out design ideas with bike lanes as the centerpiece. A non-vibrant, essentially empty 99% of the time 15 foot wide empty space with bikes whizzing by will NEVER feel vibrant. Chaotic possibly but not vibrant.

It seems obvious to me that this is why the current designs aren't inspiring. Purchasing a bike shouldn't be necessary to enjoy the center of the promenade- a paved public walk.

Moments of Joy or surprise aren't created by utility. Being able to stand in the middle of what used to be a street and hug, talk, sing or whatever is the Moment of Joy we need- not the moment I saw a bike go by.

I just purchased a used electric bike- i love it but I don't need the middle of the city to enjoy. It works great all over town.

I'd like to ask if the traffic engineer is the same person who told City Council that no patios would be changed on the 1100 block? I also want to remind you again that Santa Barbara functioned fine with the 500 block being a dismount zone for at least a year but now it's impossible according to someone?

Thanks

Aron Ashland

[@theCruisery](#) [TheCruisery](#)

[@SBWineTherapy](#) [SBWineTherapy](#)

Greta Walters

From: Aron Ashland <aronashland@gmail.com>
Sent: Monday, January 29, 2024 11:45 AM
To: SSAC Secretary; Meagan Harmon; Eric Friedman; Oscar Gutierrez; Kristen Sneddon
Cc: Randy Rowse; Mike Jordan; Alejandra Gutierrez; Robin Elander
Subject: Great article on getting people to linger and enjoy and area.

<https://www.planetizen.com/node/69454>

If we leave the bike lane center of an area that we want to be vibrant- it won't work because the bikes are only there for a second or two and thus can't make an area "vibrant".

I realize someone told you and MIG that there is no other way but the reality is that we have to find another way to make bikes not take up the very center of an area that NEEDS to be vibrant. We need to make up for what we were already losing before the promenade- people and businesses.

The powers that be screwed up the once vibrant promenade and the idea to fix the area is to basically leave it like it is- which isn't working.

None of this make any sense to me. We can't go back because the homeless on the sidewalks scared everyone away so the reality is that we need a large area in the center for people to be able to move around things they want to avoid or they feel uneasy about.

The newest presentation with bikes taking up the majority of the center of the promenade- avoiding sticky situation won't be possible. People won't be able to move freely without worrying about being hit. Same reason we had issues when there were cars.

The new design doesn't solve the main problem- which is what MIG said from the beginning and I believe they said isn't limited to SB. People who visit an area or a promenade want to feel safe. How fast, how expensive, how loud of an electric throttle bike would you need to feel safe on the promenade currently, when there are children racing up and down the pedestrian promenade with big, loud, fast electric motorcycles essentially.

I don't see homelessness ending in the near future and with Randy as mayor we most likely won't have more police so how does the currently proposed designs help alleviate the potentially hazards to visitors to the promenade.

As proposed- not at all. I think we want people and not bikes as the center of our pedestrian promenade.



Thank you for your time!

Do we want people or bikes?

Aron Ashland

[@theCruisery](#) [TheCruisery](#)

[@SBWineTherapy](#) [SBwineTherapy](#)

From: [Gaia Menni](#)
To: [SSAC Secretary](#)
Cc: menni.gaia@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Friday, February 9, 2024 12:21:50 PM

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It's an amazing experience to be able to eat at the outdoor patios, especially in summer. Live music and outdoor seating are far more relaxing without cars. Also there is so much drinking involved on state street. It would be a lot safer if the road was closed to cars for safety. Also playing with chalk on the road with kids builds community!

From: Gaia Menni
93109

****Please note that this email was sent by Gaia Menni via Google form at StrongTownssb.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Gaia Menni's email address: menni.gaia@gmail.com*

From: [Dawn OBrien](#)
To: [SSAC Secretary](#)
Cc: mercurydmo@aol.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Monday, January 29, 2024 8:09:45 PM

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Do not open State St up to automobiles OR bicycles!

From: Dawn OBrien
93101

****Please note that this email was sent by Dawn OBrien via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Dawn OBrien's email address: mercurydmo@aol.com*

From: [John E. Douglas](#)
To: [SSAC Secretary](#)
Cc: jed805@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, February 11, 2024 11:48:42 AM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

Keep lower–mid State Street motor vehicle–free for good. Better for human beings and businesses overall in the long run.

From: John E. Douglas
93103

****Please note that this email was sent by John E. Douglas via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to John E. Douglas's email address: jed805@gmail.com*

From: [Guthre Leonard](#)
To: [SSAC Secretary](#)
Cc: guthre.leonard@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Monday, February 26, 2024 10:21:50 AM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

Hello. I am a constituent from the Hidden Valley neighborhood, and I am writing to support the "Flat and Flexible" design scenario. Keeping cars out of downtown areas not only keeps pedestrians safer but also increases income for local businesses. Importantly, the "Flat and Flexible" design does not prevent drivers from parking in our many downtown structures and walking from there. I also want to encourage the use of permanent, solid structures to separate the bike path on the 400 block from cars and to continue the bike path to Upper State, making our downtown more accessible to all. Closing State Street to cars has been huge success; everyone I know enjoys the experience compared to before. I therefore implore you to keep up the momentum and create the state street that Santa Barbara deserves. Finally, I want to thank you for the work you do. This project has improved my life and the lives of my family and friends.

From: Guthre Leonard
93105

****Please note that this email was sent by Guthre Leonard via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Guthre Leonard's email address: guthre.leonard@gmail.com*

From: [George Garabet](#)
To: [SSAC Secretary](#)
Cc: gdgarabet@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Saturday, March 2, 2024 12:35:14 PM

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State street should be for pedestrians and the city should do more for locals when it comes to walkability from home to work/school.

From: George Garabet
93013

****Please note that this email was sent by George Garabet via Google form at [StrongTownsSB.org](https://www.strongtownssb.org), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to George Garabet's email address: gdgarabet@gmail.com*

From: [Timothy Fouch](#)
To: [SSAC Secretary](#)
Cc: tfouch12@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Tuesday, March 5, 2024 8:09:04 AM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

The only traffic should be for and bike traffic on state street.

From: Timothy Fouch
93103

****Please note that this email was sent by Timothy Fouch via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Timothy Fouch's email address: tfouch12@gmail.com*

From: [Timothy Fouch](#)
To: [SSAC Secretary](#)
Cc: tfouch12@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Tuesday, March 5, 2024 8:13:13 AM

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The noise off loud cars, trucks, and motorcycles is so intrusive I cannot imagine how bad it would be to reopen state street to noise pollution. Try to hold a council meeting with the average decibel noise of a street open to traffic.

From: Timothy Fouch
93103

****Please note that this email was sent by Timothy Fouch via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Timothy Fouch's email address: tfouch12@gmail.com*

From: [Kira Pusch](#)
To: [SSAC Secretary](#)
Cc: kirapusch@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 2:40:23 PM

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Hello, Just reaching out to implore you to please incorporate and emphasize connection TO the downtown core from the rest of SB/Goleta - primarily bus and bicycling connections. A lot of us are coming from outside of downtown, and being able to do so comfortably, safely, and quickly will enable the Master Plan to achieve its maximum utility. Thanks!

From: Kira Pusch
93110

****Please note that this email was sent by Kira Pusch via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Kira Pusch's email address: kirapusch@gmail.com*

From: [Hannah](#)
To: [SSAC Secretary](#)
Cc: Hannah.armer@yahoo.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 2:42:17 PM

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State Street is exponentially better without car traffic! Not only is it unsightly, it is disruptive to the flow and atmosphere of State Street. I have lived downtown for over 10 years and have spent much more time on seat since it was cut off to cars. Plus, driving on State Street is so inefficient I don't even know why anybody would want to. State Street looks so much more beautiful, the bike lanes are really wonderful and provide safe access, and it would be disservice to the community to allow cars back in. Thank you for your consideration!

From: Hannah
93101

****Please note that this email was sent by Hannah via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Hannah's email address: Hannah.armer@yahoo.com*

From: [Ubaldo Rodriguez](#)
To: [SSAC Secretary](#)
Cc: ubaldorodriguez@dpengineering.org
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 2:42:35 PM

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Keeping state street closed to through-traffic and traffic in general allows for a more lively area and ensures not only safety for those trying to enjoy the space, but also provides a demonstration of how car-free places can still function in our community to potentially expand the concept to other places in the SB area.

From: Ubaldo Rodriguez
93440

****Please note that this email was sent by Ubaldo Rodriguez via Google form at [StrongTownsSB.org](#), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Ubaldo Rodriguez's email address: ubaldorodriguez@dpengineering.org*

From: [Julia Nguyen](#)
To: [SSAC Secretary](#)
Cc: jspamm209@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 2:43:01 PM

You don't often get email from info@strongtownssb.org. [Learn why this is important](#)

Having state street be a no car zone has been so refreshing. It's so lively and open and it just makes it so much more enjoyable to shop and eat out. I can't imagine it going back to having cars. Back then, there were so many car accidents and the cars blocked you from seeing across the street stores or restaurants. By having no cars, there's so much room for engagement and community, along with supporting our local businesses.

From: Julia Nguyen
93117

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From: [Claire Jacobs](#)
To: [SSAC Secretary](#)
Cc: clairemckenzie93@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 3:07:48 PM

I have LOVED that State St has become pedestrian and bike friendly in the past few years. It feels so much safer, has been great for foot traffic into local businesses, and makes the downtown feel really special and unique. With the closer of the 10 blocks downtown to cars, our downtown has been completely transformed for the better! It's a livelier, more community-oriented space now and it would be a shame to allow cars once again. Cars have every other street in the entire city to use, and these 9 car-free blocks are a true improvement to the city. I would like to voice my strong support for car-free, bike-able and walkable state street. Thank you.

From: Claire Jacobs
93110

****Please note that this email was sent by Claire Jacobs via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Claire Jacobs's email address: clairemckenzie93@gmail.com*

From: [Gordon Blasco](#)
To: [SSAC Secretary](#)
Cc: Gordonblasco@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 3:14:49 PM

I strongly support a car free downtown! Closing state to cars has been an enormous revitalization of downtown even in comparison to pre-Covid times. In 2018 state was already becoming mostly shuttered businesses and all foot traffic was isolated to 1 or 2 specific blocks. Closing state to cars has been the catalyst to a lively downtown more so than any other factor. Reversing this would be a travesty and detrimental to the culture of the city!

From: Gordon Blasco
93110

****Please note that this email was sent by Gordon Blasco via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Gordon Blasco's email address: Gordonblasco@gmail.com*

From: [J.M. Livingston](#)
To: [SSAC Secretary](#)
Subject: State Street Master Plan - bring back the cars
Date: Thursday, March 14, 2024 3:50:29 PM

You don't often get email from canatus@gmail.com. [Learn why this is important](#)

RE:State Street Master Plan

Re-open State Street to cars. Currently, it is hollow, haunted and uninviting now. It simply does not work as only a pedestrian-bike way. Stop trying to make it work. The track record of "pedestrian malls" in the US is punitive. Bikes remain terrifying for pedestrians. The hushed silence without the bustle of ongoing traffic keeps this huge potential commercial/residential area 100% unappealing. Don't do it.

Joan Livingston
Downtown resident

From: [Chloe Chou](#)
To: [SSAC Secretary](#)
Cc: chloehchou@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Thursday, March 14, 2024 6:06:27 PM

I support a car-free, bike friendly State Street. It has improved my experience and how willing I am to be downtown and I much enjoy the experience as compared to before. I love the vision of a State Street that makes permanent the outdoor dining and pedestrian areas that are still currently "temporary" in design. We should take advantage of our location in Santa Barbara to allow more people to experience State Street as pedestrians and bikers as the area is beautiful year round.

From: Chloe Chou
93111

****Please note that this email was sent by Chloe Chou via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Chloe Chou's email address: chloehchou@gmail.com*

From: [jckands](#)
To: [SSAC Secretary](#)
Subject: Comments on State Street
Date: Friday, March 15, 2024 8:11:40 AM

You don't often get email from jckands@yahoo.com. [Learn why this is important](#)

Hello,

My preference for downtown State Street is to return it to pre-Covid condition.

If the above is unacceptable to the community, then I would strongly prefer that:

- bicycle riding be banned,
- outdoor cafe/restaurant footprints be small, and
- outdoor cafe/restaurants be without tents or enclosures.

Thank you for considering these comments,
John Kavanagh
jckands@yahoo.com

From: [Jenna Wolff](#)
To: [SSAC Secretary](#)
Cc: jwolff0221@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Friday, March 15, 2024 9:35:11 AM

A car-free State Street was the best thing to come out of the pandemic! We spend so much more time there now. As a mother of two young kids (with a large stroller!), it was always a hassle to navigate the small sidewalks and worry about cars not yielding at the crossings. We absolutely LOVE being able to walk with more space, take more time to browse the local businesses without feeling like I'm blocking the sidewalk, and we feel so much safer. It puts Santa Barbara on par with other great global destinations with car-free shopping zones. PLEASE keep State Street as a promenade!

From: Jenna Wolff
93101

****Please note that this email was sent by Jenna Wolff via Google form at [StrongTownssb.org](https://strongtownssb.org), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Jenna Wolff's email address: jwolff0221@gmail.com*

From: [Summer Switzer-Smith](#)
To: [SSAC Secretary](#)
Cc: summer8398@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Friday, March 15, 2024 3:12:49 PM

parklets were great for outdoor seating and lively downtown atmosphere. walkability benefits both locals and tourists, customers and businesses alike.

From: Summer Switzer-Smith
93109

****Please note that this email was sent by Summer Switzer-Smith via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Summer Switzer-Smith's email address: summer8398@gmail.com*

From: luxury-homes@cox.net
To: [SSAC Secretary](#)
Subject: State Street Advisory Committee
Date: Friday, March 15, 2024 10:56:59 PM

TO: State Street Advisory Committee.

- It is great to see how the community likes to have a voice with the recent elections. We all want to improve not destroy our downtown.
- What does it take for **YOU** to listen and **OPEN up** even if it is just **one lane going up State Street**. Get people back to downtown, put incentives on empty landlords for them to rent. Unless the Bicycles are paying your debts and bringing you revenue to justify the closure of State Street?
- Parklets are not helping with tourism however, you do not listen so why bother RUIN a most beautiful, picturesque Downtown.

Luxury-homes@cox.net



Dana Hansen

From: [Melissa Cunningham](mailto:Melissa.Cunningham@movesbcounty.org)
To: [SSAC Secretary](mailto:SSAC.Secretary@movesbcounty.org)
Cc: melissa@movesbcounty.org
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Saturday, March 16, 2024 12:59:08 PM

In all future plans, near and far off, State Street needs to remain a bike and pedestrian facility as well as remain accessible to those who cannot easily walk or bike. It is not a park and removing bikes and other human powered devices to make it more park-like will only stagnate business and leave soon to be residents high and dry. We need to bring back some kind of electric or human powered shuttle, rickshaws and other mobility devices for those who cannot walk or bike. But please keep it closed to cars for everyone's sake, especially the environment's. With regards to bikes- they have been proven over and over again to be good for business. If we are adding much needed housing to the corridor, by all means bike access is paramount. Contrary to the noisy few who disagree, State street seems to be picking up in vibrancy lately. Yes there are many shuttered businesses but things are shifting and I applaud the mixed uses that seem to be on the horizon and please encourage keeping rents affordable- stop letting landlords leave their storefronts vacant. Thank you!

From: Melissa Cunningham
93105

****Please note that this email was sent by Melissa Cunningham via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Melissa Cunningham's email address: melissa@movesbcounty.org*

From: [John Cinatl](#)
To: [SSAC Secretary](#)
Subject: State Street Closure - To Close or Not To Close?????
Date: Saturday, March 16, 2024 3:00:05 PM

You don't often get email from j.f.cinatl@sbcglobal.net. [Learn why this is important](#)

Greetings

My name is John Cinatl (cin-not-tull) and I am a retired Bicycle/Pedestrian Coordinator from Caltrans District 6 (Fresno) but now living in Port Hueneme.

I also have a masters degree in City Planning (MCRP)

In my position as a Caltrans Bike & Ped Coordinator I took every opportunity I had to promote the use of bikes and walking - and I continue to do so now in my retirement.

However, because of my City Planning training and onsite observations I also learned that closing city center streets to create "malls" more often than not kills those thriving streets because closing the street chokes off access to businesses - businesses that only exist because of closeness to other businesses and easy auto access for their customers and employees.

Two California examples of "killing main streets" are "A" street in nearby Oxnard and the Fulton Street Mall in Fresno. In the early 1960 both of those streets were thriving central business districts (like SB's State Street today) until closure. After closure, plus 10 years, both streets declined until most building adjoining those streets were mostly vacant shells - and the "malls" were occupied mostly by homeless folks and drug dealers.

Fast forward another 20 years, each city saw their "malls" as failures and now both streets have been reopened to traffic and both streets are making a slow comeback - but not to the same level of occupancy and quality of tenants (banks, law offices, accounting firms etc.) as they had 40 years earlier - but at least there is new life in the street's once vacant buildings.

So, what do I suggest to resolve this "open-close" dilemma?

Its a combination of the two - weekend & holiday street closure wherein many State Street users are vacationers and tourists, but with weekdays being open to vehicular traffic so that businesses that rely on vehicular traffic to survive can be normally accessed by customers and employees during their normal (8-5, M-F) business hours.

Thank you for listening - I hope this information helps in your final determination.

All the best, and feel free to contact me if you desire additional input.

John Cinatl, MCRP
Caltrans District Bike/Ped Coordinator - Retired
Member - Move Santa Barbara
Member - Channel Islands Bike Club
Port Hueneme, CA
(805) 984-2631
j.f.cinatl@sbcglobal.net

From: [E Moore](#)
To: [SSAC Secretary](#)
Cc: eevakv@hotmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Saturday, March 16, 2024 5:44:19 PM

Along with the 80% of respondents to the last round of public feedback to the State St master plan, I support a car free State St. I also stand with the majority of Santa Barbarans in wanting to see some form of shuttle service to increase accessibility. The closing of the 1200 block promenade already demonstrates what a car centric State has to offer: car storage instead of people dining and drinking and enjoying our beautiful city. Public safety, climate, and community spaces should be a priority. The city already has such generous parking infrastructure for those who prefer to drive.

From: E Moore
93101

****Please note that this email was sent by E Moore via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to E Moore's email address: eevakv@hotmail.com*

From: [Strong Towns Santa Barbara](#)
To: [SSAC Secretary](#)
Subject: State Street Advisory Committee Meeting - Public Comment for Monday March 18th
Date: Sunday, March 17, 2024 3:06:29 PM
Attachments: [Public Comments in Support of State from Public.pdf](#)

Hello Members of the State Street Advisory Committee,

Strong Towns Santa Barbara is strongly in support of a Car-Free promenade with space along the whole corridor for bikes. In the past, we've sent you lots of data to support how this would be beneficial for everyone.

Instead of doing that again, we'd like to share with you the comments from real people who have taken the time to submit a comment in support of Car-Free State in the past through our website. These are the comments sent from our page <https://www.strongtownssb.org/initiatives/state-street>

I hope you take the time to read through them. There are a lot, and they are all very supportive and have some great feedback and suggestions. I particularly like the last comment.

Thank you for your time,

Tristen Miller
Strong Towns Santa Barbara

In support of a Car-Free State Street

Comments submitted through [Strong Towns Santa Barbara](#)'s website

(Notes: minor spelling edits were made. Comments are in order received, none removed. Names redacted for privacy)

It has created a beautiful pedestrian friendly street which can be enjoyed by both locals and tourists alike. I love spending my free time downtown, frequenting businesses on state street and spending more time there because I enjoy the car free atmosphere which is safer, quieter, and healthier. It is a boon to local businesses and is a feature of our beautiful city which should be kept and treasured.

It makes everyone's life better! Pedestrians and bikes are better able to enjoy that space, business owners get more business and no more loud cars driving past, and cars can move more efficiently on side streets!

I was so thrilled when state street was closed to cars. It makes it so much more fun and less stressful to enjoy State St, our main walkable storefront district! It turns state street into a destination, rather than something you look at through a car window and can't really access from that car anyway.

It was never fun to drive on state street anyway! Cars and parking are stressful, loud, polluting, and they are a danger to pedestrians, who are the ones really keeping the economy going and the energy up in Santa Barbara anyway.

Bikes should absolutely be allowed on State Street. My favorite thing to do is take the 24x bus from UCSB to the transit center, and then bike or rollerblade down state street to get to the rock climbing gym. I wouldn't make this journey on foot, it would take too long and there isn't a better bussing option to get me closer in a reasonable amount of time. I am scared to bike on a road with cars.

We need to embrace more spaces that are car free. If we can get the downtown shuttle going and create a safe space for biking on State street, there is no reason we need cars. Perhaps early morning access for deliveries but cars add noise, pollution and danger. Keeping bikes on State is a no brainer - it is a wide street with plenty of room for a bike path. There are signals which would be redone with bike level lights so pedestrians can cross the bike path

safely. We should look into having bike taxis since the street is so long. Bikes bring business, joy and health to all and absolutely need to remain.

It is my favorite place to go when I visit my partner in SB. We love biking into town to get lunch, or some drinks with friends.

Santa Barbara needs to prioritize people and prosperity, not cars. State Street has the opportunity to become the community space that strengthens our city and is shared across all our residents. We need a human-centric infrastructure plan to ensure our downtown is walkable, livable, and safe.

State Street must continue to remain open to bikes and pedestrians both. Bike traffic is vital and healthy, for business as well as people. Transitioning our infrastructure towards bikes, and yes, even E-Bikes!!!!!! is vital when we consider the sustainability choices our city must make in its urban planning. If we are to end the use of polluting, dangerous, unsustainable cars, we must build our city anew with people focused infrastructure. Bikes are an important part of that equation.

I find it quite laughable, yet frustrating, that those who scoff at the dangers cars pose to pedestrians--the leading cause of death for under 54s--while bikes are made out to be a threat. For sure, of course the city must create a plan to support bike traffic safely alongside pedestrians, but I'm questioning except for the optics of fast moving bikes, has there been any substantial issues or accidents? In my many hours on State, I haven't seen anything of the sort. State Street is a very, very wide promenade, with plenty of room to bike. There's plenty of room for a bike path, and more pedestrian sitting space.

There are two more key choices the city must make. First, we must invest and bring back the downtown/waterfront shuttle to begin the process of making the funk zone/downtown more accessible and sustainable.

Additionally, it would be a shame and a waste not to build housing downtown. With the opportunity for community shared space, it makes sense to invest in building housing where people can walk to everywhere they need to be. Instead of allowing endless suburban sprawl to occur outside of downtown and workers to reside far away in Goleta, Lompoc, or Santa Maria, we must invest in our workforce. Even if that means marginally taller buildings.

In my opinion, there isn't any strong reason to get rid of it. It has not made driving downtown difficult. If the area is functioning well with that section of the street being car-free, why bring back the cars? I have heard from so many family members and friends that they all really enjoy the pedestrianized promenade and believe it was a very positive addition to downtown Santa Barbara.

In fact a few people I know specifically said they found it ironic that the addition of the promenade that was forced to happen due to by covid improved downtown much more than the renovation of Paseo Nuevo that took a long time to complete and yielded barely noticeable changes. I believe the outdoor seating on State Street creates a more welcoming atmosphere that makes downtown far more enjoyable.

I also think keeping it would benefit Santa Barbara's tourism tremendously; people visit Santa Barbara because it's quaint compared to large cities. Sitting outside, surrounded by people, enjoying the beautiful Santa Barbara weather, and eating dinner under the sunset; that's quaint. Sitting inside a loud restaurant or sitting outside and eating your food while cars drive by, smelling the gas instead of your food; that isn't quaint. It also allows restaurants to seat more customers.

I haven't heard a single person say anything negative about the promenade. The people love it, please keep it.

I'd like to submit a public comment separate from my role as Local Conversation Leader of the non-profit Strong Towns Santa Barbara. When not organizing for STSB, and when I'm not in class studying City and Regional Planning, I run my own business leading walking tours around downtown.

Travelers book my tours through TripAdvisor, and I lead them through the many picturesque paseos downtown as I share the history of the town's founding by Spain, growth during the Mexican Period, and the Spanish-style remodel of the 1920's. A large part of the tour brings people up State St. from El Paseo to the San Marcos Building. I explain how the town closed the street to cars, opening it up to a flowering of bike, pedestrian, and outdoor eating activity.

One thing to me is clear: everyone on the tour loves this change. Many of my groups are local, more are from the LA or Bay Areas, while a few are from around the country. No matter where they're from, they love the new State St., and tell me that they spend much of their vacation exploring its shops and restaurants. Many of them rent BCycles and take scenic, slow rides up the street. For others, I recommend a coffee shop or bar, and they spend a few hours people-watching while sipping on a drink. There's no question to me that the new State, open to people and bikes, is a huge attraction on its own. The opening has given the street new life, and attracts both tourists and locals.

I'd like to add that there seems to be a stereotype that "locals don't go downtown anymore." I'm not sure where this comes from, because I have not found this to be true. There have always been locals who never go to State; they didn't go when there were cars, and they don't go now. Then, they complained about the homeless, or vacancies. Now, they complain about the lack of cars. These types of people will never be pleased no matter what the design for the street is. Many of the locals I know, however, regularly visit the street with their families and friends and all love the changes. Many of them bike downtown, knowing that it is safe to bike up the street with their children and they won't have to spend time looking for a parking spot. Other locals I know are State St. business owners, and they're very happy with the changes.

Overall, State St. should remain closed to cars, and open to people. The current configuration, in its informality, is great but many improvements can be made. I'm sure the Committee and MIG will find a design that enhances State St., strengthening it for businesses, tourists, and locals.

** Comment from a Strong Towns SB Leader*

I visited State Street and was blown away by how pleasant and welcoming the space was. It felt like a space for everyone right in the heart of town. Before I visited State Street I had the impression that Santa Barbara was an affluent community where not everyone was welcomed, but State Street showed a commitment to spatial equity.

** Comment from Dave Amos, (City Beautiful on Youtube)*

I am emailing to indicate my support for the "flat and flexible" design option presented by the SSAC, namely because it is the option which is most car-free. I am also reaching out to note a few comments about the design which I think require additional consideration.

I have only been in Santa Barbara for five years, so I cannot relate to the commenters who claim that State Street used to be "so vibrant" in the 90's and that its current state is comparatively lackluster, however I CAN speak to the change I've witnessed pre vs. post-pandemic and can say confidently that pedestrianizing state street has dramatically improved it - the culture is more "alive," and spending time there as a pedestrian, a biker, a shopper, and a host of visiting family members is now far more enjoyable than it's been in the past five years.

I know myself and many of my generation (young professionals and students/graduate students alike) feel similarly. Opting for a SSAC design that appeases the loud minority that is crotchety old people afraid of change, is shortsighted. We're planning for a future of State Street, and at the risk of sounding indelicate, the future is not old people. I'm not saying they should not be accommodated; I think accounting for and including infrastructure for

those with ambulatory handicaps is absolutely critical from an equity standpoint, but reintroducing cars to a place that so clearly flourishes in their absence is not the answer. That said, reinstating the downtown/waterfront shuttle (such that it seamlessly connects with the small "slow shuttles" proposed for state street, is an important step in making Downtown easier for everyone of all ages and abilities to access. there is overwhelming public support for bringing back the waterfront shuttle, and given the State Street redesign, it only makes sense to integrate the main strip with the other main attractions downtown (ie. the wharf and the Funk Zone); failing to do so would be a distinctly wasted opportunity.

From a financial/economic perspective, and as has been stated time and time again, a pedestrianized and bike-friendly State Street is better for businesses; many business owners have claimed that their revenues increased with the closure of the street. More bicycles and pedestrians = more foot traffic, and studies show that closing a space to cars actually improves the local economy: <https://strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive>

Further, the claims that "retail is dying" DUE to the absence of cars is unfounded; retail has been in flux country-wide for years. Killing the promenade will do nothing to "save" it; as MIG stated in their presentation on May 22, subsidizing and incentivizing affordable housing downtown is key to increasing retail sales and vibrancy (not to mention it'll help address the extreme housing crisis we've got in SB).

Regarding the 400 block in the Flat and Flexible design: I strongly urge you to consider including more mid-block crossings for pedestrians. Just because fire/police need access to the block doesn't mean pedestrians should be inconvenienced there or made to feel unsafe/unwelcome. Likewise, due to the car-friendly nature of the current design, I would request that you consider installing concrete planters/car-impenetrable blockades to protect cyclists from drivers on that block.

Lastly, given the bicycle-friendly nature of the "Flat and Flexible" design scenario, I ask that you consider including space for bicycle parking in the design; perhaps some of the space in the many parking garages scattered downtown could be converted to bicycle storage space. Similarly, a larger bicycle parking lot area near the train station would be a huge boon to those traveling by bike, bus, and train. And while I'm talking about bikes, I also want to mention - just for the record - that the complaints about fast e-bikes are warranted, though often overblown; e-bikes are legally required to be manufactured with a top speed of 28 mph (and many are designed to top out and 21mph), so claims that people are "whizzing by at over 30 mph" are bogus. Most kids I see have rad brand e-bikes, and unless they've been illegally modified by someone with an intricate knowledge of motor mechanics, they do not go above 28mph at maximum. That said, people still often bike too fast down State St, though the plans to separate cyclists and pedestrians in the flat and flexible plan will certainly help - that's definitely a step in the right direction. A speed limit for bikes would make sense, though enforcement would be needed; in reality, infrastructure designed to naturally slow bikes is the most sound approach.

Thank you for your efforts on this - you're doing good work! I appreciate all of the effort you put into community outreach over the past few years. I think the biggest and most important takeaway from all that work is the fact that 79% of survey respondents want the street closed to cars - the flat and flexible design scenario reflects this, and it therefore has my support.

Thank you again - I am grateful for your time and consideration.

** Comment from a Strong Towns SB Leader*

The fully pedestrianized section of State Street is by far my favorite part of Santa Barbara. The lack of cars makes it so much quieter and more comfortable to walk down than anywhere else. My friends and I love to stroll down that part of State Street and find places to eat and shop. Pushing cars into any part of State Street where they aren't already would be an absolute loss for the best part of downtown.

Please move forward with the "Flat and Flexible" design

Keep sb walkable! College students love it the way it is!

Downtown Santa Barbara is wonderful! Considering most places do not allow walking, biking or skating. One of the best things is being able to exercise up and down State street without being afraid of cars. There are a limited number of areas to skate and having State Street available is so important. Please do not take this away.

I want a walkable downtown

State street is so much more fun, safe, and pretty with the street closed to cars! Before Covid, State street wasn't a place to linger—just to focus on getting to your destination without a collision. It was noisy from all the cars, and the sidewalks felt cramped. Now, even though there are probably more people on State street than before, it feels so much more spacious. Also, without having to worry about dodging cars and people walking down the sidewalk, I can finally enjoy the trees, lights, and general atmosphere of State street. I love walking by the outdoor seating of restaurants and looking at the flowers during the day, and lights during the night! I can only imagine how much more beautiful and welcoming the

space can become once the road signs and street paint turns into walkways and planters. There is an opportunity here for State street to become a hub of community and activity, and I hope it is taken advantage of.

State Street being walkable is a huge step towards a healthier and happier city. It facilitates such an incredible sense of community and would be devastating to lose. Please keep State Street walkable!!!

Santa Barbara needs to be accessible

Having State Street be open has made the experience in Santa Barbara much more available for those with disabilities.

Santa Barbara brings so much refreshment and energy because of how walkable it is!

State Street was my first experience of what walkability looks like, and I fell in love. It's one of my favorite parts of Santa Barbara. In Santa Barbara I drive and I walk, and I am in full support of keeping cars off of State Street. There are plenty of other places to drive. The community created by the walkability, actually seeing people's faces as you pass, is impossible to replace. It's safe, it's good for business, and it's good for people. Please keep the cars off State Street.

I support the opinions presented by Strong Towns SB.

** Editor's note: commenter is referring to proposal from State Street Advisory Committee*

It is the safest option with a long term vision: prioritize people and community life instead of distracted drivers in cars.

There is plenty of room on State Street to accommodate pedestrians and flexible, movable outdoor dining seating on the SIDES and keep the middle 20 ft width for bikes, skates, trollies/rickshaws and emergency access. It seems so simple. Marked and signalized crossing for pedestrians would help. Cyclists have no alternative, until the whole of Santa Barbara has safe bikeways, State street must be kept open to bikes.

My understanding is that both Santa Monica and Boulder allow cyclists to walk their bikes but not ride on the 3rd St Promenade and on Pearl Street in their famously bike friendly cities. It is simply a matter of public safety liability, respecting the vulnerable non-cycling population including families with multiple tiny children, dogs, older people with hearing loss and other folks with varying disabilities who are at risk of inadvertently being unintentionally injured by inattentive or distracted cyclists moving through fluid groups of pedestrians out to enjoy the social scene and experience a non vehicle oriented environment, patronizing the restaurants, shops and other businesses located in the downtown area.

The lesson from Boulder and Santa Monica is for public safety reasons cyclists should not be mounted on a bike while in such an environment eating, drinking, conversing, socializing or shopping while mounted on a bike moving through groups of pedestrians gathered in a social setting. Ride to the Paseo then park or walk your bike to meet up with and enjoy your friends without being seated on a bicycle risking your or others safety by inadvertently startling them or silently rolling into them.

Hello, I deeply appreciate and benefit from the current pedestrian-friendly State Street that we have today, and I support the Flat and Flexible design scenario proposed by the SSAC.

At least twice a week, I will go downtown to walk down State Street for my physical and mental health. The feeling of connection that I feel to the Santa Barbara community while I walk past others while smiling and nodding to them—it is healing. Eating and laughing with friends in restaurant parklets outside is an incredible and indescribable benefit that I cherish each time I'm on State Street. Not only do I hear my local friends sing the praises of these aforementioned experiences, but every single person who visits me from out of town falls in love with State Street's energy and layout.

The pedestrian and bike-friendly State Street is one of the biggest reasons why I continue to live in Santa Barbara. I am a 24 year-old renter, and the cost of living is extremely high. If State Street was open to cars again, I would not be living here today.

It is in the city's best interests to continue fostering higher walkability, accessibility, and community spaces to retain diverse Santa Barbara residents who not only feel priced-out,

but also isolated. I am very hopeful and optimistic that the members of this board will continue the positive trajectory of building more pedestrian and bike-friendly infrastructure that will help not only me better access State Street, the Funk Zone, and our other incredible community hubs, but will also empower my neighbors, friends, and fellow citizens to interact with our city in a way that helps us keep us 'Santa Barbara Strong'.

I am in support of the "Flat and Flexible" design because keeping cars off State Street is the most forward thinking, environmentally sound and progressive decision we could make. Santa Barbara could be a leading example, a model city about how to encourage independence from cars while building up business and making its downtown core accessible for all. It is such a simple solution- make outdoor dining flexible like they do in Europe- with tables and chairs that can easily be put away at night for cleaning or for special events like parades. Make the bikeway clear, marked and permanent with crossings for pedestrians.

Utilize rickshaws and other electric wheeled people movers as your shuttle buses. It is still a "throughway" but without cars. It will remain a quiet yet bustling atmosphere where all people can access safe biking facilities, shops, restaurants, events and movies. We will never get anywhere in the fight against climate change if we don't make bold moves. We also will keep subjecting our residents and visitors to dangerous scenarios unless we create MORE safe biking infrastructure; just last week there were at least 3 deaths in our region caused by vehicles hitting people- on foot, on a bike and working on the side of the road. Stop supporting these death machines!

I strongly support the closure of State St to cars, and all efforts to make it a pleasant pedestrian & bike safe promenade. Cars will not bring anything good to State St. We are supposed to be working towards carbon neutrality. Let's realize that Santa Barbara has never been a big consumer town. Less is More. The rents are too high, which is a problem for any business. The stores that are around are great.

There should be a light shone on what IS on State St NOW - lots of good stuff, it's not as bad as people gripe about. Homelessness is a problem. We need more law & order & tough on crime. Too many bad guys getting away with a lot... good luck & remember to strive to make SB GREEN Environmental leader

Hello I am in favor of a permanent pedestrianized state street. As a lifelong Santa Barbarian and current UCSB student, I see how much potential our main boulevard holds. I love the extra space pedestrians and bicyclists receive. I do believe we need to modernize to make

State Street better. First, laying brick to make state flat will help accessibility for all and look very attractive. Second, possibly a trolley/tram going up and down state. This will add a fun and efficient mode of transportation and could be free for disabled visitors. Third, updated amenities such a striped bike lane, more benches and outdoor seating not belonging to businesses, and water bottle refill stations. While these other ideas are nice, the bare minimum the city needs to do is to permanently keep state street for the people, not cars. Thank you

I am writing to express my strong support for prioritizing pedestrians and bicycles on State Street and keeping it as closed to cars as possible, in accordance with the "Flat and Flexible" design scenario proposed by the State Street Advisory Committee (SSAC).

I was born at Cottage Hospital and attended SB public schools for the entirety of my primary and secondary school education. I was fortunate to attend UC Davis, located in Davis, California and study abroad in the Netherlands which give me a unique forward thinking perspective of how human centered urban design and bike infrastructure can make or break the livability of a city. I have been a member of several bike and pedestrian advocacy groups in the East Bay Area, specifically Bike East Bay and Walk/Bike Oakland and continue to be a passionate advocate for projects invested in improving neighborhood safety and vitality.

After more than a decade in the Bay Area, I now live in downtown Santa Barbara and cannot be more happy to enjoy a closed State Street. I have never seen downtown so vibrant or felt more safe walking and biking in the area. I strongly urge the council to keep State Street car free and be a model for the county, state and country to work towards a vision zero policy (eliminate all traffic fatalities).

I believe that this approach aligns with the best interests of our community and offers numerous benefits to both residents and local businesses for reasons including, but not limited to:

- Less pollution, both environmentally and noise: Cities are not loud, cars are. Removing cars from State St. makes so much sense from a public health standpoint. It's also known that when you remove cars from a street, the tree canopies will flourish without cars and tall trucks knocking into tree branches and with global warming, more tree cover is something urban areas desperately need.
- Increased Bike and Foot Traffic Benefits Local Businesses: Studies have shown that areas with higher pedestrian and bicycle activity tend to experience increased footfall, leading to higher sales for nearby establishments. By prioritizing pedestrians and cyclists, we can help boost the local economy and promote sustainable transportation options.

- **Safety and Comfort for All: Keeping State Street closed to cars** enhances safety for everyone. This approach creates a welcoming and comfortable environment for pedestrians, making it more enjoyable to explore and spend time in our downtown area. Safer streets are not only essential for residents but also for the many tourists who visit our beautiful city. I don't have a backyard, but I have State Street which essentially acts as a public Third Space where people can naturally congregate, run into friends and enjoy for free.
- **Equitable Access with Downtown/Waterfront Shuttle:** I strongly advocate for the reinstatement of the downtown/waterfront shuttle to ensure equitable access to downtown areas. I rode this service as a youth all the time, and believe this service is particularly crucial for individuals with disabilities or those who may have difficulty walking long distances. Providing a reliable and accessible shuttle service will help our city become more inclusive and accessible to all.
- **Mid-Block Crossings on the 400 Block:** To accommodate pedestrians on the 400 block, which has two-way car traffic in each scenario, it is essential to introduce more mid-block crossings. People will naturally cross where they want to, with or without crosswalks, so we might as well add more crosswalks for drive visibility and ped safety!
- **Car-Impermeable Devices for Bike-Car Separation:** I also urge the council to consider implementing permanent car-impermeable devices to separate bicycles and cars on the 400 block. I love the big planters which are both practical and beautiful, and while flexible elements like plastic bollards may offer some protection, they may not be sufficient in the event of a car running off the road. I just witnessed one being knocked down the other day, which emphasized the need for more durable and effective separation measures. Bollards save lives!

In conclusion, prioritizing pedestrians and bicycles on State Street is an important matter of public health and safety. I want to see my city continue to thrive and have the courage to adopt a forward-thinking approach that aligns with the safety, economic vitality, and inclusivity of our city. I kindly request that the City Council take these factors into consideration when making decisions regarding the future of State Street.

Thank you for your attention to these important matters, and I look forward to seeing our community thrive and make the right decision to keep State St. car free.

I walk and bike State Street several times a week either for pleasure or to get to work on the wharf. I want to continue to have a robust car free section of the street. I love vintage siting the shops and restaurants or just walking it for exercise and to see what's going on in town. Dedicated bike lanes will make everyone safer and I hope the higher powered e-bikes are

either restricted to walking or have enforced speed limits. I've seen great pedestrian/bike zones in other cities recently and I know Santa Barbara could outshine them all with some smart changes.

As someone who was born and raised in Santa Barbara I love the idea of a pedestrian and bicycle promenade. When I walked past the alleyway of the Granada with the beautiful lighting and mural it definitely felt like that is how State Street should feel. Warm lighting welcoming areas to sit. Plants and hanging flowers. I really enjoyed being able to safely ride from my house down the middle of State Street to the oceanfront with my kids.

State Street is the heart of our city and requires a new approach to community development. Strong Towns has the right vision to prioritize pedestrians and bicycles and reimagine the corridor as the hub for residence & business that it should be.

I am in strong support of the Flat and Flexible design presented and believe the multi modal and hybrid plans amount to a nearsighted compromise. To illustrate why compromises sometimes are not the answer, it feels like being asked to jump off a 30 foot building, saying no, and then getting asked to compromise by jumping off a 20 foot building instead. The city needs to have a long term goal of becoming more walkable and reducing its car oriented infrastructure. Every other street in this entire town permits cars, let's make State street the only one without fear of getting run over, air and sound pollution, or being relegated to the edges.

In addition, more mid-block crossings are needed to accommodate pedestrians on the 400 block (which has two-way car traffic in each scenario).

Permanent, car-impermeable devices to separate the bicycles and cars on the 400 block are also necessary; things that bend when run over (eg. plastic bollards) will not protect cyclists and pedestrians in the event of a car running off the road.

My family is from here, in Santa Barbara. Please keep State St car free. It has become a place where we can hang out again. We shop, see friends from the neighborhood, and feel like there is finally hope for our downtown again. By prioritizing pedestrians and bicycles, our community is drawn towards this area. There is a need to focus on making it safe so cyclists know where to ride and tourists can easily identify walking paths.

I support a pedestrian state street and parklets. now do something about the vacancies and the red tape to opening businesses in town!

Do not open State St up to automobiles OR bicycles!

It's an amazing experience to be able to eat at the outdoor patios, especially in summer. Live music and outdoor seating are far more relaxing without cars. Also there is so much drinking involved on state street. It would be a lot safer if the road was closed to cars for safety. Also playing with chalk on the road with kids builds community!

Keep lower-mid State Street motor vehicle-free for good. Better for human beings and businesses overall in the long run.

Hello. I am a constituent from the Hidden Valley neighborhood, and I am writing to support the "Flat and Flexible" design scenario. Keeping cars out of downtown areas not only keeps pedestrians safer but also increases income for local businesses. Importantly, the "Flat and Flexible" design does not prevent drivers from parking in our many downtown structures and walking from there.

I also want to encourage the use of permanent, solid structures to separate the bike path on the 400 block from cars and to continue the bike path to Upper State, making our downtown more accessible to all. Closing State Street to cars has been a huge success; everyone I know enjoys the experience compared to before. I therefore implore you to keep up the momentum and create the state street that Santa Barbara deserves.

Finally, I want to thank you for the work you do. This project has improved my life and the lives of my family and friends.

State street should be for pedestrians and the city should do more for locals when it comes to walkability from home to work/school.

The only traffic should be for and bike traffic on state street.

The noise of loud cars, trucks, and motorcycles is so intrusive I cannot imagine how bad it would be to reopen state street to noise pollution. Try to hold a council meeting with the average decibel noise of a street open to traffic.

Just reaching out to implore you to please incorporate and emphasize connection TO the downtown core from the rest of SB/Goleta - primarily bus and bicycling connections. A lot of us are coming from outside of downtown, and being able to do so comfortably, safely, and quickly will enable the Master Plan to achieve its maximum utility.
Thanks!

State Street is exponentially better without car traffic! Not only is it unsightly, it is disruptive to the flow and atmosphere of State Street. I have lived downtown for over 10 years and have spent much more time on seat since it was cut off to cars. Plus, driving on State Street is so inefficient I don't even know why anybody would want to. State Street looks so much more beautiful, the bike lanes are really wonderful and provide safe access, and it would be a disservice to the community to allow cars back in. Thank you for your consideration!

Keeping state street closed to through-traffic and traffic in general allows for a more lively area and ensures not only safety for those trying to enjoy the space, but also provides a demonstration of how car-free places can still function in our community to potentially expand the concept to other places in the SB area.

Having state street be a no car zone has been so refreshing. It's so lively and open and it just makes it so much more enjoyable to shop and eat out. I can't imagine it going back to having cars. Back then, there were so many car accidents and the cars blocked you from seeing across the street stores or restaurants.

By having no cars, there's so much room for engagement and community, along with supporting our local businesses.

I have LOVED that State St has become pedestrian and bike friendly in the past few years. It feels so much safer, has been great for foot traffic into local businesses, and makes the downtown feel really special and unique. With the closer of the 10 blocks downtown to cars, our downtown has been completely transformed for the better! It's a livelier, more

community-oriented space now and it would be a shame to allow cars once again. Cars have every other street in the entire city to use, and these 9 car-free blocks are a true improvement to the city. I would like to voice my strong support for car-free, bike-able and walkable state street. Thank you.

I strongly support a car free downtown! Closing state to cars has been an enormous revitalization of downtown even in comparison to pre-Covid times. In 2018 state was already becoming mostly shuttered businesses and all foot traffic was isolated to 1 or 2 specific blocks.

Closing state to cars has been the catalyst to a lively downtown more so than any other factor. Reversing this would be a travesty and detrimental to the culture of the city!

I support a car-free, bike friendly State Street. It has improved my experience and how willing I am to be downtown and I much enjoy the experience as compared to before. I love the vision of a State Street that makes permanent the outdoor dining and pedestrian areas that are still currently "temporary" in design. We should take advantage of our location in Santa Barbara to allow more people to experience State Street as pedestrians and bikers as the area is beautiful year round.

A car-free State Street was the best thing to come out of the pandemic! We spend so much more time there now. As a mother of two young kids (with a large stroller!), it was always a hassle to navigate the small sidewalks and worry about cars not yielding at the crossings. We absolutely LOVE being able to walk with more space, take more time to browse the local businesses without feeling like I'm blocking the sidewalk, and we feel so much safer. It puts Santa Barbara on par with other great global destinations with car-free shopping zones. PLEASE keep State Street as a promenade!

Parklets were great for outdoor seating and lively downtown atmosphere. Walkability benefits both locals and tourists, customers and businesses alike.

In all future plans, near and far off, State Street needs to remain a bike and pedestrian facility as well as remain accessible to those who cannot easily walk or bike. It is not a park and removing bikes and other human powered devices to make it more park-like will only

stagnate business and leave soon to be residents high and dry. We need to bring back some kind of electric or human powered shuttle, rickshaws and other mobility devices for those who cannot walk or bike.

But please keep it closed to cars for everyone's sake, especially the environment's. With regards to bikes- they have been proven over and over again to be good for business. If we are adding much needed housing to the corridor, by all means bike access is paramount. Contrary to the noisy few who disagree, State street seems to be picking up in vibrancy lately. Yes there are many shuttered businesses but things are shifting and I applaud the mixed uses that seem to be on the horizon and please encourage keeping rents affordable- stop letting landlords leave their storefronts vacant. Thank you!

Along with the 80% of respondents to the last round of public feedback to the State St master plan, I support a car free State St. I also stand with the majority of Santa Barbarans in wanting to see some form of shuttle service to increase accessibility. The closing of the 1200 block promenade already demonstrates what a car centric State has to offer: car storage instead of people dining and drinking and enjoying our beautiful city. Public safety, climate, and community spaces should be a priority. The city already has such generous parking infrastructure for those who prefer to drive.

From: [molly.pearson](#)
To: [SSAC Secretary](#)
Subject: Public comments for March 18 SSAC meeting
Date: Sunday, March 17, 2024 6:59:33 PM

Dear committee members:

I may not be able to attend the March 18 meeting, but I would like to provide a couple of comments for your consideration, from someone who uses both a regular bike and a pedal-assist e-bike regularly to travel through the downtown corridor:

1. The staff memo indicates that the master plan development process has included input from small working groups comprised of SSAC members. I would like to learn more about the function and timing of these working groups, and I suspect other members of the public would as well.
2. Please include separate, designated areas for bikes and pedestrians - both modes will be safer that way.
3. Do not expect cyclists to dismount and walk their bikes through pedestrian-only zones when they are travelling from point A to point B. It's inefficient, inconvenient, unrealistic, and creates conflicts between users. Please utilize and listen to our city's knowledgeable Transportation staff - they know best when it comes to keeping people moving safely and efficiently.

Thank you for your consideration and for all the effort you've put into creating this plan.

Molly Pearson

From: [Monifa](#)
To: [SSAC Secretary](#)
Cc: malexiewilliams@gmail.com
Subject: Public comment in support of a car-free, bike-friendly State Street
Date: Sunday, March 17, 2024 7:25:56 PM

As an avid biker and someone that wants to be more active and reduce my carbon footprint, safe places to bike are rare and State Street in Santa Barbara is such a rarity. Car free it promotes community physical activity and a safe space for people to walk and ride of all ages.

From: Monifa
93103

****Please note that this email was sent by Monifa via Google form at [StrongTownsSB.org](https://www.strongtownssb.org), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Monifa's email address: malexiewilliams@gmail.com*

From: luxury-homes@cox.net
To: [SSAC Secretary](#)
Subject: State Street Advisory Committee
Date: Friday, March 15, 2024 10:56:59 PM

TO: State Street Advisory Committee.

- It is great to see how the community likes to have a voice with the recent elections. We all want to improve not destroy our downtown.
- What does it take for **YOU** to listen and **OPEN up** even if it is just **one lane going up State Street**. Get people back to downtown, put incentives on empty landlords for them to rent. Unless the Bicycles are paying your debts and bringing you revenue to justify the closure of State Street?
- Parklets are not helping with tourism however, you do not listen so why bother RUIN a most beautiful, picturesque Downtown.

Luxury-homes@cox.net



Dana Hansen