



General Public Comment Received

Name of Sender	Distributed prior to hearing	Distributed after the hearing
Barbara Delaune-Warren		X*
Steve Siz		X*
Kirk Hodson	X	
Steve Owens	X	
Art Ludwig	X	
Tracey Willfong	X	

*Sent after cutoff for July 15, 2024, State Street Advisory Committee meeting

From: [Barbara Delaune-Warren](#)
To: [SSAC Secretary](#)
Subject: Traffic signals
Date: Monday, July 15, 2024 12:40:26 PM

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In San Francisco, there is a slight delay between the green lights for pedestrians and automobiles. This allows walkers to clear the street before cars turn right. Might be a good idea for Santa Barbara?

Thanks for your attention to our safety.

From: [Steve Siz](#)
To: [SSAC Secretary](#)
Subject: Fwd: State Street Promenade Plan
Date: Monday, July 15, 2024 6:09:47 PM
Attachments: [REDACTED]

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I forgot to include you on this email

Thanks.. Steve Siz

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

From: Steve Siz <stevesiz@gmail.com>
Date: Mon, Jul 15, 2024 at 6:05 PM
Subject: State Street Promenade Plan
To: <SBCityCouncil@santabarbaraca.gov>

Dear Council,

This may be an 11th hour plea to review my idea. I watched the State Street meeting today... I have years of first-hand experience, and I want to submit my personal idea as a citizen. Can you please have your experts review the viability of this plan. I just wrote the basics of the plan off the top of my head, but could provide diagrams or renderings if needed. Attached is a text file of the details.

Please imagine how this plan is, especially at the intersection of State/De La Guerra, when southbound vehicles are forced to De La Guerra. I have not seen a plan better than this. The existing 1200 block is a complete fail and could be improved in this plan.

Thank you all!
~Steve Siz

Here is the plan:

State Street - THE BEST OPTION! (4 BLOCK PROMENADE)

1200 block - two way vehicle traffic, standard bike lanes
1100-800 blocks- one vehicle traffic lane southbound, with standard southbound bike lane, contraflow northbound bike lane (like Castillo between Sola and Micheltorena)
700-400 blocks- Promenade, raised street same height of sidewalk,
20'Emergency lane/multi-use lane through the length of promenade (similar to the beach path; not exclusive to bikes)
00 W Gutierrez- two-way street (for promenade circumvention)
400 Anacapa- two-way street (for promenade circumvention)

Features:

Single lane vehicle traffic is forced left to East De La Guerra.
Vehicle traffic tours all the important historical landmarks, Arlington, Granada, De La Guerra Place, Presidio, Historical Museum...
Visually leads vehicles towards the promenade, possible overhead iron "State Street Promenade" at each end
(the northbound vehicles coming from beach also lead visually towards the promenade; also an overhead gateway at that end is the same as the other end)
Shuttle; stops at the beginning of the promenade at both ends. (there is a turnout where Caja Cafe parklet is, and a loading zone on Gutierrez already)

This plan is best for vehicle circulation and safety, integration into existing land development (seamless visually into 00 W De La Guerra/Paseo Nuevo)

The transition from the 1400 to the 1100 block is intuitive and comfortable transition.

Vehicle traffic going south is far superior than the proposed north traffic. We want people driving towards the promenade, not away. Concentration of the promenade to 4 blocks will create a definitive and lively zone.

This would be the best compromise of ALL the different opinions between total shutdown pedestrian promenade for 9 blocks to open it all back up to cars.

Creates the best future integration for De La Guerra Plaza improvement/overhaul.

Integrates best for commercial delivery and rideshare loading zones.

*Also could we replace midblock signal lights with rapid yield flashers in the design? People forget that the old traffic stopped at the mid blocks as well

From: [Steve Siz](#)
To: [SSAC Secretary](#)
Subject: Fwd: State Street Promenade Plan
Date: Monday, July 15, 2024 6:09:47 PM
Attachments: [BEST_PLAN.txt](#)

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From: [Kirk Hodson](#)
To: [SSAC Secretary](#); [Santa Barbara City Council](#)
Subject: State Street - Active Failure
Date: Tuesday, July 16, 2024 6:25:28 PM

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No retail. No access. No locals.

We are a family of five (parents and three young adults, 18, 20, & 23 - we, our friends, they and their friends all avoid downtown). We don't go downtown anymore. Too many homeless, no place to shop, and access is inconvenient at best. We go to the Harbor and the Funk Zone to eat. We go to Solvang, Ventura, Thousand Oaks, and SLO to shop. We go to movies in Goleta.

When season is over the restaurants and bars will run out of patrons. Soon, State St. will be just like the 3rd Street Promenade - void of people spending money, filled with homeless drug and alcohol addicts, smelling of urine. Perfect. Santa Barbara will have equalled L.A., only smaller.

Great job SB City Council.

I can name countless cities across California, the country, and around the world where downtown is thriving - people have access - they can drive to get there, and there are businesses waiting for the people. Coast Village Road is beautiful - even if I don't want to spend money there, it's accessible, clean, and open for consumers. SB is dead.

Kindly,

Kirk

From: steveowens@cox.net
To: [SSAC Secretary](#)
Subject: Bicycles on State Street
Date: Wednesday, July 17, 2024 7:33:52 AM

Hi,

In advance of the State Street Advisory Committee meeting at Cabrillo Ballroom on 26 July, I'm writing to express my strong support of a people-focused design for State Street that's car-free, curbsless and flat. This will providing a vibrant space for bicyclists, transit riders and pedestrians along the entire downtown State Street corridor.

I urge the City to keep the current 'open to people' feel of State Street that we've come to love. Please do not ban bicycling on any stretches or reroute bicyclists to Chapala Street.

Thank You,
Steve Owens
cell 805 698 8679

From: [Art Ludwig-Oasis Design](#)
To: [SSAC Secretary](#); [Santa Barbara City Council](#)
Cc: info@strongtownssb.org; [Heather Deutsch](#)
Subject: Suggestions towards achieving healthy active transportation and business friendly shared space on State Street
Date: Wednesday, July 31, 2024 4:40:55 PM

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Dear SSAC, City Council, and Staff—

I am writing to suggest measures to improve healthy active transportation and make business-friendly shared space on State Street:

1. **Coordinate across City transportation departments, the SSAC and MIG to test prospective configurations**—Interim changes can serve as valuable tests before investing major resources.
2. **Use proven "[Shared Space](#)" design principles, as recommended by MIG and deployed successfully elsewhere**—These principles arose from the failure of conventional transportation engineering to work for Shared Spaces like State. Counterintuitively, experience has shown that civility and peaceful coexistence between diverse transportation modes are better achieved by *reducing* overt traffic control and adding aesthetic elements that slow speeds by requiring more attention and interaction. MIG seems to be the entity in the mix that has the best grasp on Shared Space transportation engineering. We Citizens paid handsomely for their services. It seems better to follow their suggestions than try designs from engineers whose experience is primarily with design for car-centered, high traffic spaces.
3. **Remove the Current Lane Striping**—It drove away pedestrians and novice cyclists overnight. Even though the designated bike lanes dominate the road bed, in the lanes there is no longer enough width for a parent and child to bike next to each other for safety. If it was necessary to locally replicate the finding that conventional traffic control does not translate to Shared Space, this experiment would ideally have been conducted on one block rather than the entire area. *IMHO The best configuration so far was after reducing parklet width and before the latest re-striping. Speed reducing elements such as fountains and planters, and implementing e-bike speed enforcement seem like good directions to go from there.*
4. **Promote Car-Free Housing**— encourage car-free housing on State Street by all means possible. Car free residents will boost economic and social vitality with far lower external costs than new residents with cars. The projects the Yards have done at [821 State](#) and [12 E. Carrillo](#) are examples of creative approaches. Housing that works without a car will be far more affordable, by enabling residents to save on car expenses, which are near \$1,000 a month for the average American.

Thank you for all your efforts to solve the riddle of State Street.

Sincerely,

Art Ludwig

From: [Tracey Willfong-Singh](#)
To: [SSAC Secretary](#)
Subject: Car free state st
Date: Thursday, August 1, 2024 3:01:29 PM

I support a Car Free State St
Tracey Willfong