



COMMUNITY DEVELOPMENT DEPARTMENT

STATE STREET ADVISORY COMMITTEE

February 16, 2023

I. Roll Call: Committee Members

- Dave Davis, Chair (at large)
- Ken Saxon, Vice Chair (at large)
- Dianne Black (at large)
- Hillary Blackerby (at large)
- Roger Durling (at large)
- Nadra Ehrman (at large)
- Robin Elander (business)
- Peter Lewis (business)
- Kristen Miller (business)
- Susanne Tejada (at large)
- Michael Becker (alternate)
- Marge Cafarelli (alternate)
- Roxana Bonderson (Planning Commission)
- Ed Lenvik (HLC)
- Meagan Harmon (City Council)
- Mike Jordan (City Council)
- Kristen Sneddon (City Council)

II. PRELIMINARY MATTERS

Preliminary Matters

- A. Opening Remarks and Announcements
- B. State Street Interim Operations Update
- C. Agenda Review
- D. Approval of the Minutes from the
December 14, 2022 Meeting
- E. General Public Comment

C. Agenda Review

1. Learnings and Proposed Evaluation Criteria
 - Key Questions + Evaluation Criteria
 - Design Examples
2. Urban Design Framework
 - Framework Options + Discussion

Preliminary Matters

- A. Opening Remarks and Announcements
- B. State Street Interim Operations Update
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Preliminary Matters

- A. Opening Remarks and Announcements
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How To Make An Oral Public Comment

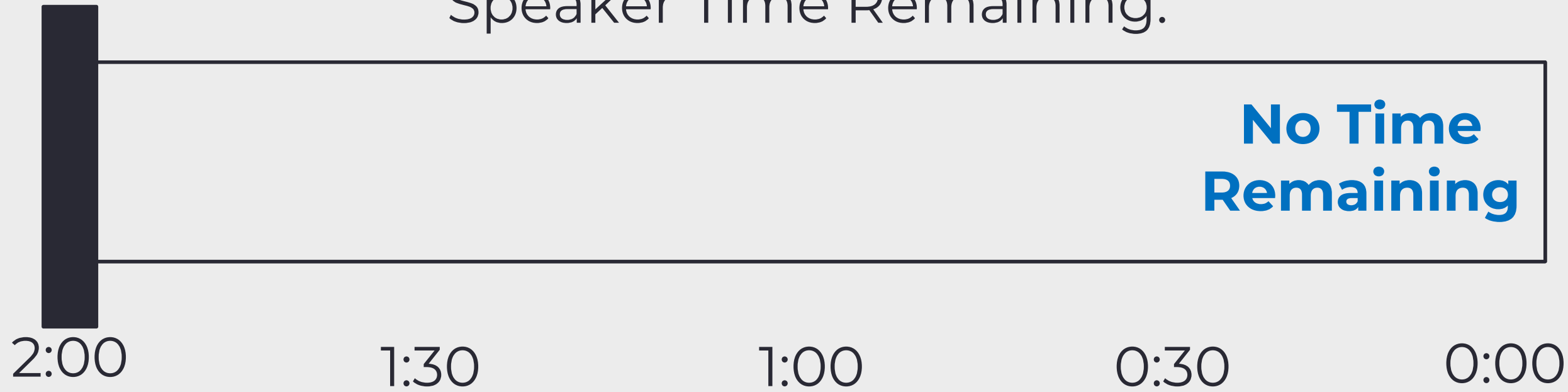
- To indicate that you would like to make a public comment, click the **Raise Hand** icon  in the Control Panel
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Item II.E

General Public Comment

You Have 2:00 Minutes to Speak

Speaker Time Remaining:

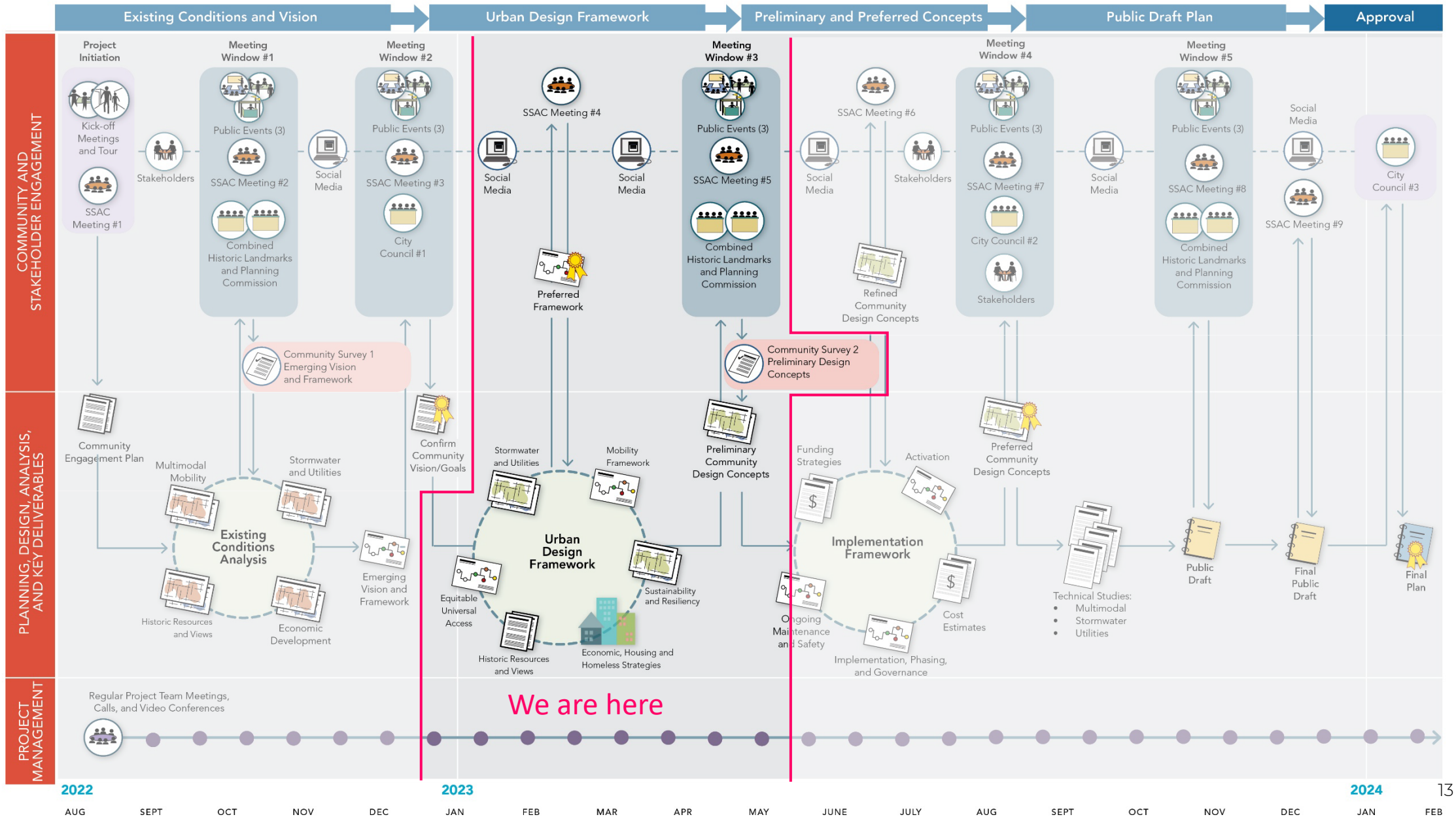


III. AGENDA ITEMS

The background is a solid blue color. Overlaid on this are several white, curved, concentric lines that originate from the left side and curve towards the right, creating a sense of motion or a stylized 'S' shape. These lines are of varying thickness and are positioned to frame the word 'LEARNINGS' on the right side of the image.

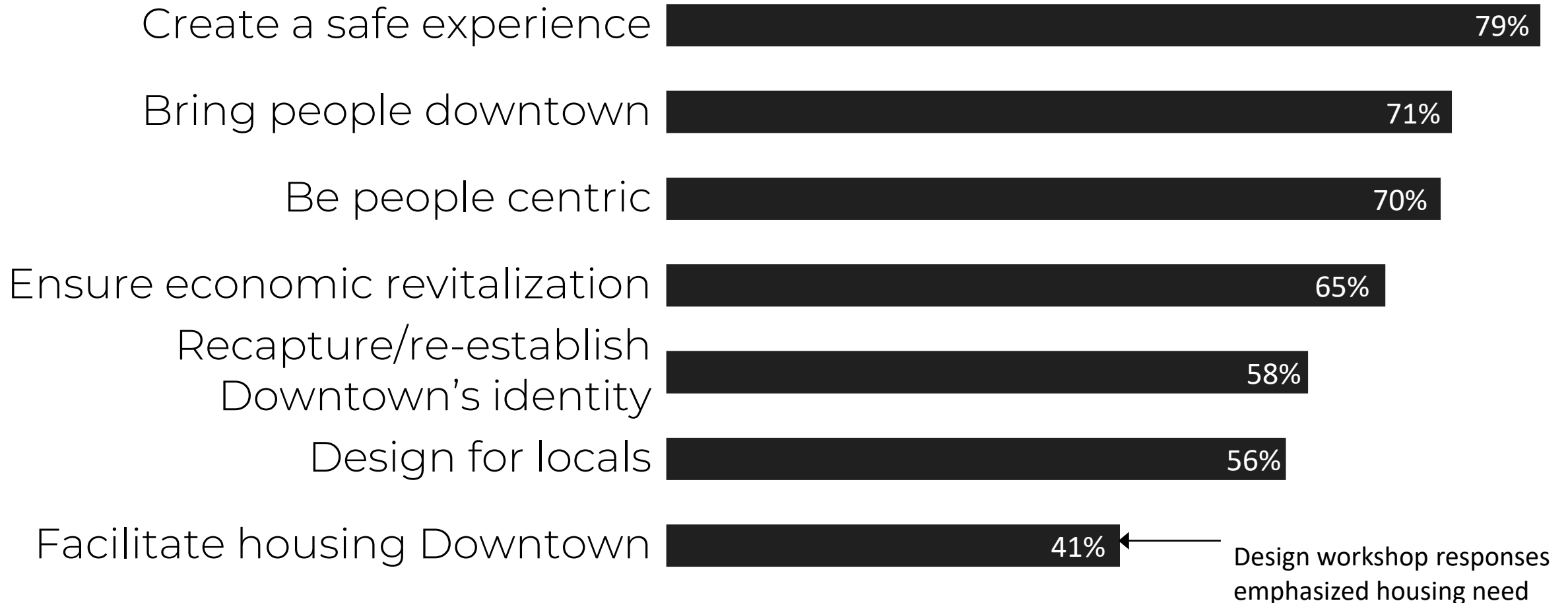
LEARNINGS

Project Schedule



Community Vision

The community supports the vision and principles established by City Council:





Keep State Street closed to cars

Create a flexible and adaptable street

More conversation: Bike Access

More conversation: Transit

Pearl Street Mall, Boulder, CO



Make State Street a great place for families

Provide diverse public seating & amenities

Provide spaces for art and performance

Activate the center blocks

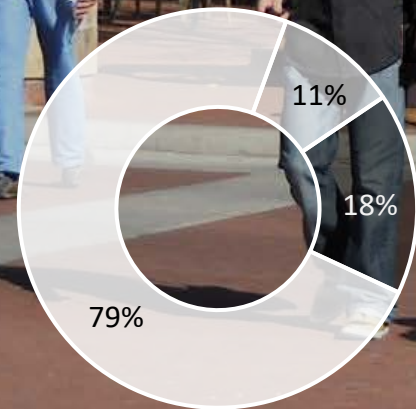


Hemisfair Streets, San Antonio, TX



KEY QUESTIONS & EVALUATION CRITERIA

How Many Blocks?



Additional car parking

A slow, shared street

No cars

79% of Survey responses selected “no cars on State St.”

Pearl Street Mall, Boulder, CO

Pedestrian Malls in the US

Multiple studies evaluate the success of pedestrian malls in the US:

- 2013 IDA Study: Approximately 200 Pedestrian Malls were constructed in between 1969-1980. 89% have struggled, added transit or been removed: **11% success rate**
- 2020 APA Study: 139 pedestrian malls constructed between 1959-1985. Forty-five (45) remain: **32% success rate**
 - Many of the malls that did close lasted 40 years before closure

What are the keys for success?

- Short length: most successful pedestrian only malls range from 1-4 blocks
- Tourism
- Proximity to a Beach and/or University
- Well planned and extensive parking adjacent to the pedestrian mall
- Coordinated management and operations
- **Heavily programmed activities**
- **Strong anchors that draw pedestrians**



Public Space is the new Anchor Tenant

Traditional anchor tenants are in decline (cinemas, department stores & lifestyle brands). Smaller scale retail relied on visibility and foot traffic created by anchors.

The public realm needs to create a magnetic destination that attracts the widest variety of visitors to State Street.

- All ages and abilities: 8-80
- All times: 18 hours per day, weekdays & weekends
- Inclusive: needs to invite all Santa Barbarans
- Authentic: needs to reflect the culture & heritage of Santa Barbara

What Brings People to Public Spaces?

Safety

- Protection from traffic
- Protection from crime

Comfort

- Accessible to all
- Heat, sun & wind
- Opportunities to stand & stay
- Opportunities to sit
- Opportunities to see
- Opportunities to talk & listen

Enjoyment

- Play & street entertainment
- Food
- Trees, plants, water
- Good design & detailing

Successful Case Studies

Pearl Street Mall, Boulder, CO

- Family friendly, curbless

Lincoln Road, Miami Beach, FL

- Length and restaurant programming

3rd Street Promenade, Santa Monica, CA

- Contains curbs

Mariahilferstrasse, Vienna, Austria

- Allows cars in portions as a shared street



Evaluation Criteria

Safety: Is the option safe for all users?

- Protection from harm from vehicles (cars, bikes, scooters)
- Perception of safety for all ages & abilities

Free Flow Movement: does the option allow unrestricted movement?

- Unrestricted, beyond ADA requirements

Comfort: Is the space physically comfortable?

- Heat & shade
- Wind
- Noise

Potential for activation: Does the option provide space and flexibility for various types of programming?

- Continuous, accessible space

Adaptability: Can the option be adapted to meet changing needs over time?

- Events & temporary access
- Changing mobility desires and modes
- Service and delivery requirements



Evaluation Criteria

Connectivity: How well do the options support multiple transportation modes?

- Pedestrian/wheelchair
- Bike
- Transit
- Vehicle/parking

Stormwater management: Do the options allow for innovative stormwater management?

- Opportunities to increase water quality treatment & manages runoff in storm events

Sustainability: Do the options enhance sustainability?

- Energy conservation & generation potential
- Minimize heat island

Economic Development: Do the options support a robust economic strategy?

Community Preferences & Acceptability: How well are the options supported by the community



Consistency with City policies

Cost (construction and maintenance)

Phasability: Can the project be constructed in phases?



How To Make An Oral Public Comment

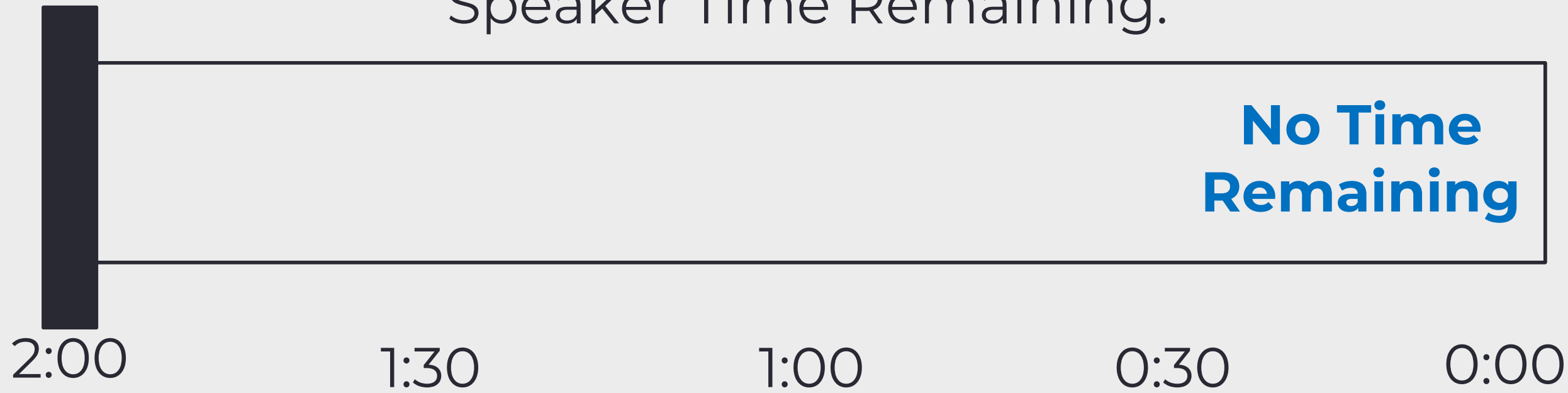
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Item III.A

Learnings & Proposed Evaluation Criteria

You Have 2:00 Minutes to Speak

Speaker Time Remaining:



STREET SECTION STUDIES

Key Decisions

Curbs or no curbs?

How do we design for bikes?

How many blocks?

Based on how we answer the first two questions, the third may be less urgent.

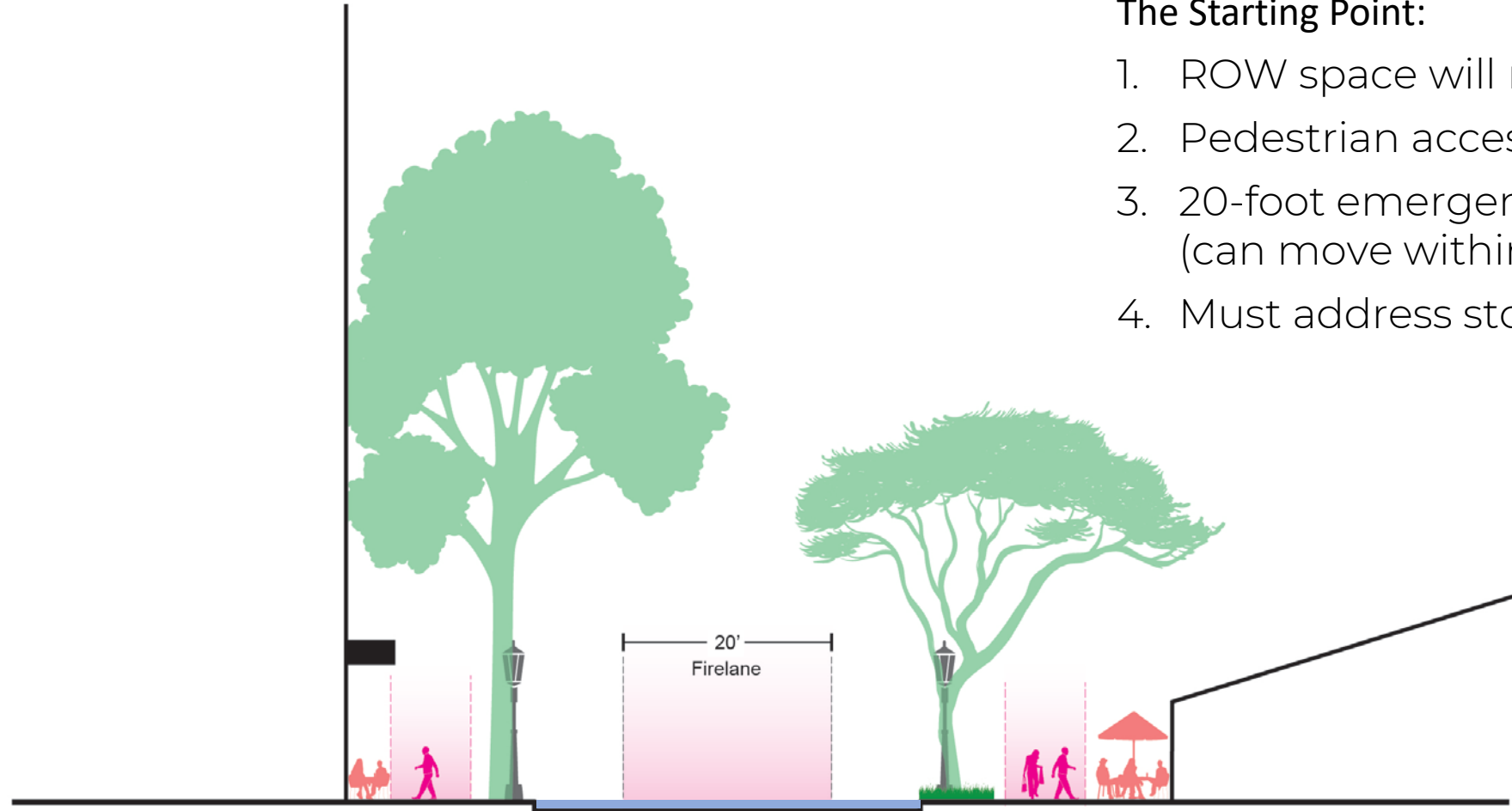


Key Principles

Givens

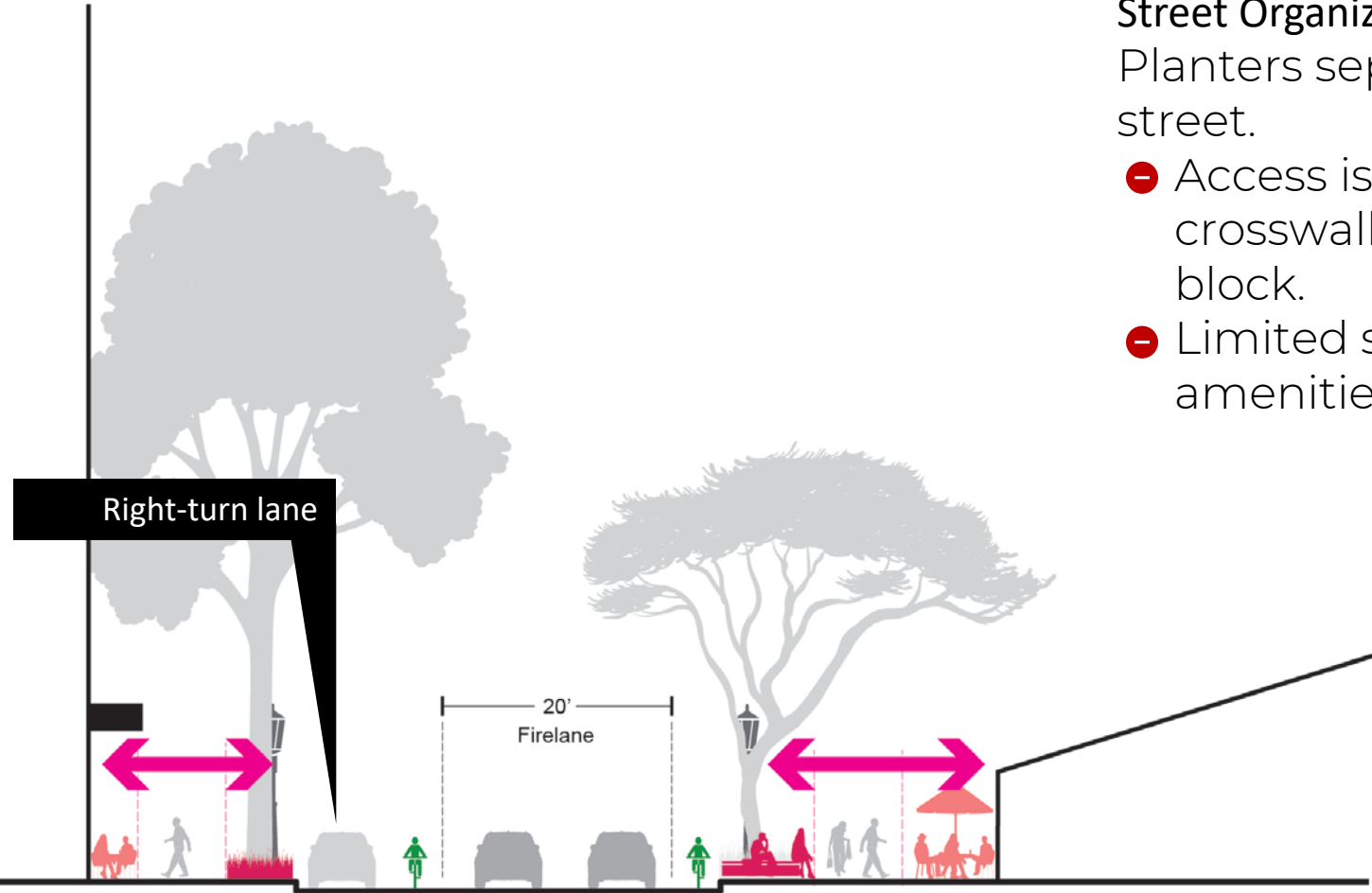
The Starting Point:

1. ROW space will not be expanded
2. Pedestrian access along building fronts
3. 20-foot emergency access is required (can move within limits)
4. Must address storm water



Key Decision 1: Curbs

Pre-closure



Street Organization

Planters separate pedestrians from street.

- ➖ Access is limited to ramps & crosswalks at corners and mid-block.
- ➖ Limited space for activation and amenities

Key Decision 1: Curbs

Today's condition: closed to cars

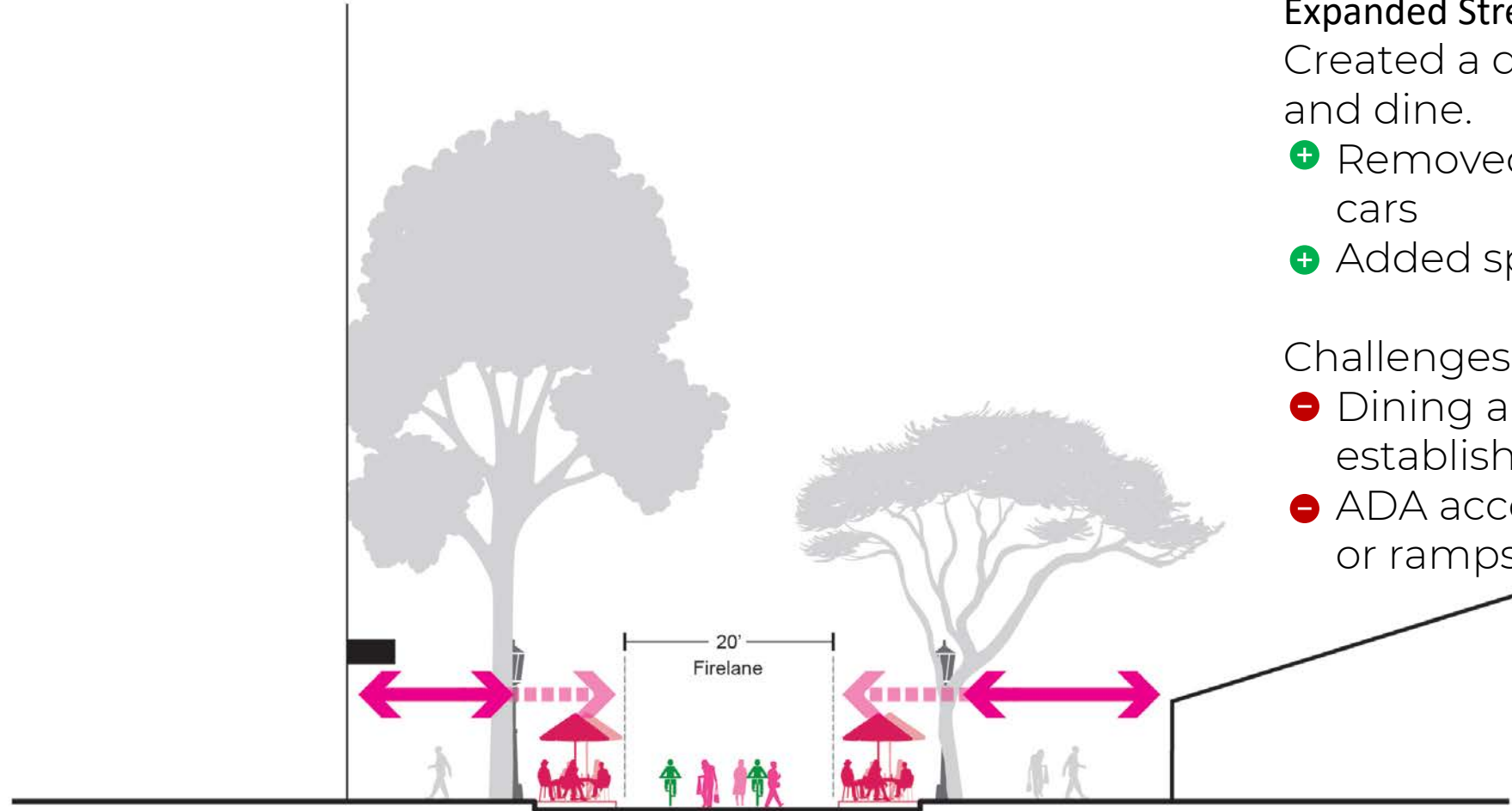
Expanded Streetscape

Created a quiet area to stroll, shop and dine.

- + Removed noise and hazard of cars
- + Added space for restaurants

Challenges remain due to curbs

- Dining areas separated from establishments
- ADA access limited to crosswalks or ramps

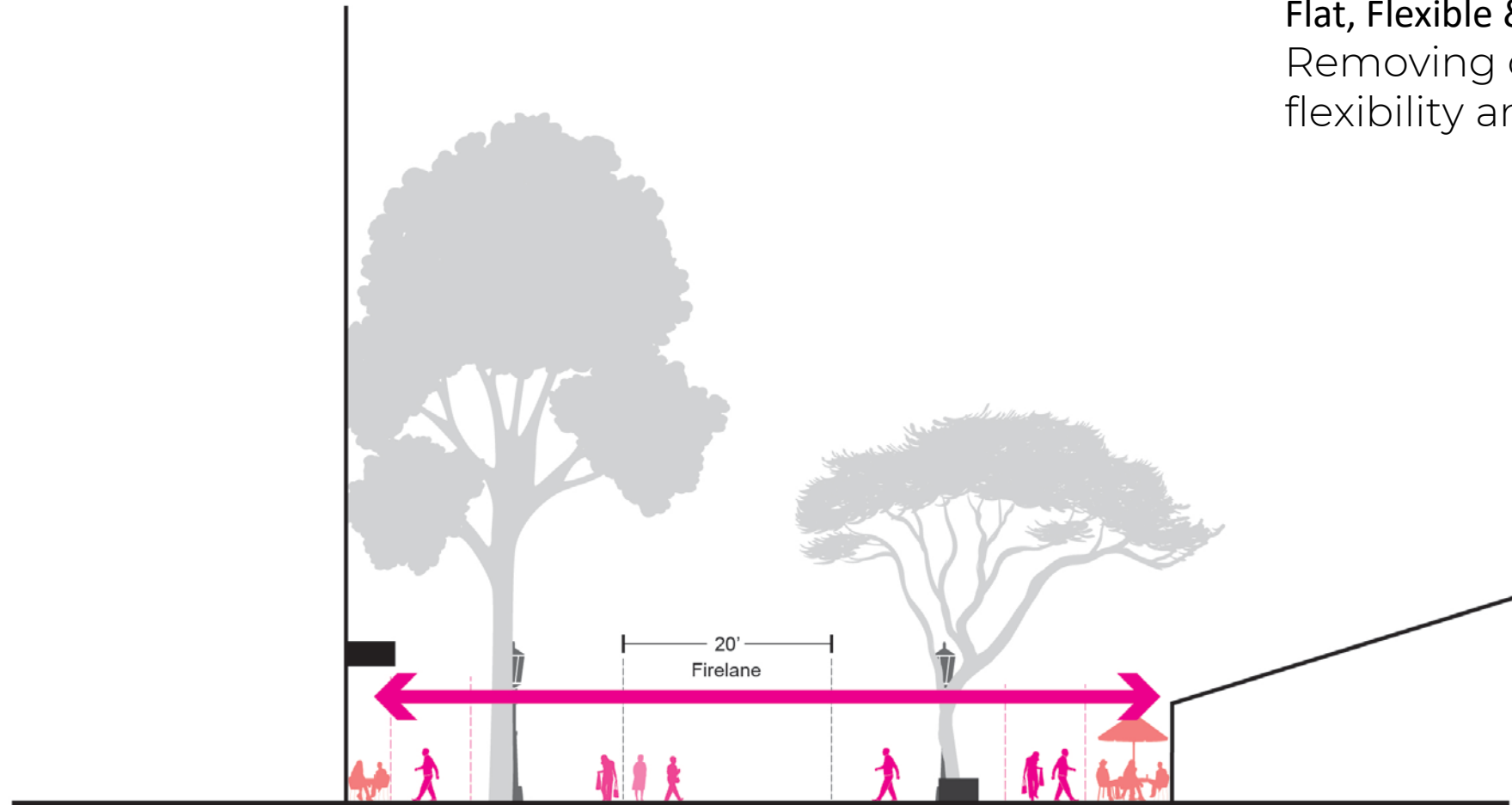


Key Decision 1: Curbs

Remove barriers

Flat, Flexible & Fun

Removing curbs maximizes space, flexibility and potential for activation

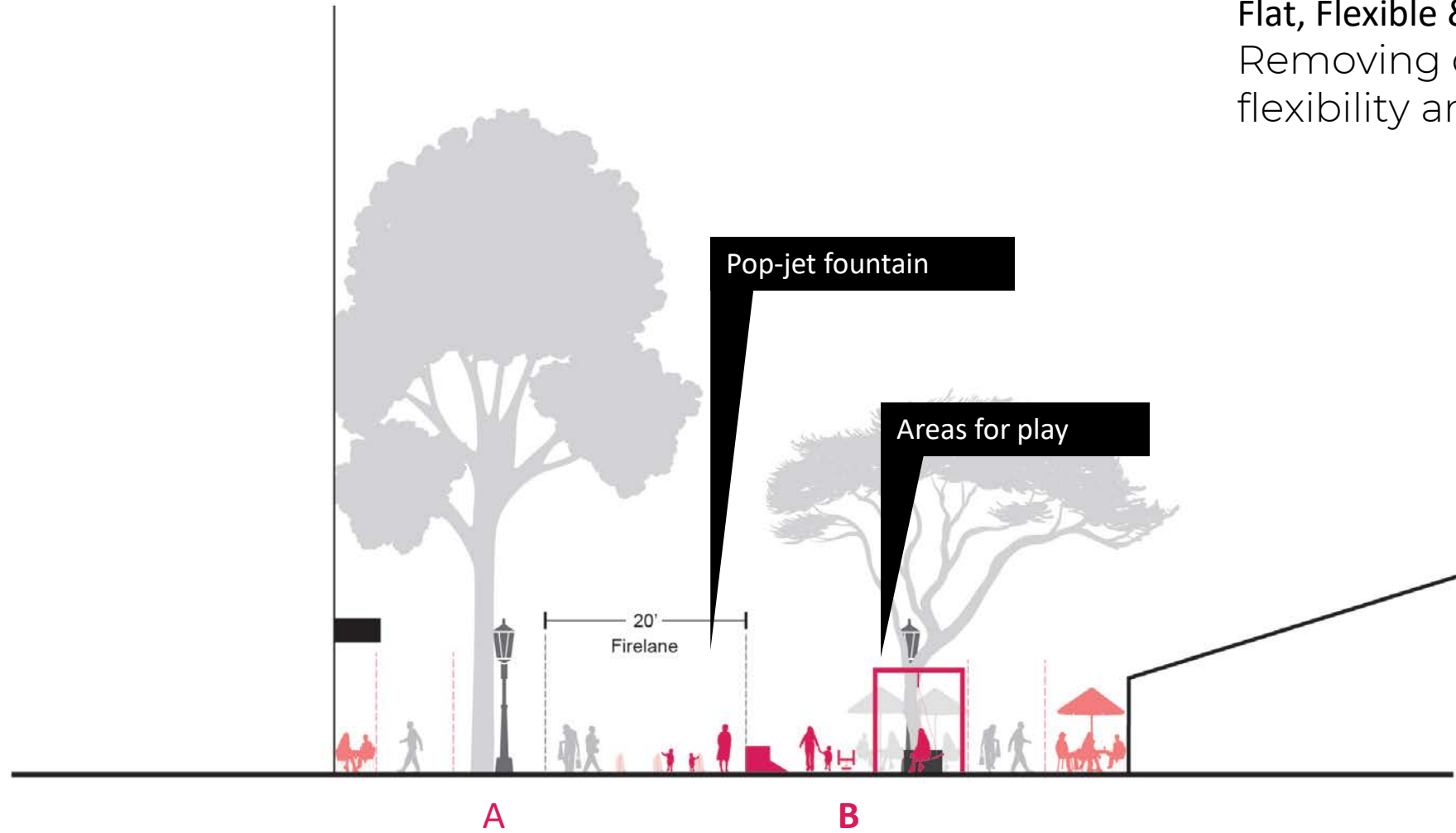


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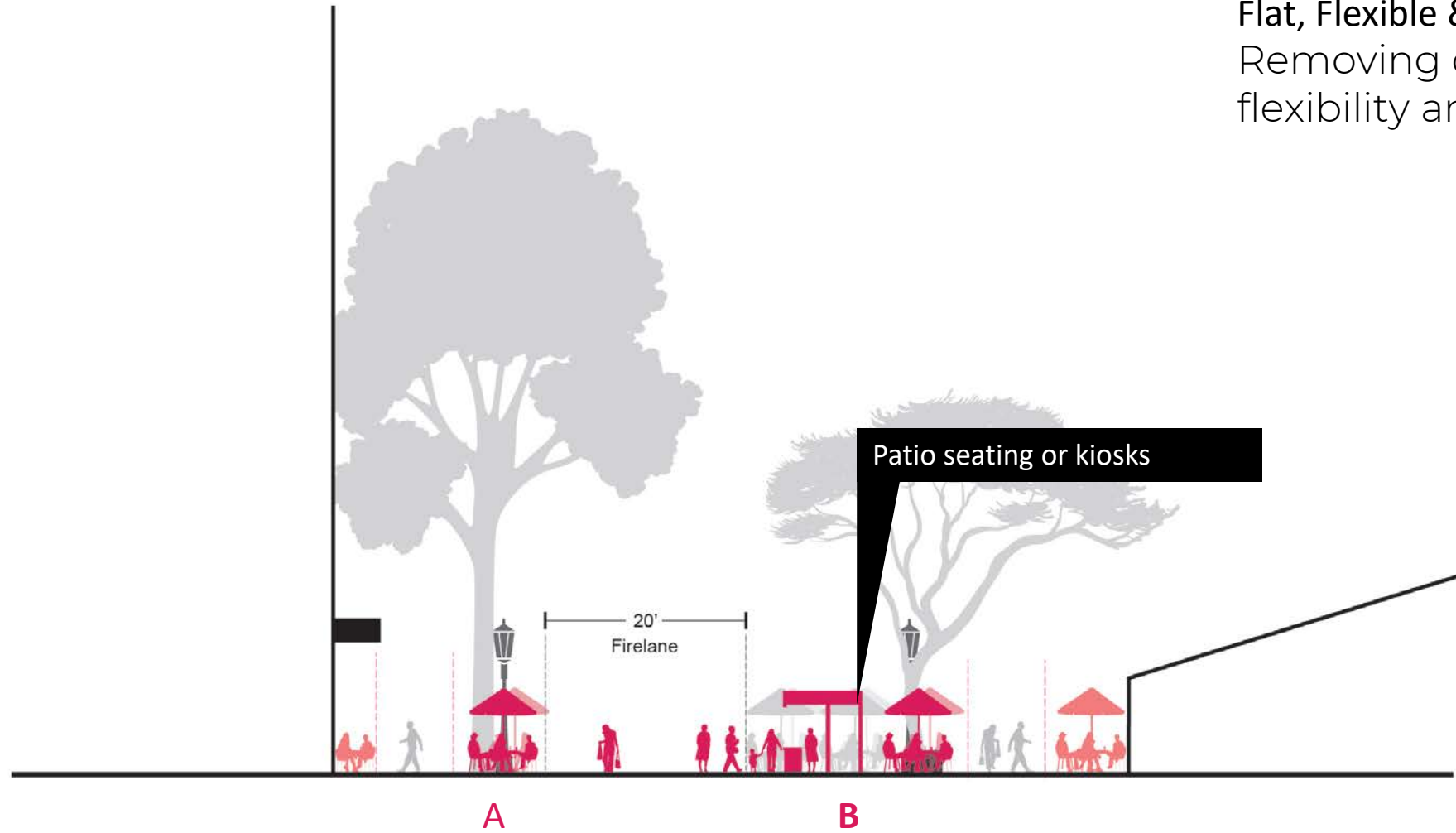


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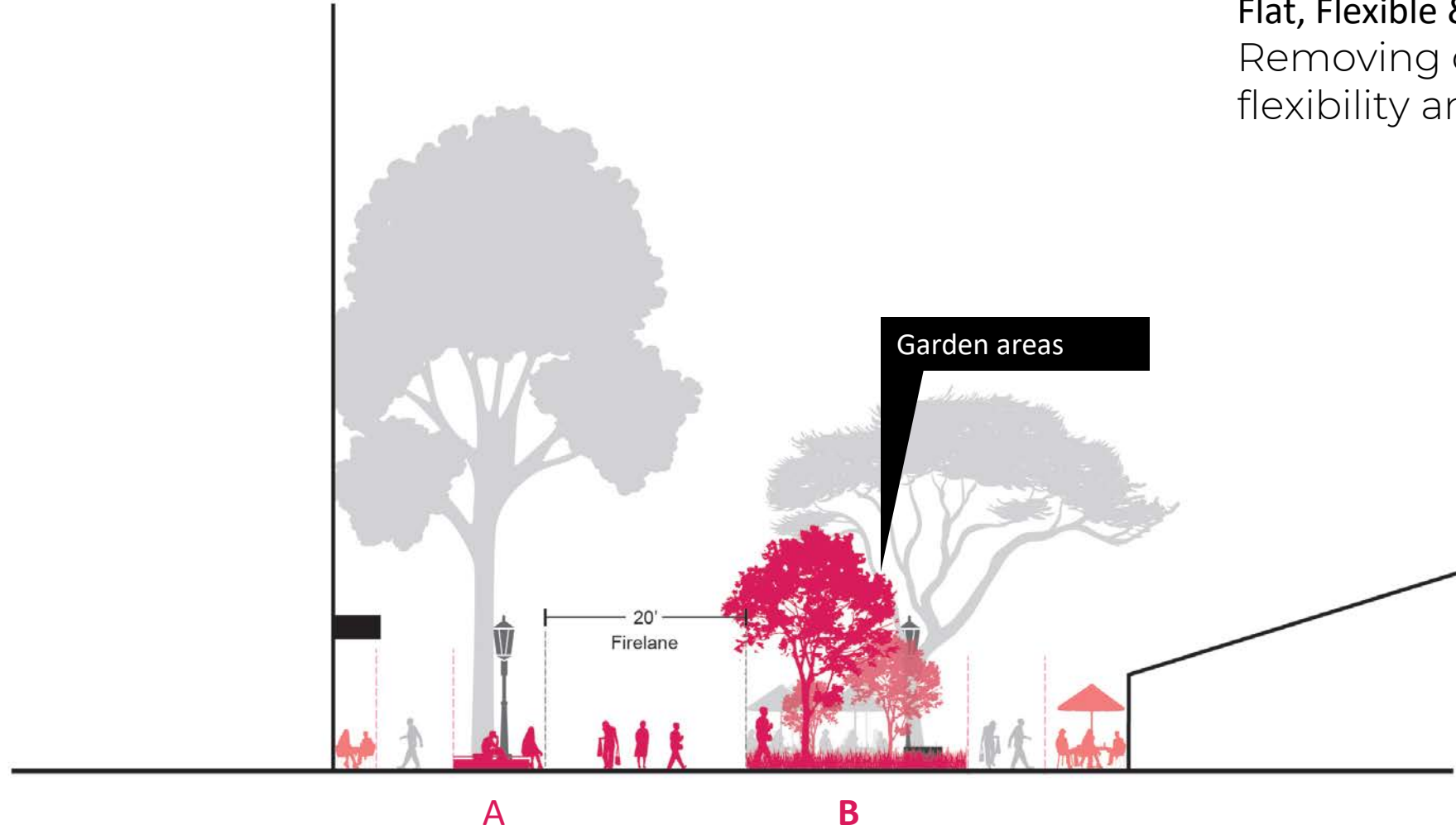


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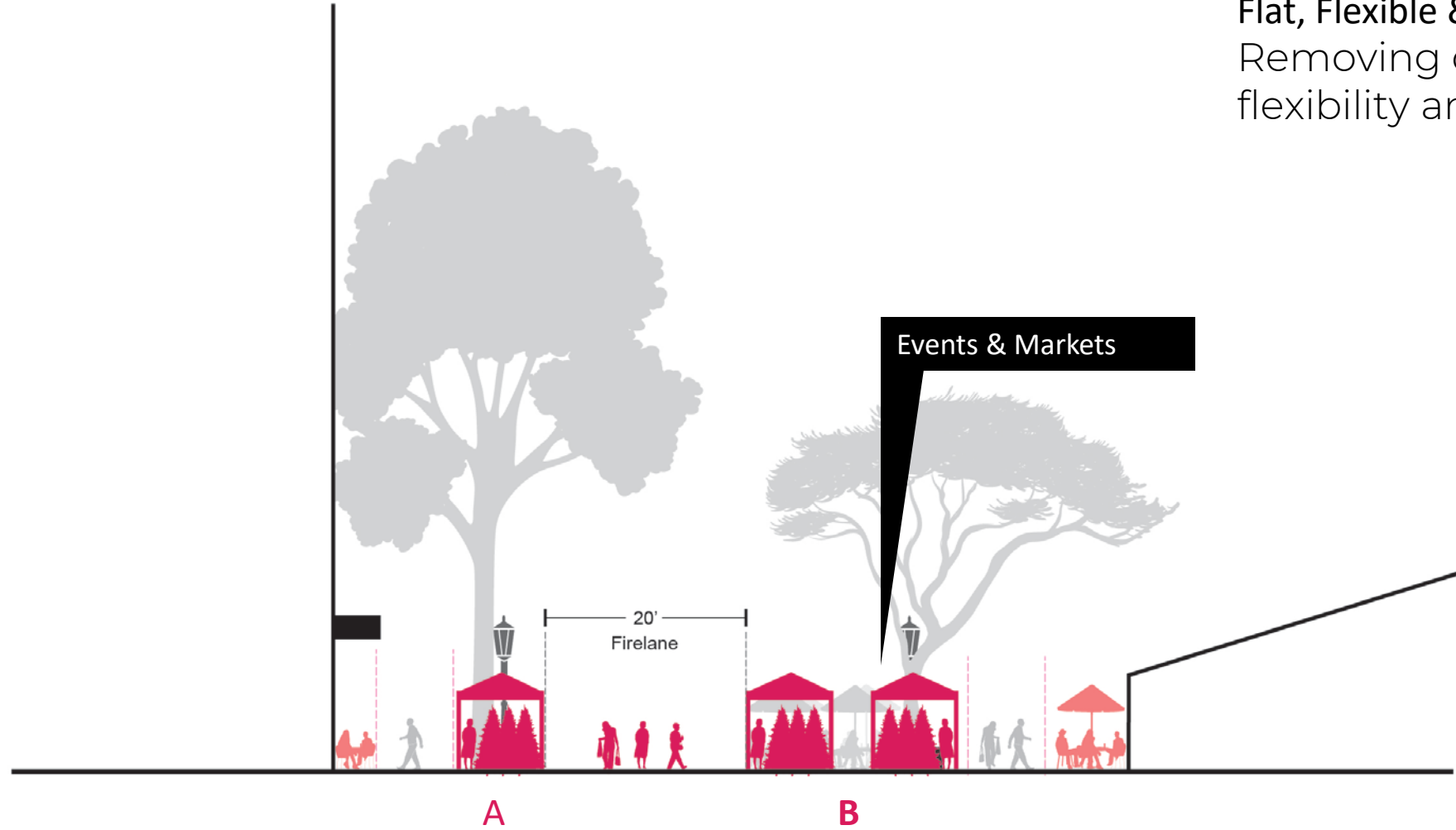


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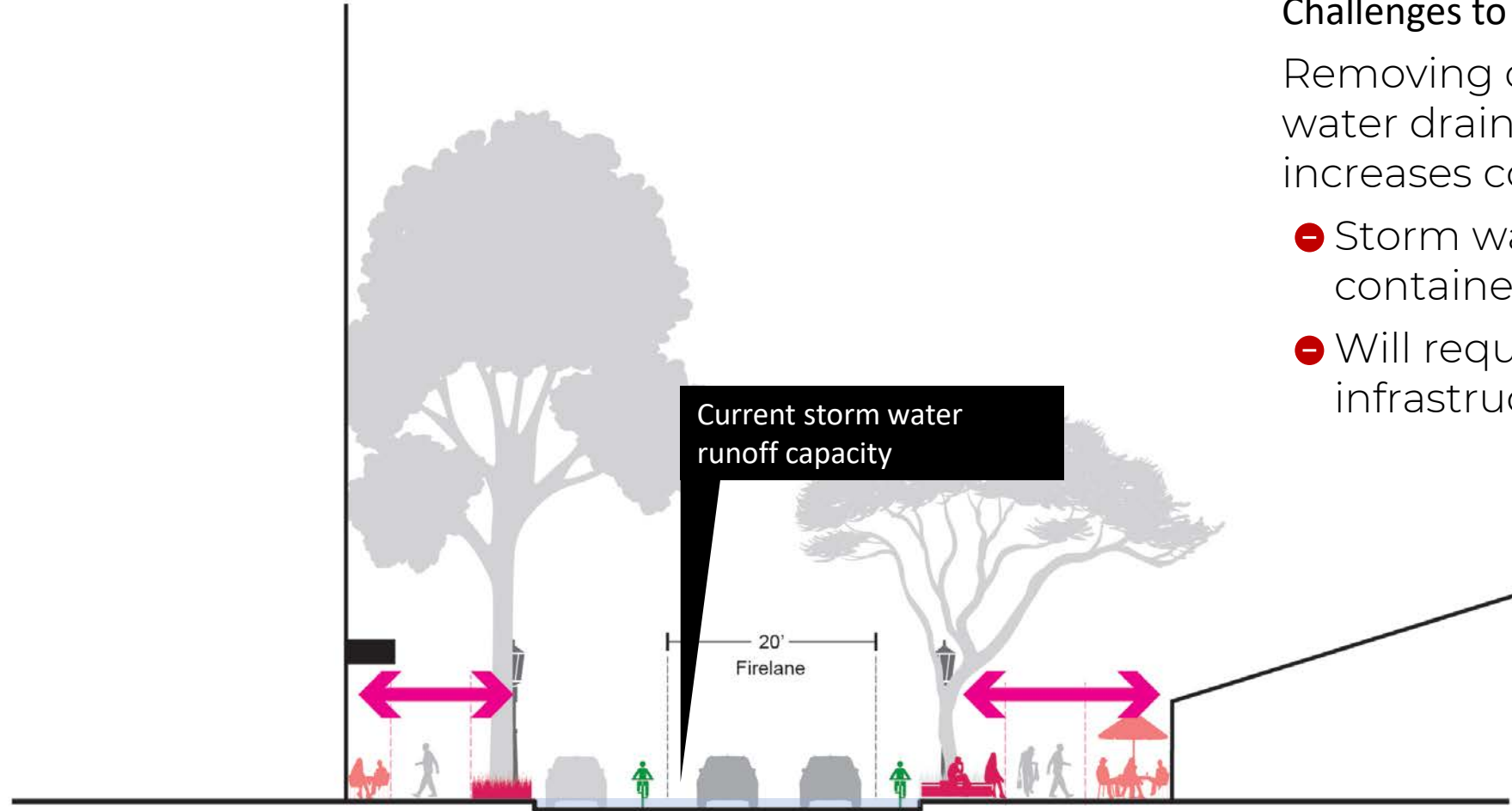
Key Decision 1: Curbs

Remove barriers

Challenges to Removing Curbs

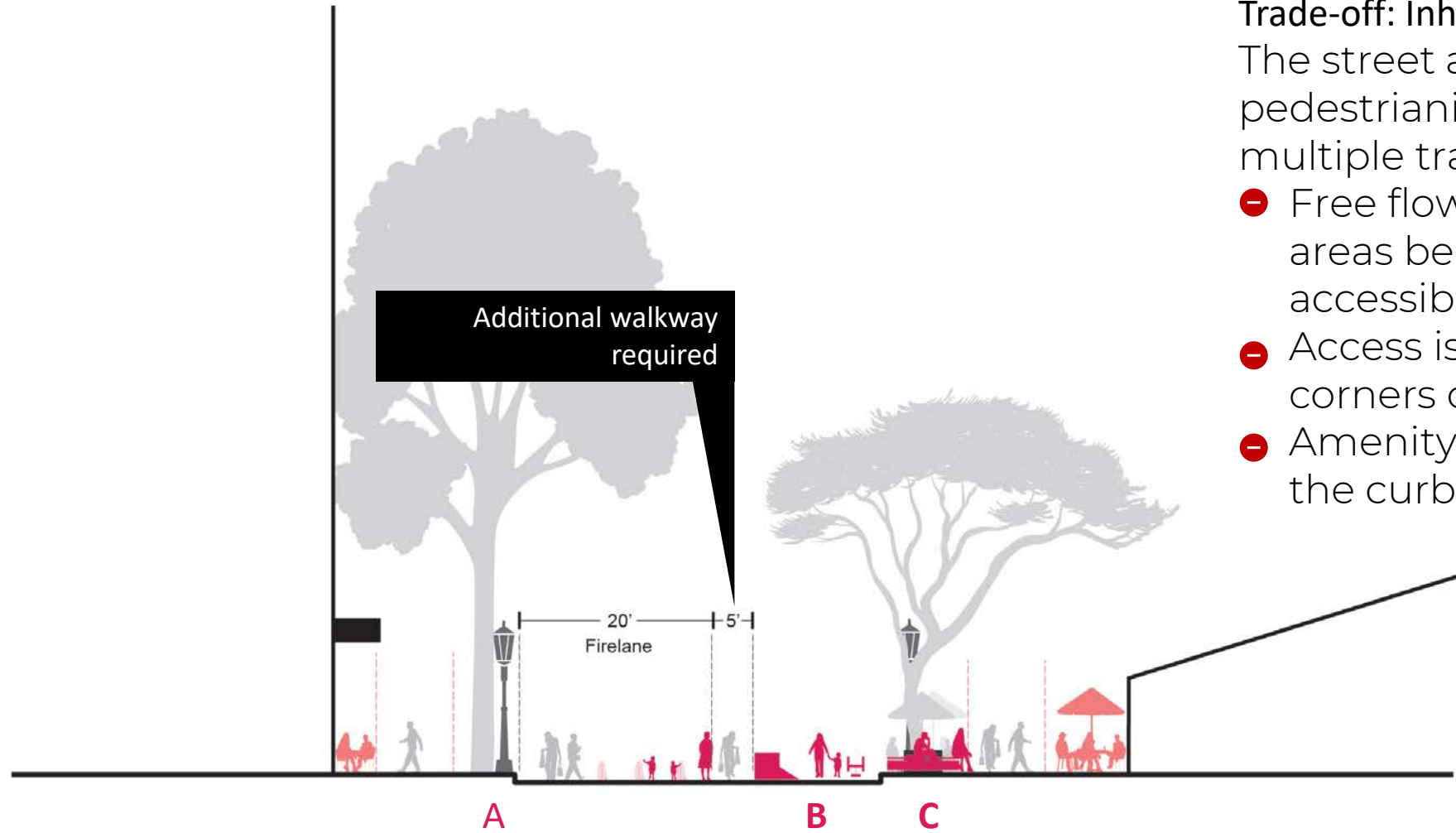
Removing curbs creates a storm water drainage challenge and increases costs.

- Storm water run-off currently contained by curbs
- Will require significant infrastructure upgrades



Key Decision 1: Curbs

Remove barriers



Trade-off: Inhabit the Street

The street area could be pedestrianized and activated, with multiple trade-offs.

- Free flow movement: amenity areas below the curbs are less accessible
- Access is limited to ramps at corners or mid-block
- Amenity areas are fragmented by the curb, limiting their potential

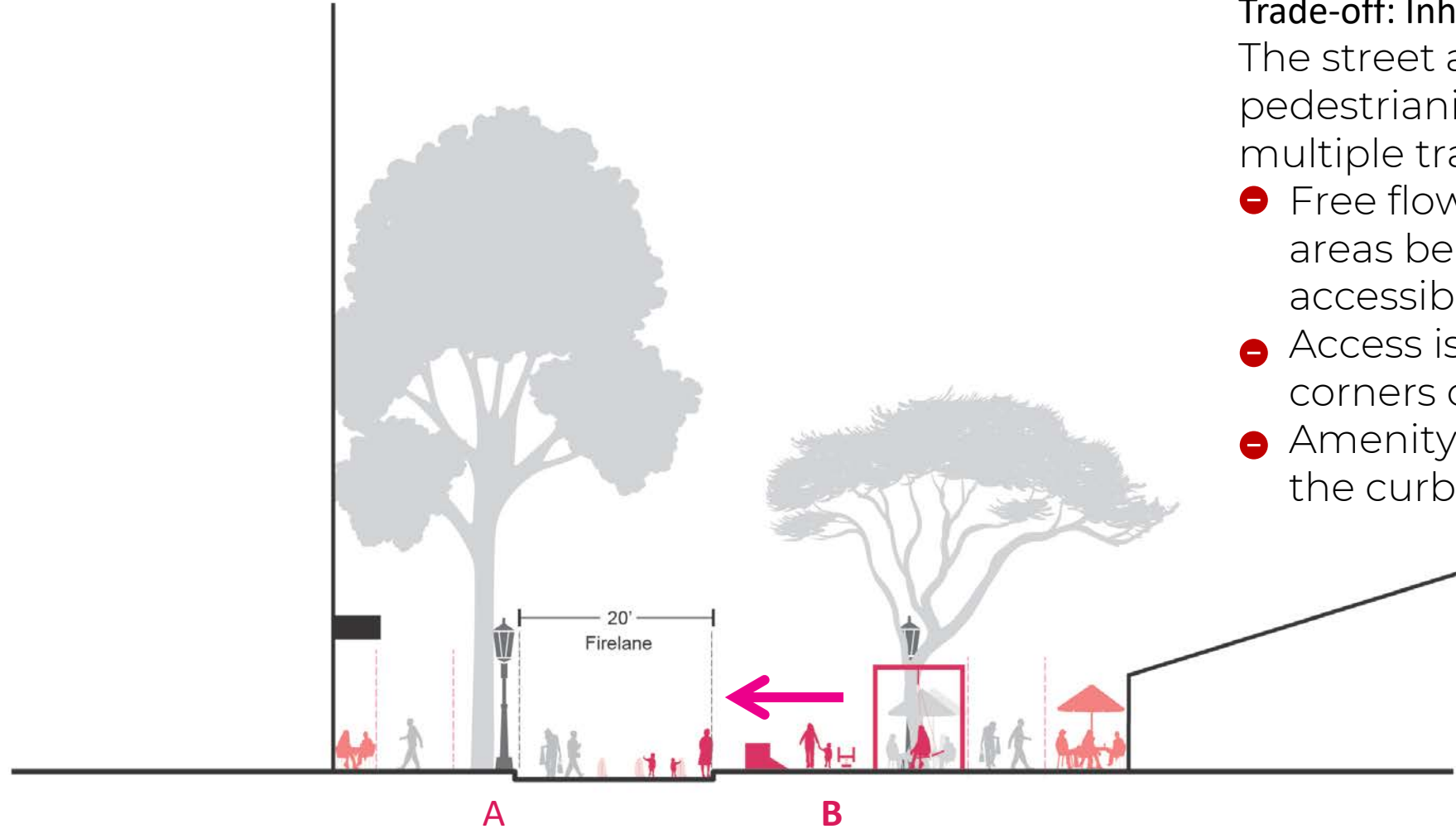
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Trade-off: Inhabit the Street

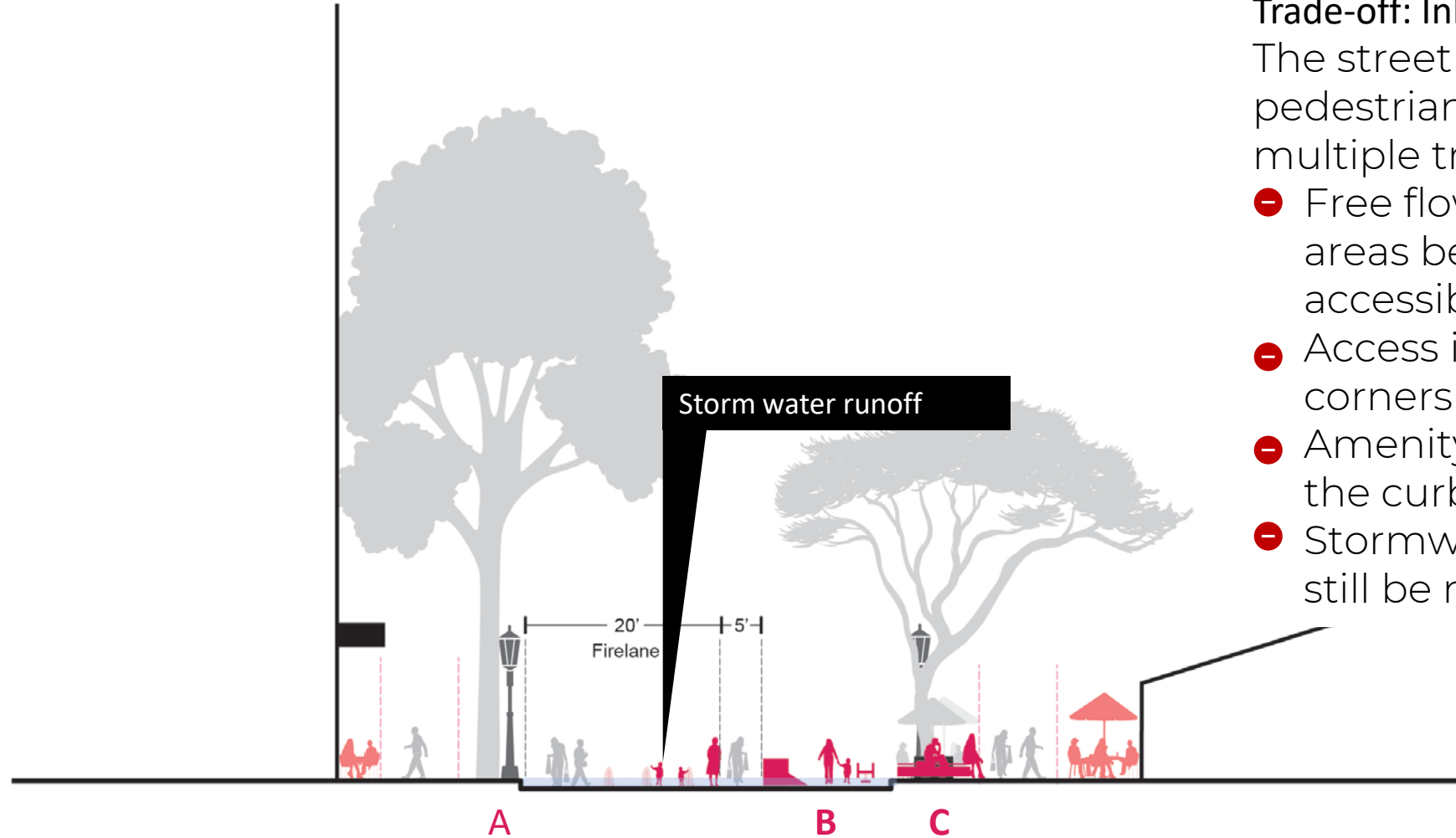
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Key Decision 1: Curbs

Remove barriers



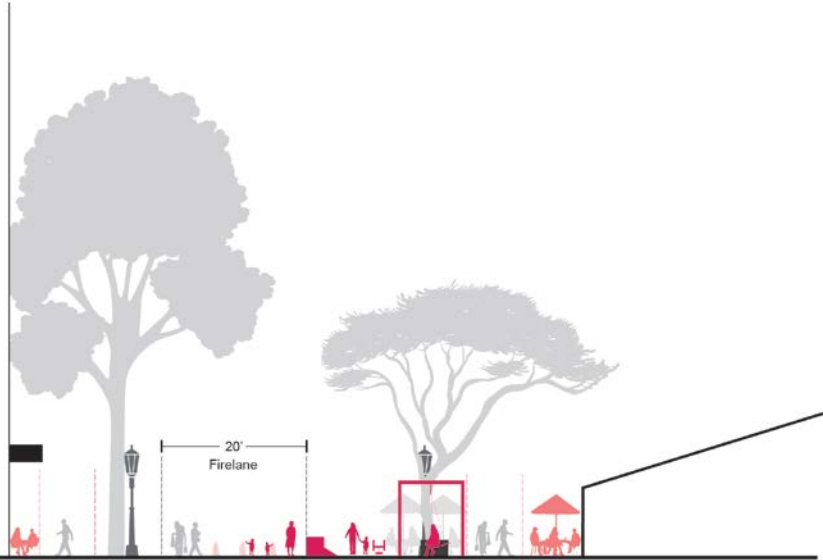
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- ➖ Free flow movement: amenity areas below the curbs are less accessible
- ➖ Access is limited to ramps at corners or mid-block
- ➖ Amenity areas are fragmented by the curb, limiting their potential
- ➖ Stormwater improvements may still be needed

Comparison

Flat vs retaining curbs



A1: Flat and Flexible

- Maximizes free flow movement
- Maximizes activation and flexibility
- Adaptable for near and long-term needs
- Highest cost



B1: Inhabit the Street

- Some barriers to free flow movement
- Reduced activation and flexibility
- Adaptable for near and long-term needs
- High cost

How do we design for bikes?



62% of survey responses preferred dedicated bike lanes



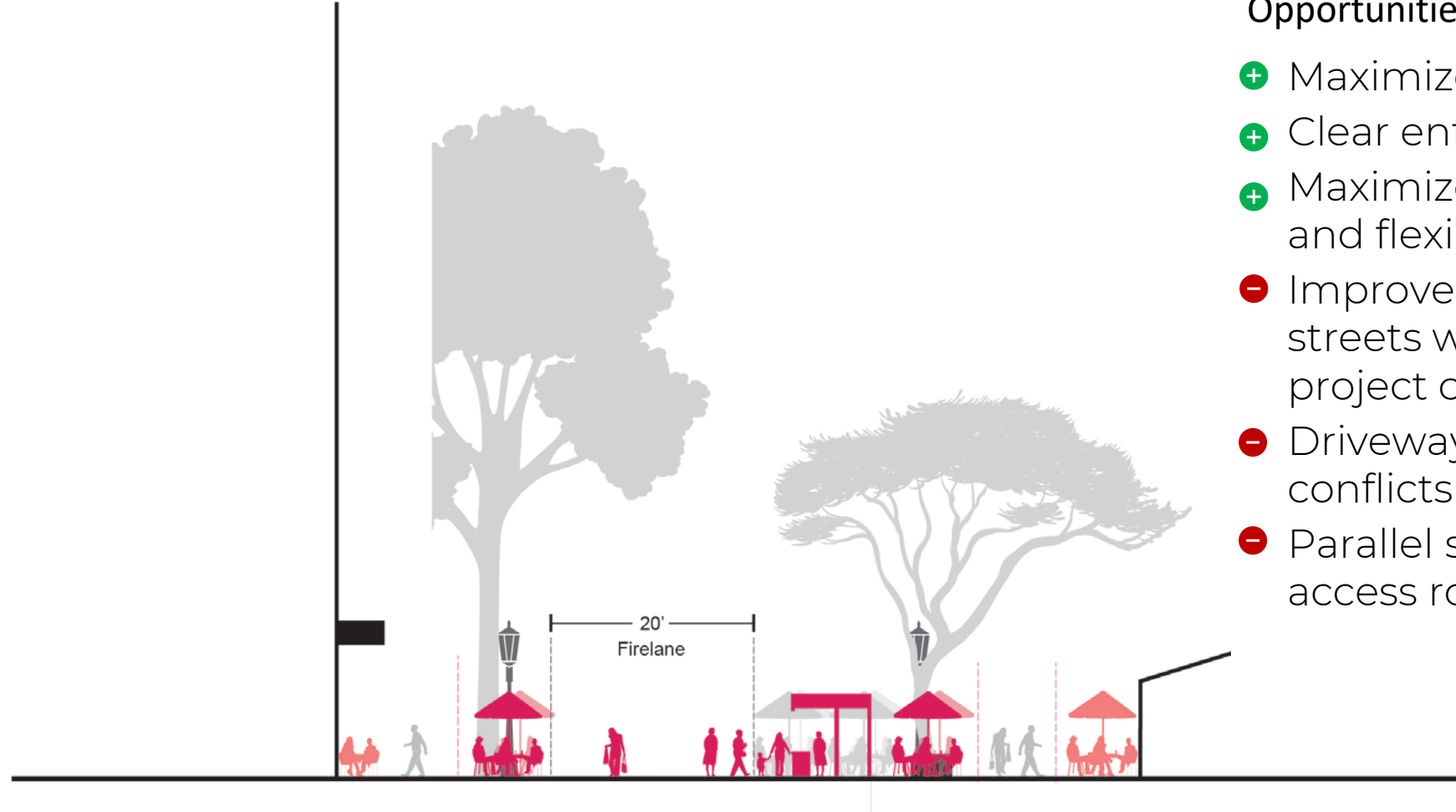
Design workshop responses preferred bikes to be located on parallel streets

Key Decision 2: Bikes

Parallel streets

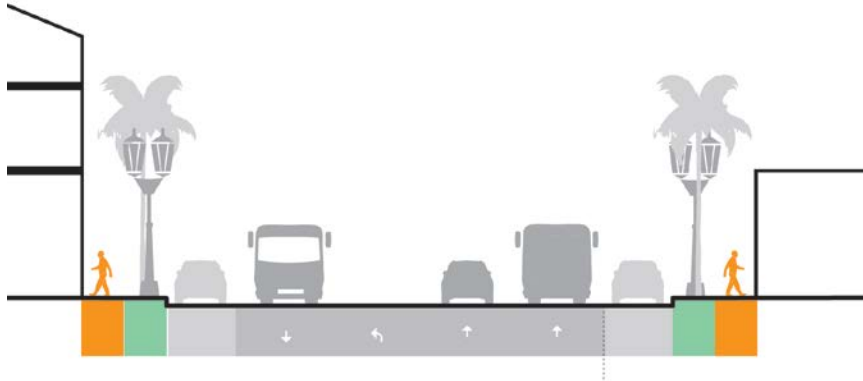
Opportunities and Trade-offs

- + Maximizes pedestrian safety
- + Clear enforcement for Police
- + Maximizes free flow movement and flexibility for activation
- Improvements to surrounding streets will significantly increase project cost
- Driveways and turn lanes create conflicts with bikes
- Parallel streets are key emergency access routes

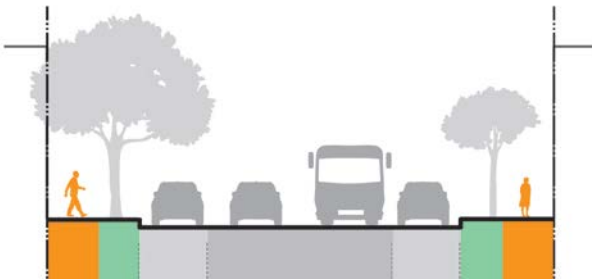


Key Decision 2: Bikes

Bike circulation



Chapala (existing)



Anacapa (existing)

The Trade-off

State Street has been the spine of the bike network in Downtown. Removing bikes from State Street requires major upgrades to surrounding streets, including Anacapa, Chapala, and cross streets.

Anacapa and Chapala are high volume roads that are used for emergency access and provide Downtown parking and loading areas.

Adding bike facilities would require:

- Removal of on-street parking
- Removal of some right-turn lanes
- Removal of loading areas
- Consideration for parking garages and driveways

Existing Conditions

Chapala, Anacapa, and 0 blocks



Source: Google Street View

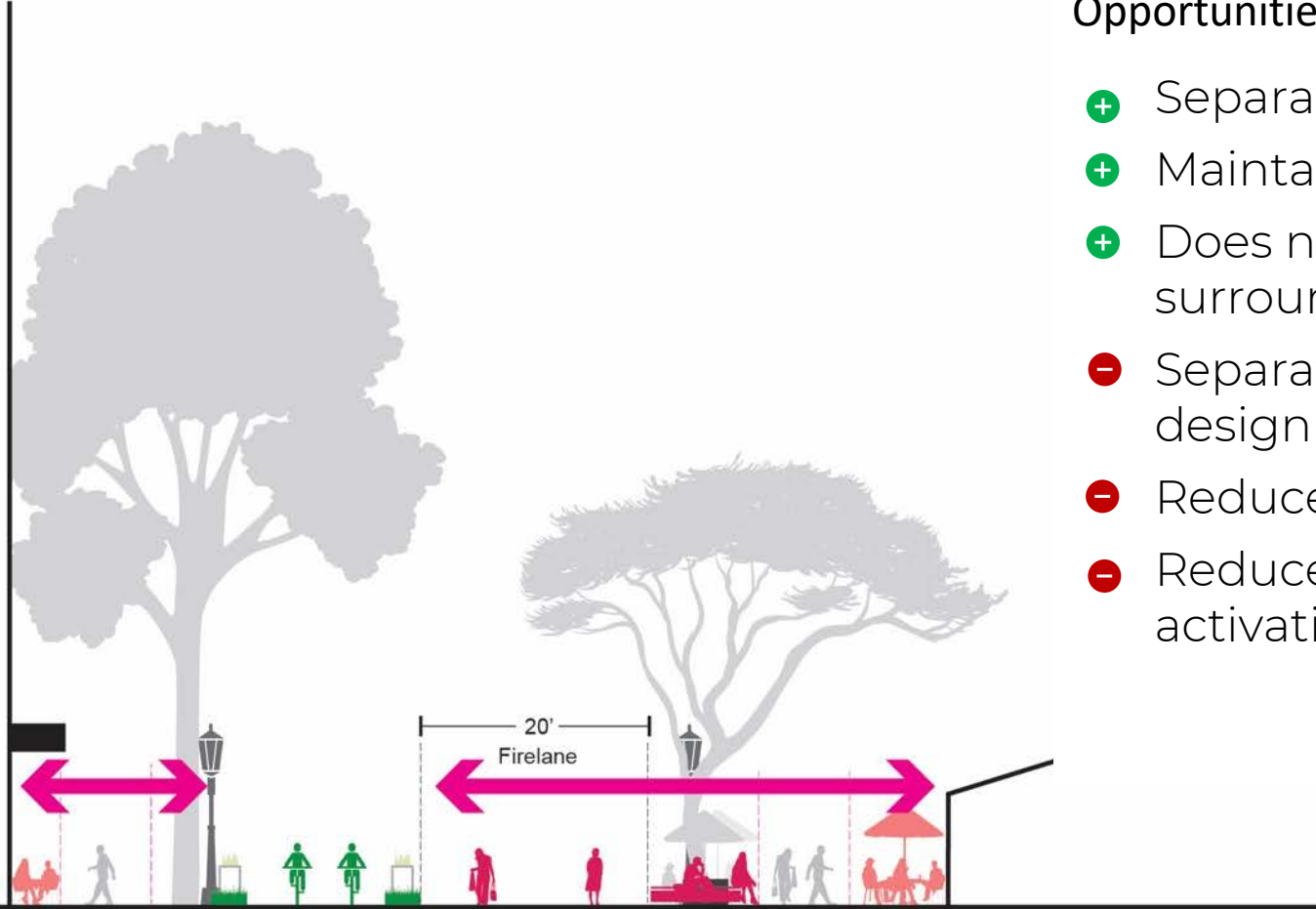


Key Decision 2: Bikes

Separate two-way cycle-track

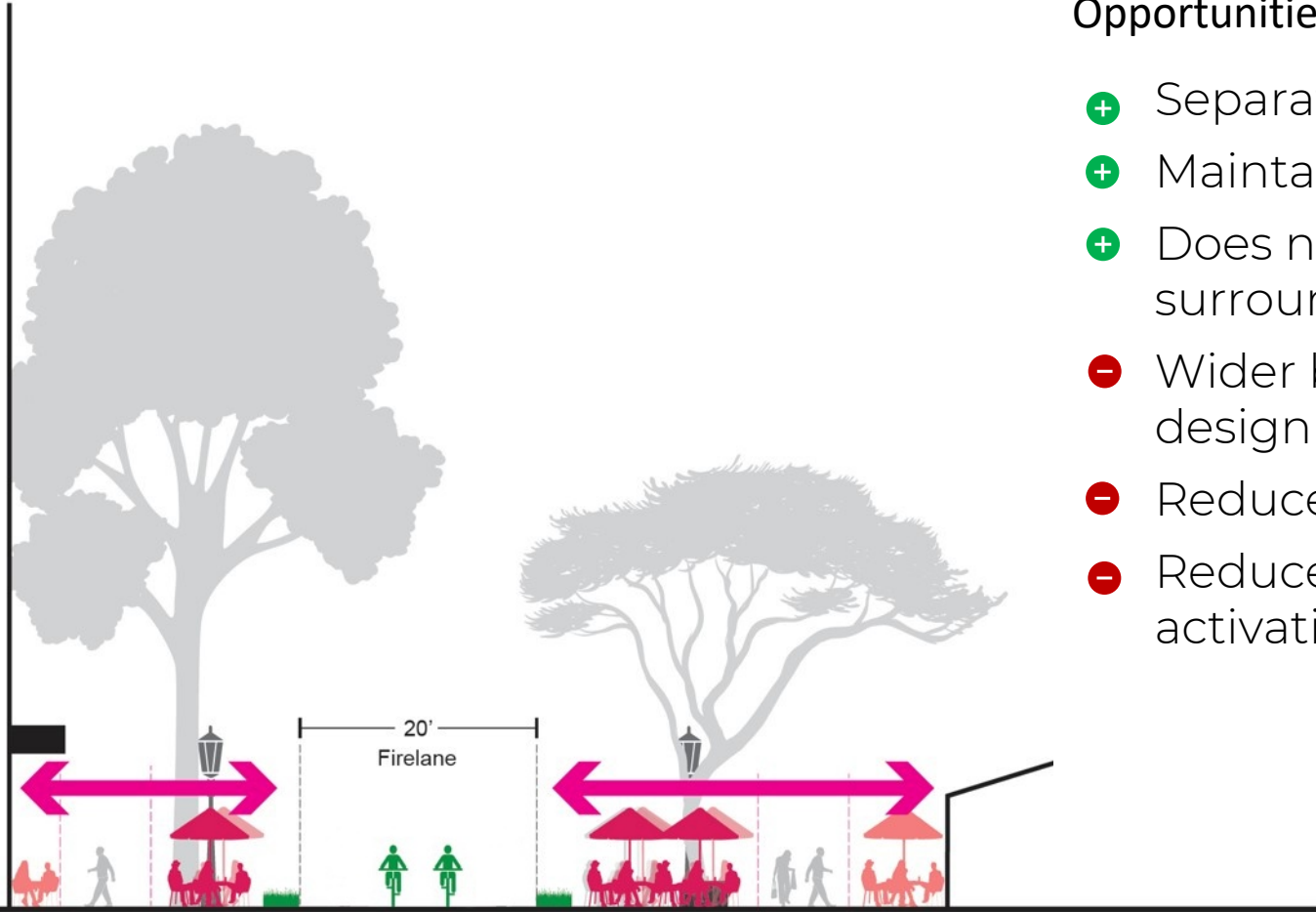
Opportunities and Trade-offs

- + Separates bikes and pedestrians
- + Maintains existing bike route
- + Does not require upgrades to surrounding streets
- Separated bike lane requires design elements to reduce speed
- Reduces free flow movement
- Reduces space and flexibility for activation



Key Decision 2: Bikes

Combined bike & fire lane

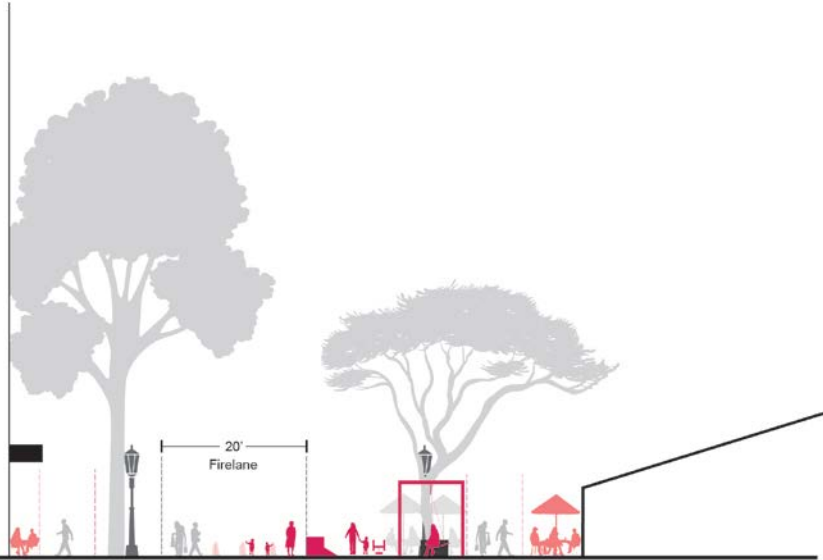


Opportunities and Trade-offs

- + Separates bikes and pedestrians
- + Maintains existing bike route
- + Does not require upgrades to surrounding streets
- Wider bike lane requires additional design elements to reduce speed
- Reduces free flow movement
- Reduces space and flexibility for activation

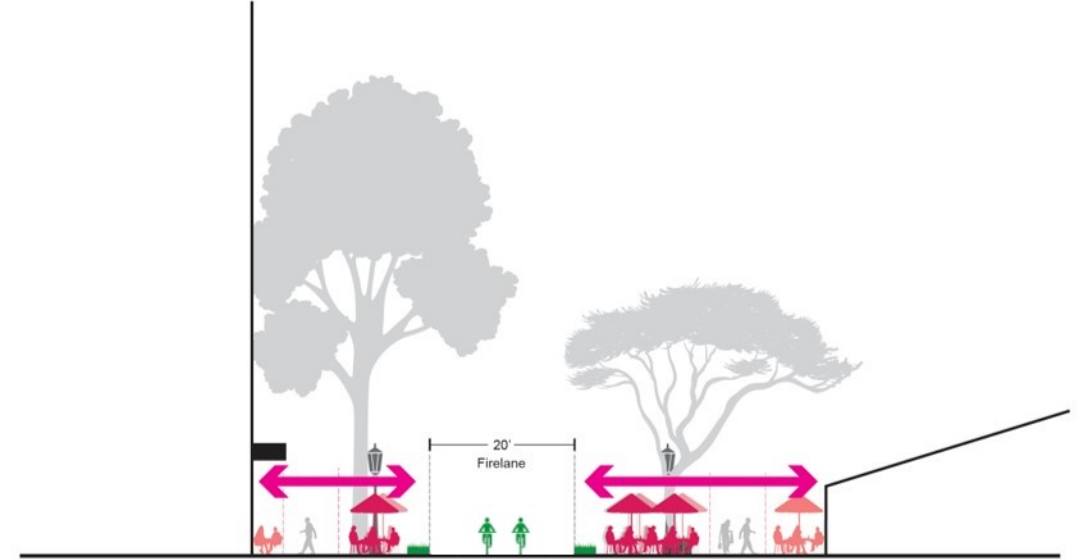
Comparison

Curbless options



A1: Bikes on Parallel Streets

- Maximizes pedestrian safety
- Maximizes free flow movement and flexibility
- Requires major changes to surrounding streets
- Highest cost



A2: Bikes on State Street

- Separates bikes and pedestrians
- Maintains existing bike route
- Reduced free flow movement and flexibility
- Only requires State St. upgrades
- High cost

Comparison

Options with curbs



B1: Bikes on Parallel Streets

- Maximizes pedestrian safety
- Some barriers to free flow movement
- Reduced activation and flexibility
- High cost

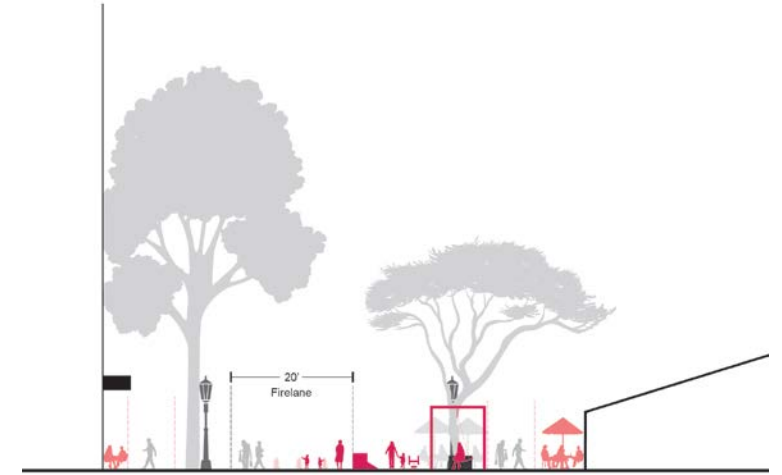


B2: Bikes on State Street

- Separates bikes and pedestrians
- Maintains existing bike route
- Most barriers to free flow movement
- Least activation and flexibility
- Lowest cost

PREMININARY FRAMEWORK APPROACHES

Curbless throughout



Flat & Flexible for all 8 blocks

-

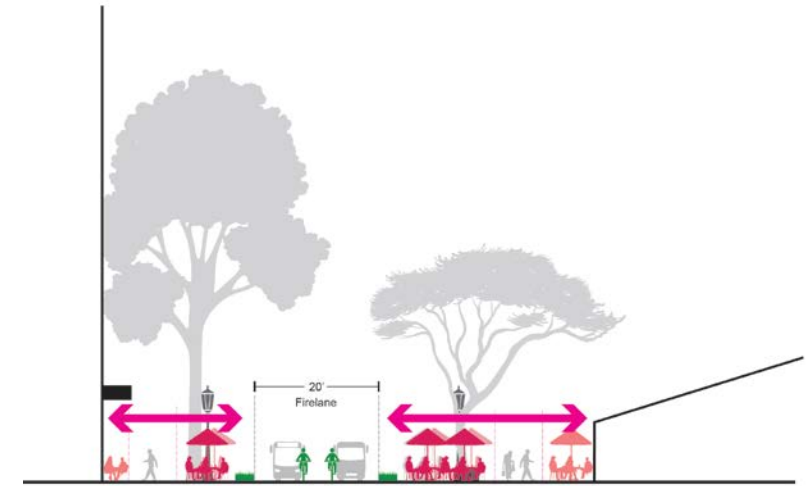
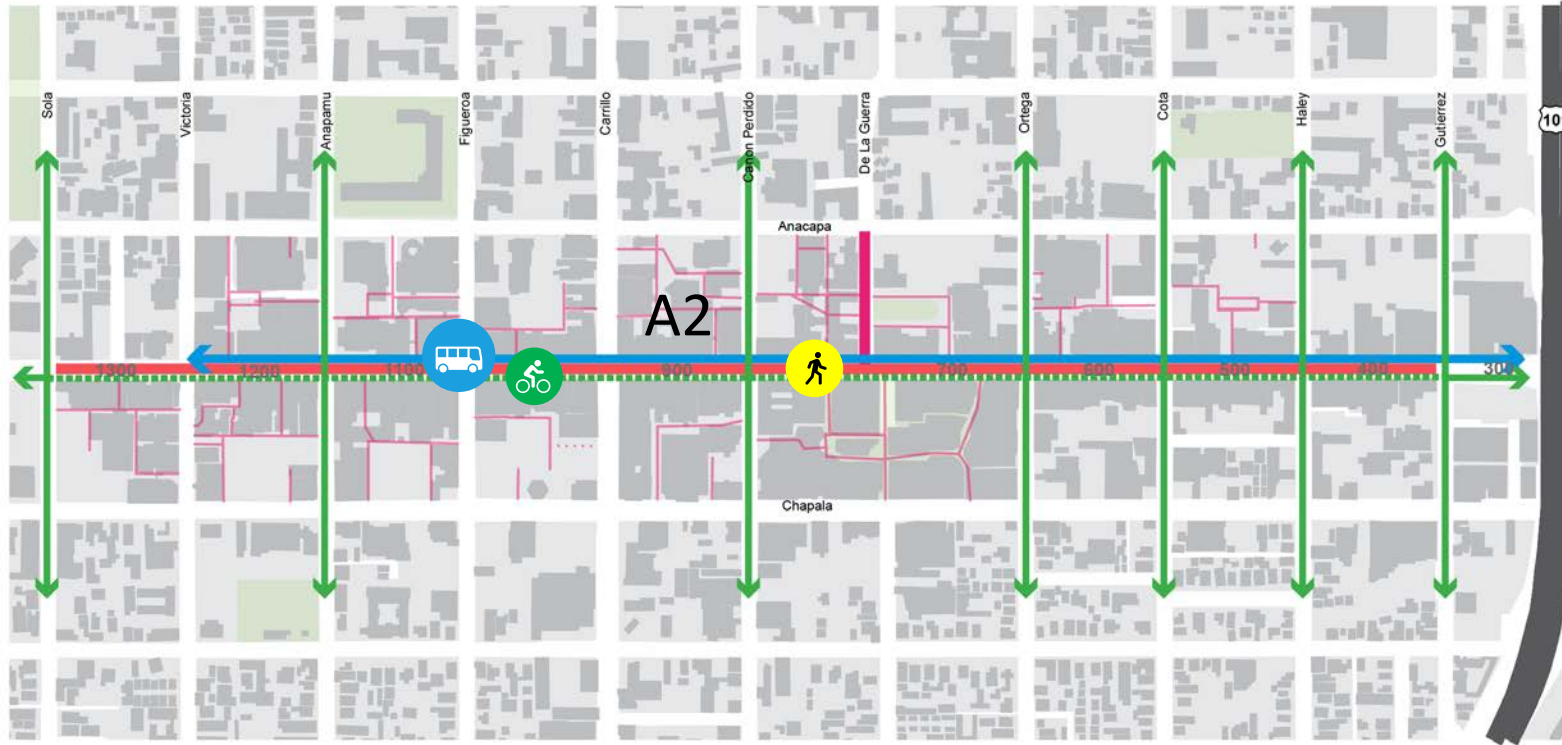
Curbless throughout: Bikes and shuttles on perimeter

Pedestrian only on State Street
Bikes and shuttles on perimeter



Framework Approach – Focus on State

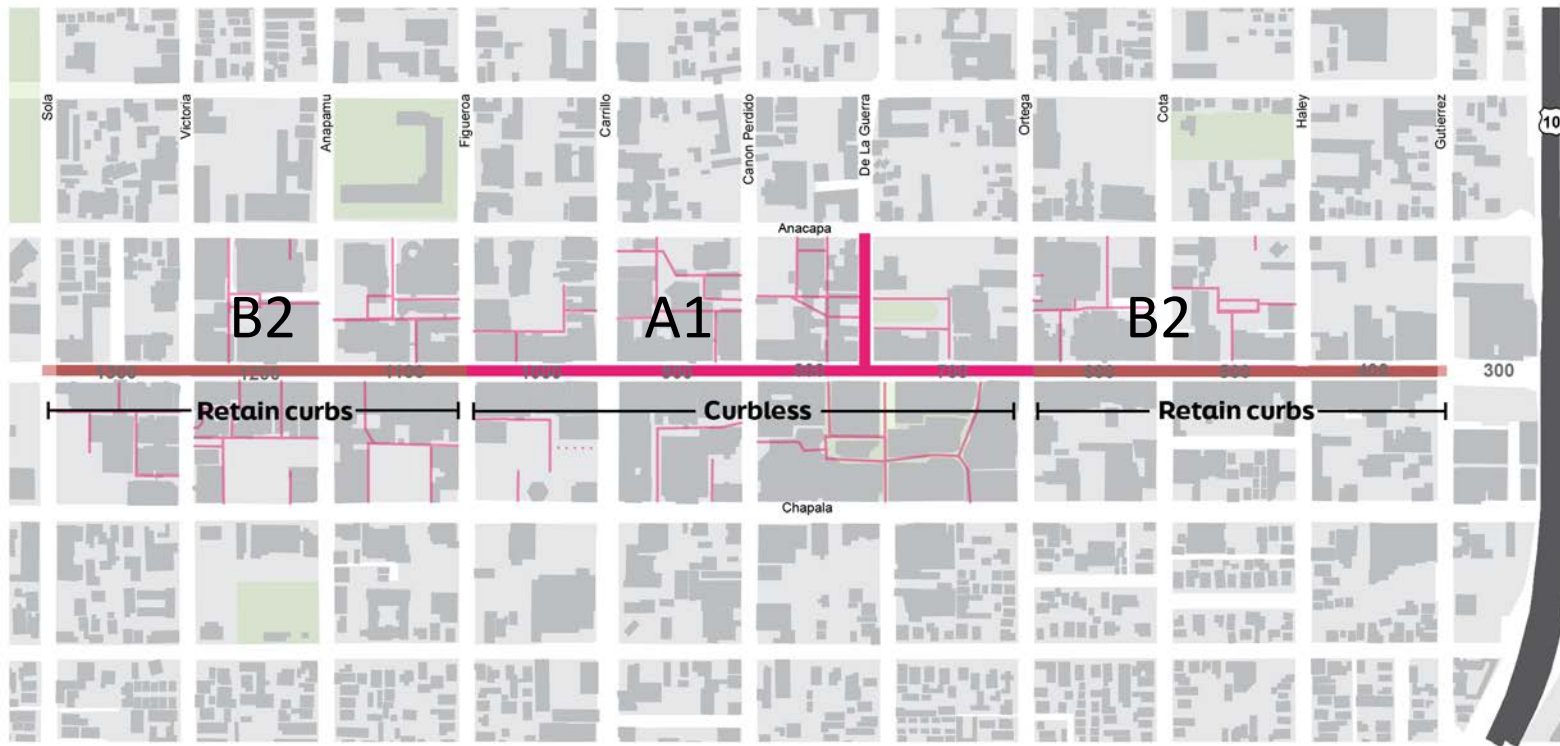
Curbless throughout: Bikes and shuttles on State Street



Pedestrians, bikes, and shuttles on State Street

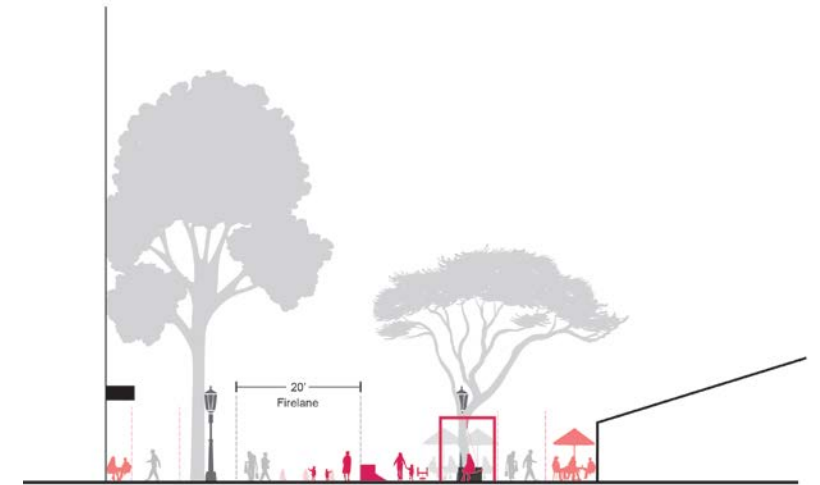
Framework Approach – Emphasize the Core

Curbless in center

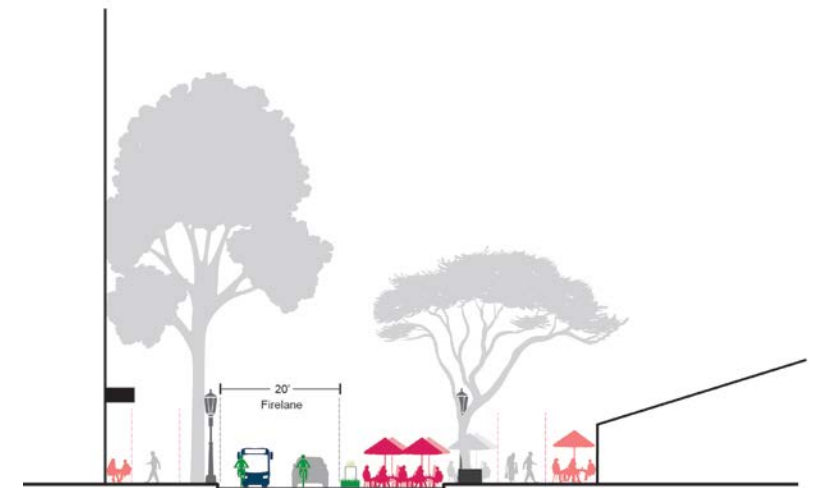


Flat and Flexible in Core Blocks (need to decide how many)

- Activation concentrated in core blocks
- Reduced costs



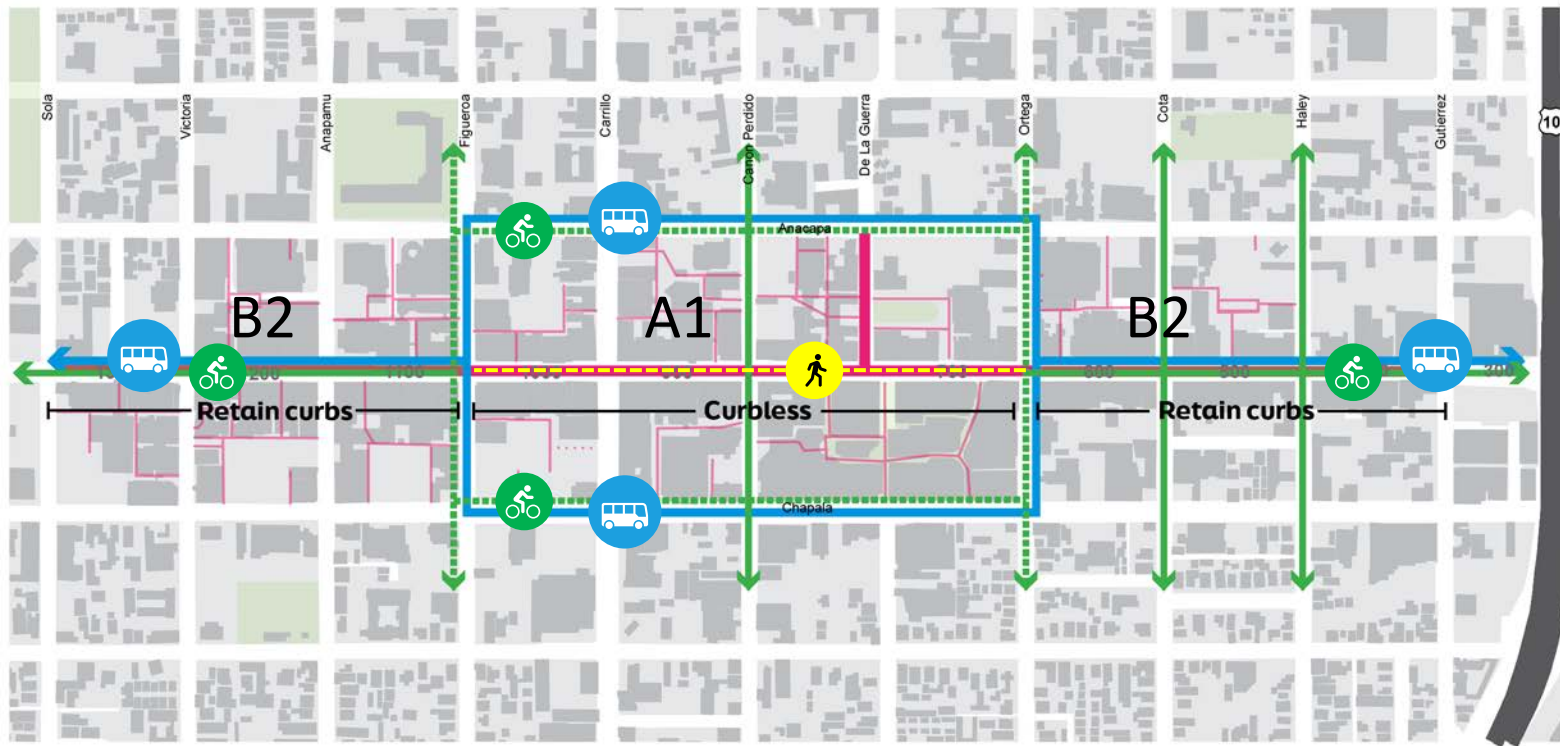
A1: Pedestrian Focused



B2: Expanded Street

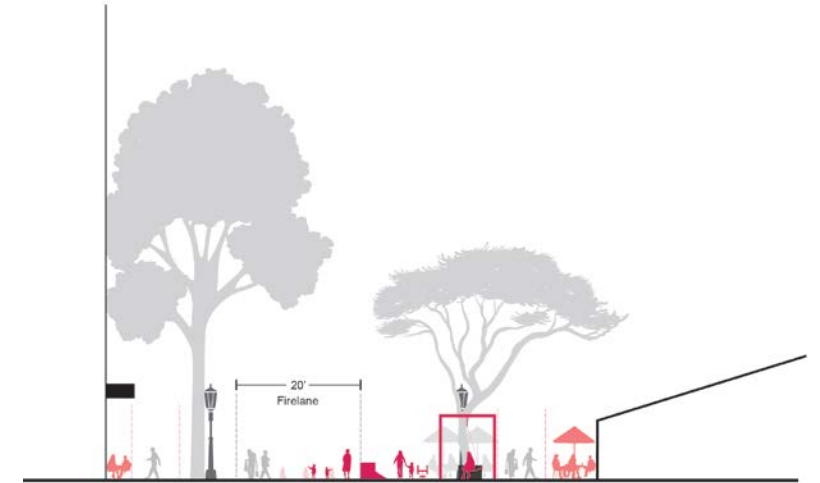
Framework Approach – Emphasize the Core

Scenario 1: Bikes and shuttles on perimeter



Pedestrian only on core blocks

Bikes and shuttle on perimeter of core blocks



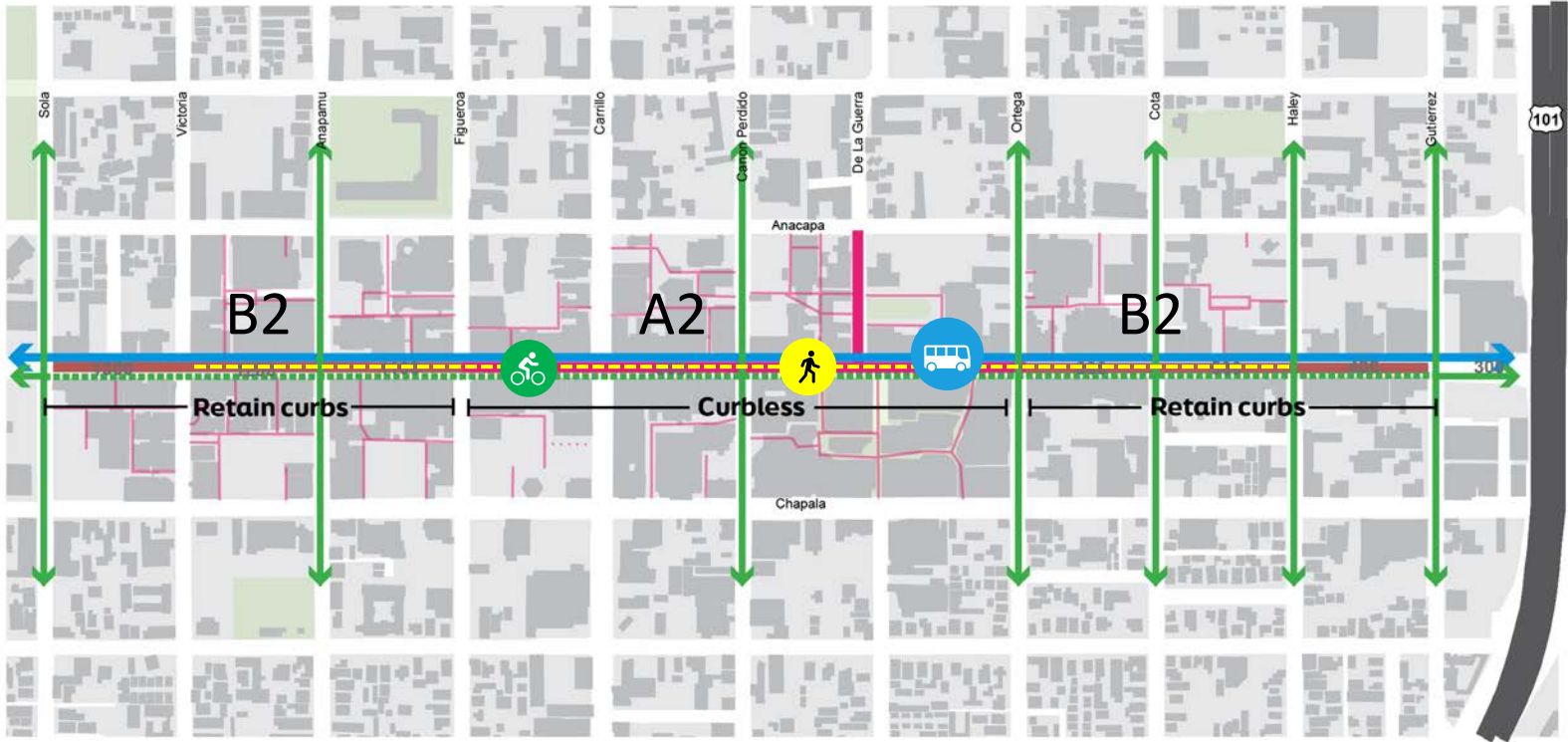
A1: Flat and Flexible



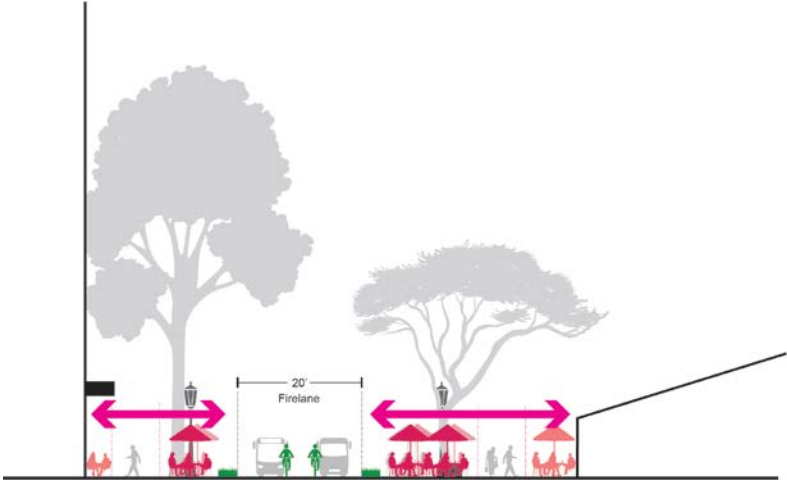
B2: Expanded Street

Framework Approach – Emphasize the Core

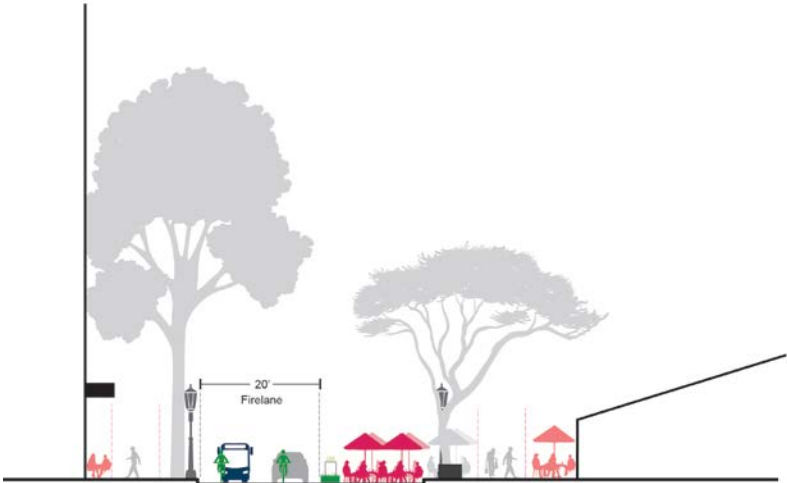
Scenario 2: Bikes and shuttles on State Street



Pedestrians, bikes, and shuttles on State Street



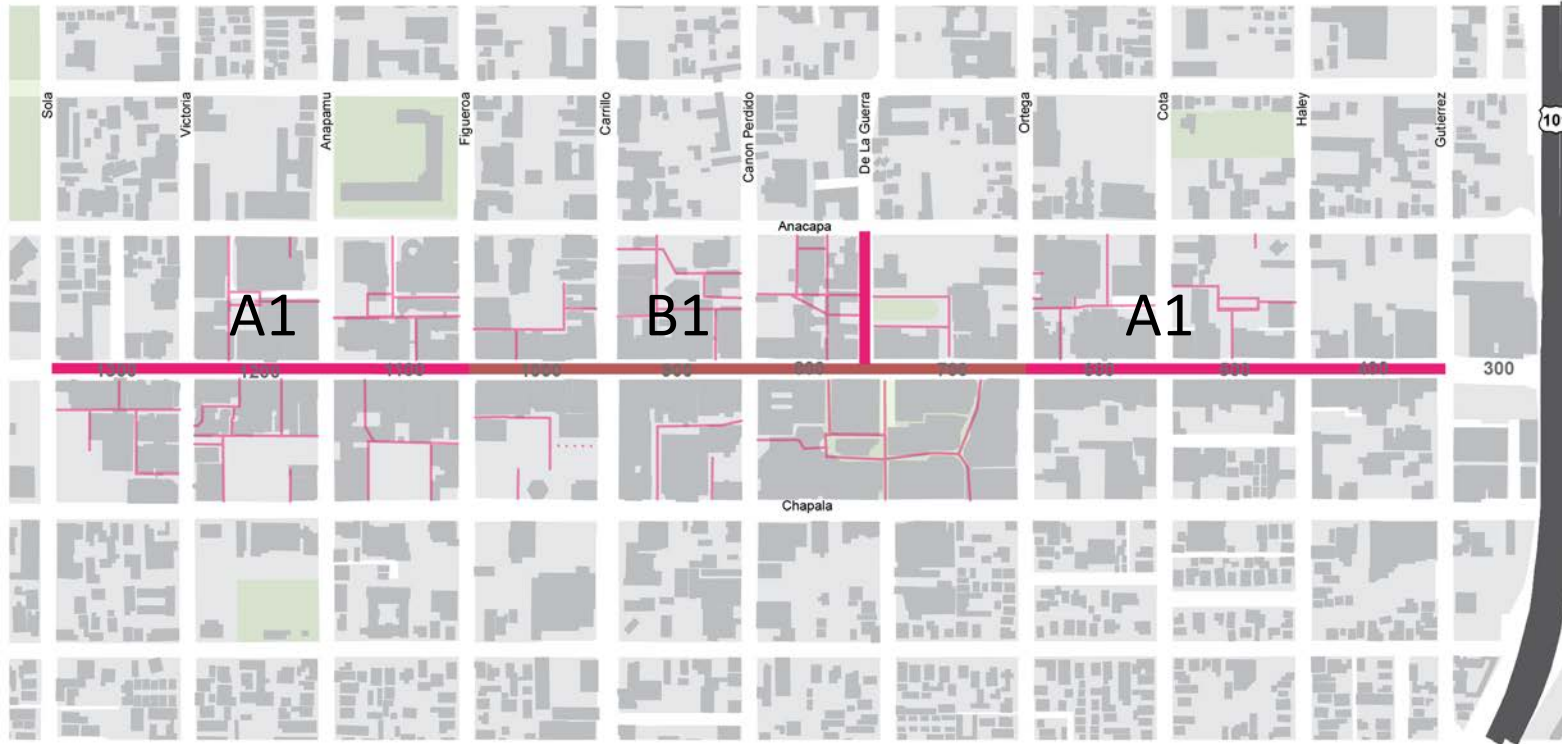
A2: Bikes & Shuttles on State



B2: Expanded Street

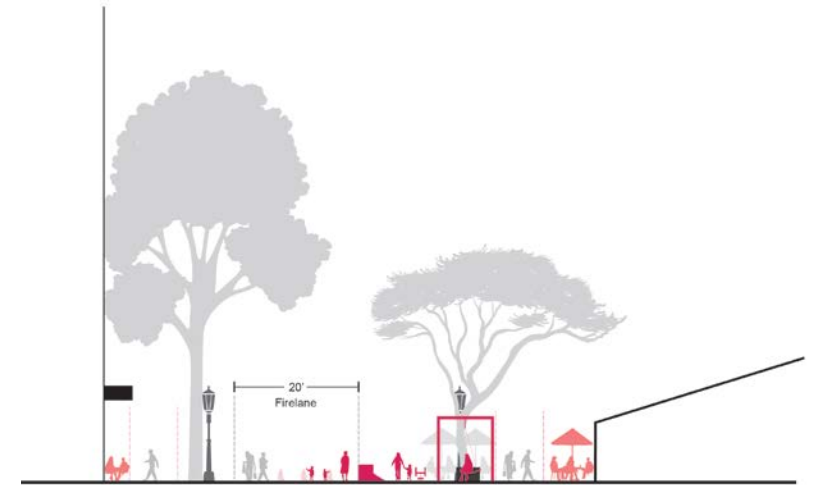
Framework Approach – Emphasize the Edges

Curbless on edges

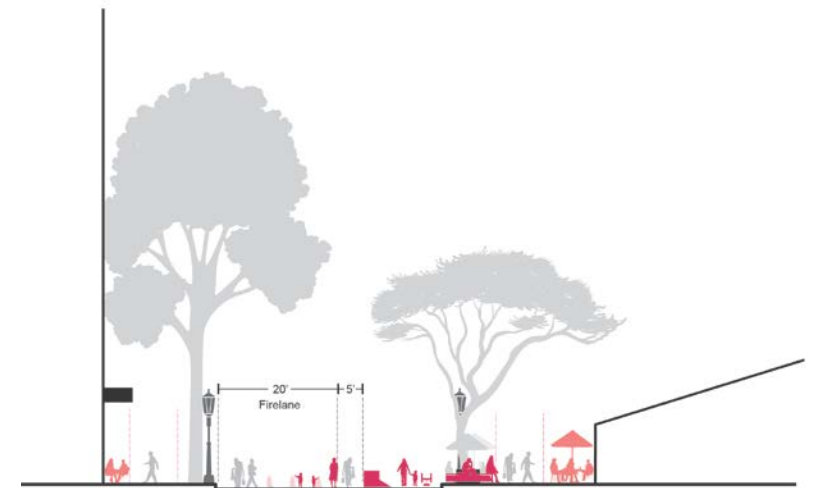


Flat and Flexible in outer blocks (need to decide how many)

- Activation concentrated in outer blocks
- Reduced costs



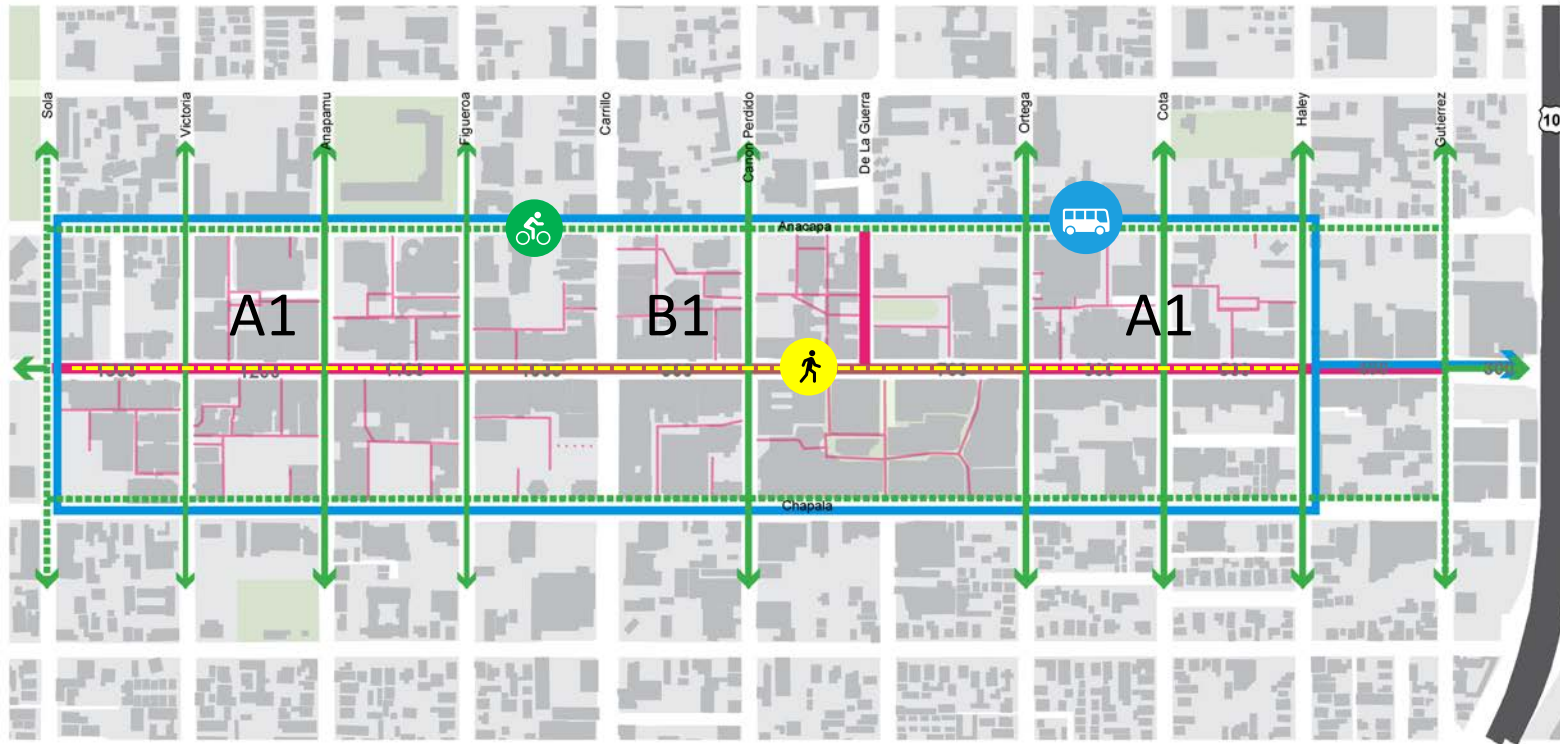
A1: Flat and Flexible



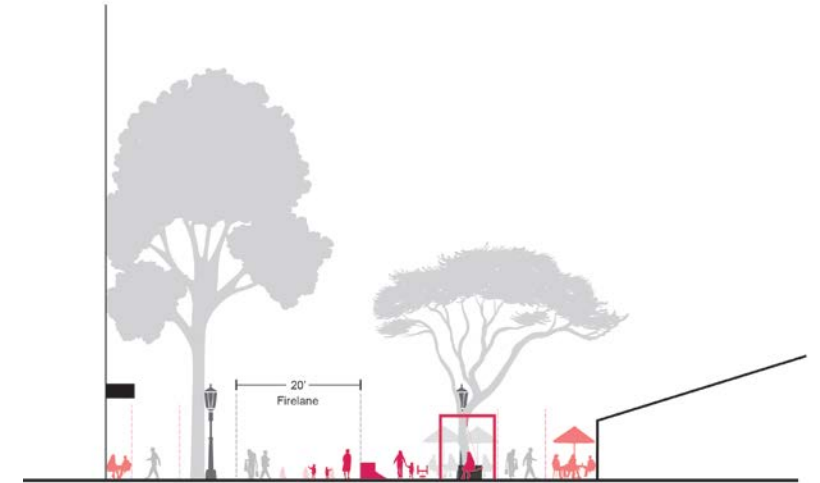
B1: Inhabit the Street

Framework Approach – Emphasize the Edges

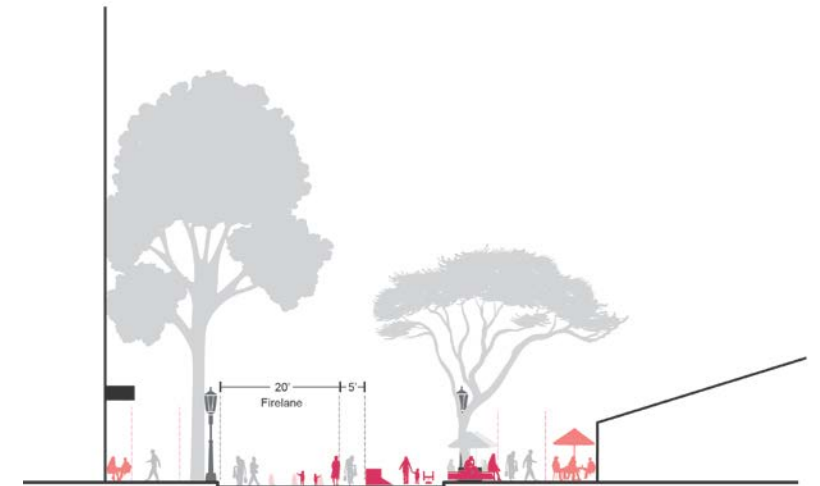
Scenario 1: Bikes and shuttles on perimeter



Pedestrian only on State Street
Bikes and shuttle on perimeter



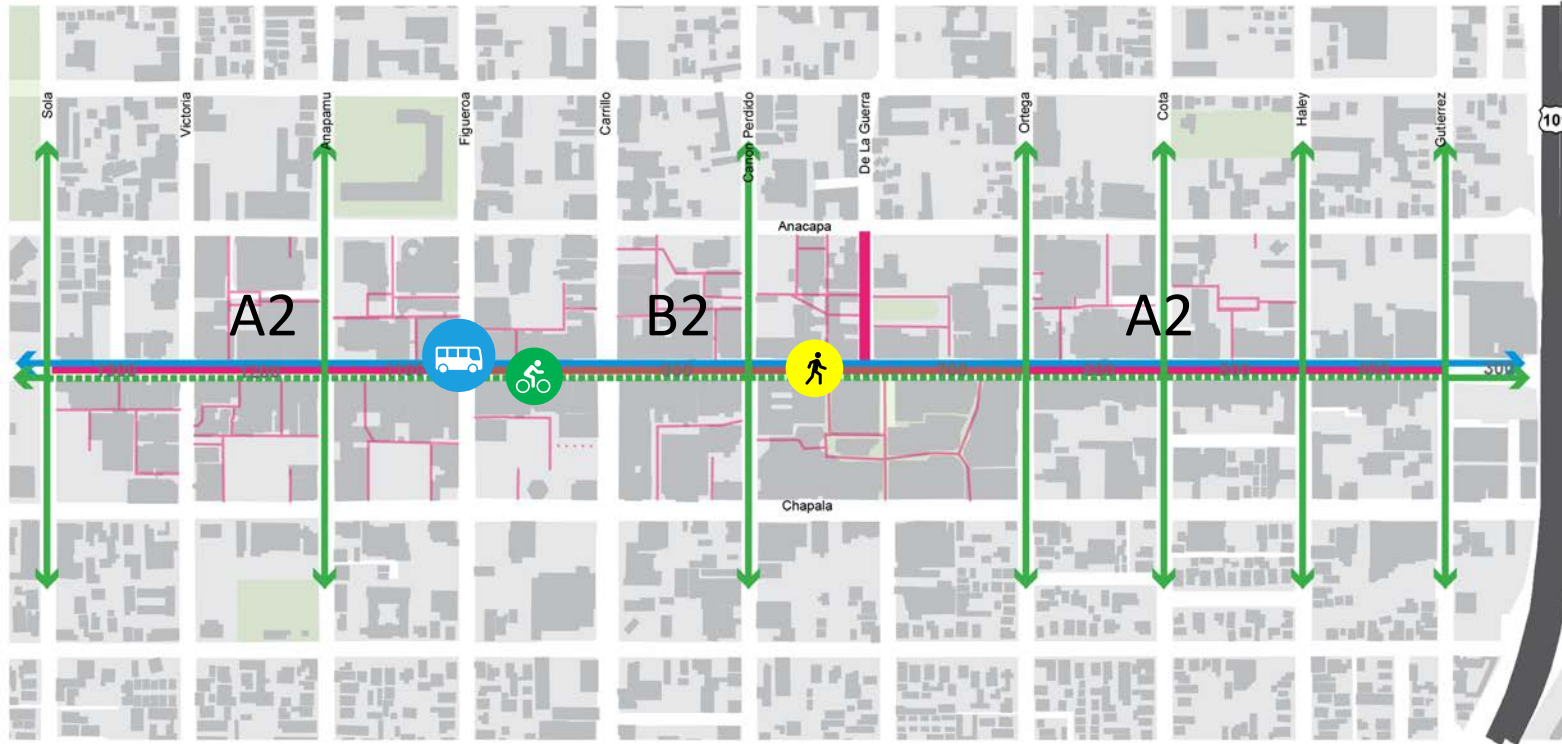
A1: Flat and Flexible



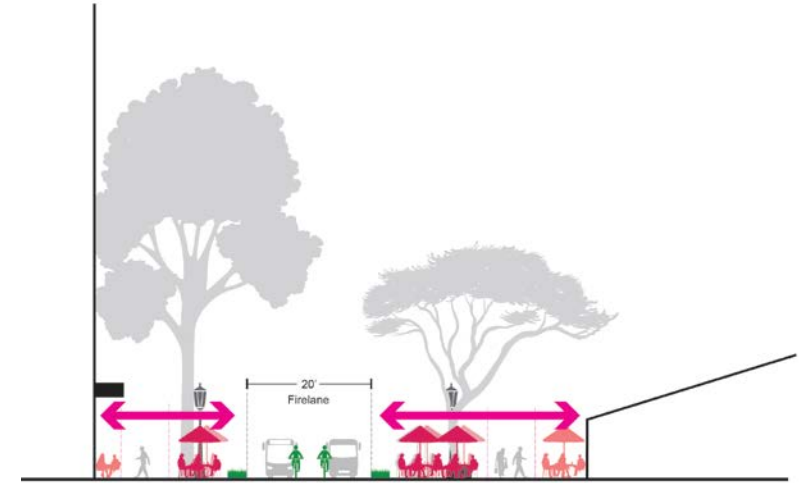
B1: Inhabit the Street

Framework Approach – Emphasize the Edges

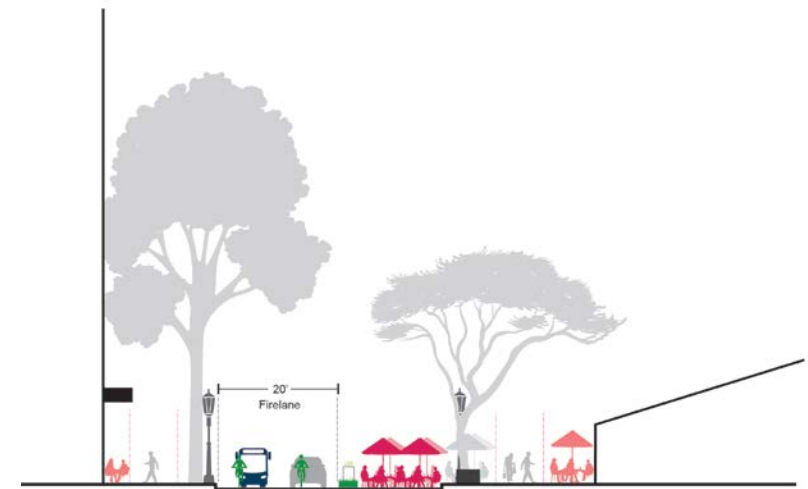
Scenario 2: Bikes and shuttles on State Street



Pedestrians, bikes, and shuttles on State Street





A2: Bikes & Shuttles on State



B2: Expanded Street

How To Make An Oral Public Comment

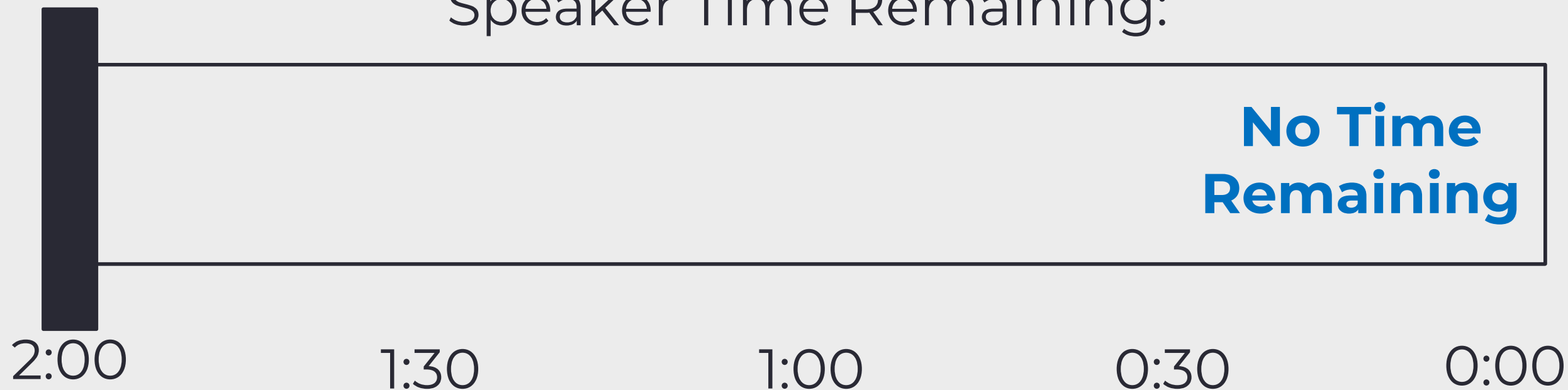
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Item III.B

Urban Design Framework & Input for Designs

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Speaker Time Remaining:



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DISCUSSION

IV. ADJOURNMENT
