



General Public Comment Received

Name of Sender	Distributed prior to hearing	Distributed after the hearing
Sullivan Israel		X*
Sullivan Israel		X*
Dave Amos		X*
Luca D'Agruma	X	
Kate Winn-Rogers	X	
Edwin Lenvik	X	
Crystal Chan	X	
Michael Schmitt	X	
Janet Green	X	
Charles Kaiser	X	
Dave Greim	X	
Maria Black	X	
Maria Black	X	
Massimo Civilini	X	
Richard Closson	X	

*Received after cut-off for May 24, 2023, meeting.

State Street Advisory Committee Meeting of: August 2023

Christopher De Rose	X	
Fred Sweeney	X	
Richard Closson	X	
Diana La Riva	X	
Kira Pusch	X	
Bill Prothero	X	
Harrison Heyl	X	
Jenn Knaus	X	
Michael Riley	X	
Mike Lewellen	X	
Vanessa Rencher	X	
John Kelley	X	
Sunita Beall	X	
Heather Deutsch	X	
Dennis Thompson	X	
Michael Gianino	X	
Aron Ashland	X	
Aron Ashland	X	
Sarie Bryson	X	
Aaron Ashland	X	
Micah Howard	X	
Creed Bauman	X	
Amanda Kennedy	X	

*Received after cut-off for May 24, 2023, meeting.

State Street Advisory Committee Meeting of: August 2023

Anna	X	
Katelyn Sherwood	X	
Abbie Carter	X	
Juliana Moore	X	
Bo Bowman	X	
Katie	X	
Grace Burgess	X	
Tom Loeser	X	
John D. Kelley	X	
DH	X	
Kangho Cheon	X	
Lisa Blake	X	
Sullivan Israel	X	
Helena Davila	X	
Pamela Jameson Boehr	X	

*Received after cut-off for May 24, 2023, meeting.

STRONG TOWNS

SANTA BARBARA

To whom it may concern,

My name is Sullivan Israel and I am writing on behalf of the non-profit group Strong Towns Santa Barbara. Representing over 60 citizens, our group aims to help Santa Barbara become more resilient, fiscally sound, and people-oriented — one step at a time. We write to you today to express our support of, and offer our suggestions for, the city's ongoing creation of a new vision for State St, a project which we believe exemplifies the opportunity to create a "stronger," more people-oriented Santa Barbara by creating a true heart of the city to be enjoyed by generations to come. There are a number of crucial elements critical to include in the plan for State St. These include:

- **Eliminating all car traffic from the street**
- **Incorporating ample outdoor seating space into the new design**
- **Creating dedicated space for bike traffic and bike parking along the entire length of the promenade**
- **Creating a vibrant, inviting, equitable, and comfortable human-scale space that is enjoyable to visit and spend time in**

Elimination of Car Traffic:

We support the elimination of cars from State St for aesthetic, environmental, safety, health, and economic reasons.

The aesthetic reasons for keeping State St. car free speak for themselves; visit the promenade any day, and instead of being bombarded by car traffic noise and exhaust, one can instead enjoy listening to the sounds of people talking as they sip coffee in and amongst the parklets, kids laughing as they run or bike along the pedestrian-friendly street, and birds chirping in the jacaranda and palm trees above. [Studies show](#) that urban spaces designed with aesthetics and walkability in mind are more economically productive, more enjoyable to walk through ([thereby promoting healthier lifestyles for its citizens](#)), and associated with greater reported levels of happiness.

In addition to noise pollution, cars contribute immensely to carbon emissions and environmental pollution; their presence is conducive to neither a people-oriented, nor a clean air environment. For Santa Barbara to meet the goals outlined in its [Climate Action Plan](#) and dramatically reduce its greenhouse gas emissions by 2035, it must commit to and invest in car-free spaces in order to help minimize the need for car use by its citizens.

Further, years and years of data make it abundantly clear that cars are dangerous, killing over 7,500 pedestrians in 2021 in the US alone. In fact, [a study by MOVE Santa Barbara County](#) indicates that since its closure in May 2020, the State St. promenade has seen a significant decrease in collisions involving pedestrians and cyclists (despite a concomitant increase in e-bike usage).

It is also important to note that the closure of State St. required noticeably few hardscape alterations, involving only the installation of low-cost paint and bollards. This small investment has been returned many times over and has proven to be a huge boon for local businesses, with the closure often being cited as having “[revitalized the area](#),” to the extent that even business owners on blocks adjacent to the car-closed portions are requesting closure of their blocks as well.

From StrongTowns.org:

For instance, in [a 2011 report](#) for Australia’s Heart Foundation, Dr. Rodney Tolley concludes:

Streetscape enhancements add value to an area and are associated with higher rents and the attraction of new businesses. In addition there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.

Indeed, in 2009, our friend Joe Cortright conducted [a study](#) that revealed: “In the typical market, an additional one point increase in Walk Score was associated with between a \$500 and \$3,000 increase in home values.” ([Walk Score](#) is an online system that ranks how walk-friendly a particular location is.)

Furthermore, [a pivotal report](#) by Elizabeth Bent and Krute Singha of the San Francisco County Transportation Authority uncovered that “travelers using [transit or walking] spend more per month than those traveling by car.” Interestingly, while the amount that transit users and walkers spent at area businesses on each trip was less than the average car driver’s spending, the transit users and walkers made more trips per month, which added up to higher spending overall.

State St. is no different from these and many more case studies. Members of Strong Towns Santa Barbara have spoken to numerous business owners, both restaurateurs and retailers, up and down the promenade, and they have all told us the same thing: business is booming.

Incorporating Ample Outdoor Seating Space in to the New Design



Ample outdoor seating draws people in and invites them to stay and shop longer

The outdoor seating and parklets which now line the promenade not only create a pleasant to sit in thanks to our near-perfect weather, but also contribute to the health of local businesses.

Studies and reports from cities across the globe are finding that the success of post-pandemic parklets is continuing into the present. From Groundwork.org:

For businesses, parklets could be the window of opportunity, a brilliant strategy to alleviate lost capacity. In 2019, [Cyclehoop](#) reported that their Modular parklets showed an increase in business orders by around 10% and 20% – a trend which has been maintained and described by one owner as evidence that the parklet has the “staying power”.

A report from a [Philadelphia government agency](#) found similar compelling results:

The Parklets have been remarkably successful at attracting users since the day they were installed. For noted urbanist William H. Whyte, when it comes to good urban spaces, “supply creates demand. A good new public space builds a new constituency. It stimulates people into new habits.” That was clearly the case at the Parklets.

From early morning to late evening, many Parklets were consistently occupied by people eating, drinking, socializing, or working. Photos showed up on social media, and crucially, businesses reported impressive sales increases after their neighboring Parklets arrived.

...

The data presented here illustrate the enormous gains to neighborhoods and businesses that can result from the relatively painless loss of one or two parking spaces. For modest cost, well-placed Parklets can attract huge and diverse crowds, animating sidewalks and bolstering neighborhood businesses, while truly creating “places” where

none existed before. Finally, the data suggest that the success of those new places need not be left to chance; rather, good decisions in siting can increase.

There is a concern that parklets negatively affect non-restaurant businesses. However, the report found:

Parklet installation coincided with a substantial boost in sales. The majority of host businesses were able to provide sales data for the one to two weeks preceding and following the installation of their adjacent Parklets². Among them, the sales impact of the Parklets was substantial: following the introduction of the Parklets, sales were up by an average of 20% (the number of transactions increased by an average of 17% at the two businesses reporting that additional statistic).

Whatever form they end up taking in the final design, parklets, or outdoor seating, needs to remain a key feature on State St. Outdoor seating creates an activated space, drawing people in to spend time in a destination, prompting them to visit nearby local businesses, and incentivizing them to return. Parklets also perform the essential role of creating “[eyes on the street](#),” a well-documented phenomenon whereby an increase in the number of people on the street and the time they spend there culminates in an overall safer environment for all users.

Creating Dedicated Space for Bike Traffic and Parking Along the Entire Length of the Promenade



A biker casually rides down the street, free from the stress of cars

The ability to bike down State St safely and at a leisurely pace has created a unique space used by families going out to lunch, kids hanging out, and adults commuting to work. Without a doubt, State St is now the safest place in the city to bike due to the lack of deadly car traffic, and as a result, many people have switched to biking

for travel. On any given day, hundreds of cyclists roll down the promenade; some stop to go into local businesses, some are tourists taking in the sights, some seem to have somewhere to be quickly, and others ride at a snail's pace. All of them represent trips that would most likely have been made by car had it not for the comfort of the new and inviting State St. layout.

Bike lanes aren't just good for cyclists however, they're good for businesses. An author at [Bloomberg article](#) compiled the data from a large number of impact studies, and found the following:

"studies on possible economic impacts" requested by retailers...wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even increase business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time."

StrongTowns.org has published a similar story:

"In New York City, the addition of a protected bike lane on two major streets led to "a 50 percent increase in sales receipts."

In San Francisco, after a bike lane was added on Valencia Street "two-thirds of the merchants said bike lanes had been good for business."

In Seattle, the creation of a new bike lane, which eliminated 12 on-street parking spaces, resulted in a serious increase in retail sales along the street.

When a new protected bike lane was installed on Broadway in Salt Lake City, sales on the street rose 8.8%, in spite of the fact that the bike lanes decreased on-street parking by 30%. Surveys of business owners along the street showed that a majority of them felt that the change was positive, and most of the remaining business owners felt neutral about it (see charts on the side, courtesy of [People for Bikes](#)).

Finally, a case study from nearby Los Angeles (also from Bloomberg) similarly demonstrates the benefits to be gained from embracing bicycles in business corridors:

"Business data was collected along York Avenue in Los Angeles before and after a road diet that replaced car lanes with bike lanes. The change was found to have "little effect on surrounding businesses, property values, and customer shopping patterns." Sales tax revenue, a proxy for business success, was higher on the section of York with the new bike lane than the section without it, \$1,116,745 to \$574,778 (though revenues rose post-road diet in both sections).

	Road Diet	Non-Road Diet
Pre-road diet implementation	\$727,937	\$344,623
Post-road diet implementation	\$1,116,745	\$574,778
Absolute growth	\$388,808	\$230,155
Percent change	53%	67%

Study after study concludes the same thing: bicycles and bicyclists are good for business. A brief survey of Strong Towns Santa Barbara members finds that many of us have biked to State St on many occasions, most often to patronize specific businesses or show off the beauty of State St. to visiting family and friends.

As the master plan goes forward, it needs to include dedicated space for cyclists. There are currently concerns that cyclists go too quickly down the street, posing a danger to pedestrians, however a casual survey of the street at any time will reveal that this is a minority of bicycle users. Some simple design features, such as a curving path, textured pavement and crossings, raised crosswalks, signage, and bumps can all be incorporated to keep the shopping, family-friendly cyclists on the street, while pushing fast users to De la Vina and Bath. Continuing to invest in active transportation infrastructure will also help to fulfill the goals outlined in both the Santa Barbara Vision Zero and Climate Action Plans.

Other key features for a vibrant and successful State St. include:

- The return of the downtown shuttle: SBMTD’s Downtown Shuttle provided a popular and important mobility service for the community and neighborhood, particularly in terms of accessibility. This is clearly shown by SBMTD's [ridership reports](#) for 2017-2020: the Downtown Shuttle was consistently in MTD’s top 10 bus lines in terms of wheelchair boardings, and also in "too full to board" loads (if combined with the Waterfront Shuttle, the numbers would be even higher). The City needs to partner with MTD to bring back the Downtown/Waterfront shuttle with a route modified to circle the car-free section of State on parallel streets, to ensure all community members (and visiting tourists) are able to access and enjoy the promenade and its businesses. This will also help reduce vehicle miles traveled, congestion, and demand for parking.
- Presence of planters and greenery: State St. is currently home to a large number of trees and shrubbery. They provide shade and cool down the hot urban

surfaces. These planters should be expanded upon, while also making it easy to traverse between sidewalk and street.

- Public seating: As mentioned earlier, the outdoor seating for restaurants is essential to an activated street. Another key feature is public, city-owned seating. These spaces can provide strollers and shoppers a place to sit without the obligation to spend money. The more people sit and enjoy the street, the more “eyes on the street” there are, making it safer for everyone.
- Family-friendly features like fountains and splash pads: This recommendation is more open ended. We believe that the larger age range State St. caters to, the more successful and enjoyable it will be. There should be features that attract and keep families and children in the space, from splash pads to semi-permanent games.

Conclusion

Strong Towns Santa Barbara is focused on creating people-oriented spaces in our beautiful city. These spaces are not only conducive to supporting family-friendly, tourist, and local uses alike, but are also economically advantageous. As we look toward the future and strive to create a centerpiece for our town, we should endeavor to be a model for what other cities can do. This vision must include a space that is car-free, has outdoor seating, and walkable and bikeable space at its heart.

Thank you for your time and consideration.

Signed,

Sullivan Israel, *Local Conversation Leader*

Tristen Miller, *Member*

Kira Pusch, *Member*

Marie Hébert, *Member*

George Nicks, *Member*

Douglas Ridley, *Member*

Luca D’Agruma, *Member*

Peter Smith, *Member*

Joanna Kaufman, *Member*

Dan Ary, *Member*

Gordon Blasco, *Member*

Ben Parnas

John Semancik

Finnegan Israel

Melissa Cunningham

Emma Meyer *Cal Poly Urbanists*

Barry Remis *MOVE Santa Barbara County*

Rebecca Vincent

Emily Foley

Grace Vazquez

Colleen Reynolds

Blythe Wilson
Sheridan Green
Kiaya Batkin
Zoe Klement
Aaron Posternack
Emma Roeller

Bojana Hill
Gabe Starkey
Brian Legal
Kat Ackerman
Ethan Keller
Anika Clements



Greta Walters

From: Sullivan Israel <info@strongtownssb.org>
Sent: Wednesday, May 24, 2023 1:58 PM
To: SSAC Secretary
Cc: smisrael1@pipeline.sbcc.edu
Subject: Public comment in favor of pedestrianized State Street

EXTERNAL

Hello,

I support a pedestrianized State Street promenade because:

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 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 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.

Thank you,
--Sullivan Israel

From: Sullivan Israel
Zip code: 93108

***Please note that this email was sent by Sullivan Israel via a Google form (found at <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.strongtownssb.org%2F&data=05%7C01%7CSSACSecretary%40santabarbaraca.gov%7C7bd6ee3c866a4effbebc08db5c999976%7C58e327d6b5bd44c9988aacf283190b62%7C0%7C0%7C638205587019583750%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQJjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=y9fGE50tAWardBjbZPKvuu%2Fsk%2FOddWBLQVpmRO8n2mo%3D&reserved=0>), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Sullivan Israel's email address: smisrael1@pipeline.sbcc.edu

Greta Walters

From: Dave Amos <info@strongtownssb.org>
Sent: Wednesday, May 24, 2023 2:21 PM
To: SSAC Secretary
Cc: daveamos@gmail.com
Subject: Public comment in favor of pedestrianized State Street

EXTERNAL

Hello,

I support a pedestrianized State Street promenade because:

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.

From: Dave Amos
Zip code: 93405

***Please note that this email was sent by Dave Amos via a Google form (found at <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.strongtownssb.org%2F&data=05%7C01%7CSSACSecretary%40santabarbaraca.gov%7Cf2e95c0c4c0a4ce005fd08db5c9cc298%7C58e327d6b5bd44c9988aacf283190b62%7C0%7C0%7C638205600582921148%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEkaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=7NTRBhtSucF%2F4vBmKxje%2Bv9UdsZhLjR%2BC5fNE6C12Ro%3D&reserved=0>), so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Dave Amos's email address: daveamos@gmail.com

Greta Walters

From: Luca D'Agruma <info@strongtownssb.org>
Sent: Tuesday, May 23, 2023 4:56 PM
To: SSAC Secretary
Cc: lucadagrumawork@gmail.com
Subject: Public comment in favor of pedestrianized State Street

[You don't often get email from info@strongtownssb.org. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

Hello,

I support a pedestrianized State Street promenade because:
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 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 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.

From: [Kate Winn-Rogers](#)
To: [SSAC Secretary](#)
Subject: State Street Re-imagined
Date: Thursday, May 25, 2023 11:34:26 AM
Importance: High

You don't often get email from kate@sunset-group.net. [Learn why this is important](#)

EXTERNAL

Dear SSAC;

I attended your consultation meeting yesterday, which was most enlightening. Firstly, I applaud you all for being on this committee and helping Santa Barbara become more 'user friendly' and resilient in the years to come. I moved here 12 years ago and love living here, but the 'state' of State Street is concerning to all citizens, whether we live within the SB city zoning, or in the County, as many of us do. Unfortunately, if we are in the County, we are not given a vote on issues that impact us, too. But that's an issue for another time!

Right now, I would like to address the issue that was only lightly touched upon during the meeting yesterday. And that is the 'engagement' aspect of a redesigned State Street. The proposals put forward are all 'bicycle centric'. When you look at the illustrations, it is obvious that bicycle transit is the predominant aspect of the design. They are given the majority of the street, whilst pedestrians are limited to a small zone within the street area and obliged to walk amongst people dining, which is not beneficial for either group – pedestrians or diners. There is little, or no, consideration of how pedestrians are to cross the street when the bicyclists are racing down the pavement. It is well and good to say there will be 'safe crossings', but everyone is aware that bicyclists don't obey the rules of the road, and if they are given 20 feet of the roadway, they will take liberties. They do this now, on city streets, so why would anyone think that they wouldn't when given the opportunity with a wide corridor right in the middle of an alleged pedestrian area?

I wanted to speak during the public comments section of the meeting, but could not stay since the meeting ran so long. Hence why I am writing to you now. I wanted to read an article on page 39 of the Summer 2023 issue of Westways, the AAA magazine. I will quote part of the article, in case you can't find it:

"Santa Barbara – Why Go? Shopping, dining, the beach. Of all the SoCal streets transformed during the pandemic, perhaps none was altered as dramatically – or invitingly – as Santa Barbara's State Street.... The mile-long newly dubbed State Street Promenade feels like Santa Barbara's answer to Barcelona's La Rambla: a lively pedestrian thoroughfare with shops, restaurants, and outdoor dining." Yes, this does describe our State Street – for now! But the proposals with the major bike thoroughfare through the middle of the street will negate all that has been achieved during 'the time of Covid', as people are calling it!

If you have been there, La Rambla is a totally pedestrianized street. People walk there without being run over by motorized bicycles or scooters. They wander from side to side of the promenade and purchase food, drinks, souvenirs, clothing and they linger, because it is so pleasant. This is happening on our State Street now, too, although one takes one's life in their own hands due to the

bicyclists we just let run free without constraint. But still, it is happening. Stores that were long closed are re-opening with new tenants. People actually WANT to go to State Street. As one of your member's commented yesterday, people are engaged with all the opportunities to shop, eat, drink and chat on the street. All that goes away if the street becomes a throughfare for bicycles. I would certainly not be going to State Street for a nice afternoon or evening of wandering with friends and enjoying the ambiance if the proposed bicycle throughfare was in place.

I also noted on the illustrations that there are no parklets in the new design. Restaurants are limited to very small areas next to the building for having any outside dining. Let me tell you that both my, and my friends', reaction to this is incredulous dismay! The parklets have rejuvenated State Street. They have allowed our restaurants to expand and make a decent living and to be precise, stay open! Without the pedestrianized area of State Street this would not have happened. The fact that the City is now adding additional tax to these areas is ludicrous, but again, that is another issue, that is not germane to this letter. What is important is for this Committee to understand that people who live in and visit Santa Barbara love the parklets! It is an opportunity to dine outside in our lovely city and enjoy the beautiful weather we usually have here. The new design seems to take all of this away again, and stifle restaurants, and patrons, from enjoying a beautiful promenade.

The new design does not, in any way, encourage pedestrians to amble along our State Street. Take a look at the illustrations – they even show far fewer pedestrians when the bike lanes are prominent. This is not what we should be striving for in our town.

Let me ask the committee what YOU would like to see on State Street? The proposed solutions are all focused around bicycle transit. There seems to be only one person/agency that cannot understand that this is not a good solution (and please know that I am not denigrating the work of the City team, but they seem to be focused solely on bicycle throughfare on State Street). What about investigating the option to narrow the bike lane to 10 feet and making it a 'walk only zone'? This works in other cities and should be considered as an option. It removes the issue of bicycles taking the majority of the roadway; it removes the extreme danger of pedestrians being maimed by speeding bicyclists and it gives more room for pedestrians to wander and 'engage' (eg, shop, eat, drink, enjoy). Why has this not even been considered? Someone has to give the 'consultants' that we have hired at an exorbitant fee to design other scenarios that will be more acceptable to more people.

I urge you to look at other cities who have met this issue with bicycle - pedestrian interaction. They are alive and vibrant and have pedestrians shopping, eating and lingering. Many countries have established walk-only zones successfully. The US is well behind Europe and South America in this regard, but that does not mean that it cannot be done! Take look at Boulder, for instance. They regulate both pedestrians and bicycles and are up-front in communication and signage – why can't Santa Barbara do the same? Why do we have to capitulate to the 'bicycle throughfare' on State Street? <https://boulderdowntown.com/visit/off-the-bricks>
<https://bouldercolorado.gov/media/69/download?inline=>

I urge you to reconsider the recommendation of the City team working on this. They, for some reason, have sided with the minimal bicycle population, rather than the majority of the population

and visitors to our town who wish to walk and enjoy the ambiance of State Street. And finally, please note that bicyclists speeding down State Street do NOT stop to shop, eat or interact with vendors. Please, please, listen to the people of this town who want it to be vibrant and enjoy economic success.

With kind regards,

Kate Winn-Rogers

kate@sunset-group.net

Mobile: 530 788 3520

From: [EDWIN LENVIK](#)
To: [SSAC Secretary](#)
Subject: To all SSAC members. Parades...
Date: Thursday, May 25, 2023 12:48:25 PM

[You don't often get email from lenvik2@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

I don't believe we should give up the use of State Street for the Fiesta Parade, Solstice Parade, various holiday parades and other traditional historic uses of the entire length of the street. There has to be a way to accomplish that in the design of a promenade.

Parklets as they are used today may not be something that can be kept. As I pointed out yesterday many blocks have no restaurant parklets now.

Your opinion matters as a committee member. If you agree let staff know.

Ed Lenvik....
SSAC member

From: [Crystal Chan](#)
To: [SSAC Secretary](#)
Subject: SSAC Meeting - Public Comment
Date: Thursday, May 25, 2023 3:32:42 PM

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

EXTERNAL

Hello,

I'm writing to express my opinion regarding the bike lane thoroughfare on State Street. As a native Santa Barbara resident who recently returned to start my career at a downtown firm on State Street, I believe my local perspective should be seriously considered.

After witnessing the disappointing and negative comments from the committee opposing the bike lane, I strongly believe that we do need it on State Street in order to create a pedestrian-friendly urban environment similar to those successfully implemented in Europe.

Here are a few reasons why I believe bike lanes are necessary:

- **Safety and Connectivity:** Safe bike lanes are essential for the residents of future housing to have excellent connectivity to amenities.
- **A Better Sustainable Future:** By promoting a new bike culture in Santa Barbara, we can reduce our impact on the environment and create a better future for the next generations. People will use safe bike lanes if they are provided. Personally, I do not bike to my job on downtown State Street from my house near Coast Village Road because the streets are dangerously narrow and unprotected. I would love to bike to work, but I'm afraid of getting hit. During my time residing in Berlin, I witnessed the provision of safe networks of protected bike lanes that connected different communities and transportation hubs. The locals in Berlin respected and utilized these bike lanes, and we can create a similar culture here in Santa Barbara.
- **Controlling Bike Speed:** Implementing bike stop lights, as mentioned by MIG, could help control bike speed. The committee should explore the success of Copenhagen in transitioning from an auto-centric city to a pedestrian and bike-friendly city. The violators of bike lane rules are mainly young teenagers who need alternative spaces to be seen and hang out. With proper training from parents and the education system, we can instill respect for bike lanes and our SB bike culture.
- **Improved Bike Lane Connections:** I hope to see a better bike lane connection from UCSB/Goleta to Downtown State Street and the Funk Zone in the future. State Street is the only roadway connecting Goleta to Downtown Santa Barbara, and implementing a bike lane on

State Street is a critical first step.

- Mental Health: Numerous studies and books have shown that the urban environment significantly impacts users' mental health. For the sake of the community's mental well-being, I urge you to continue moving forward with the Master Plan presented today. The urban design elements presented are necessary for a positive user experience and are guaranteed to be embraced by the community, especially young professionals and the younger generations who are committed to creating a more sustainable future.

I was thoroughly disturbed by the committee's negative reaction, and I hope you don't take those comments seriously. I believe the presentations thus far have been fantastic, and I want to encourage the team to keep up the good work.

Thank you for your consideration.

Best regards,

Crystal Chan

From: [Michael Schmitt](#)
To: [SSAC Secretary](#)
Subject: My thoughts about the State Street development
Date: Thursday, May 25, 2023 7:15:35 PM

[You don't often get email from msspanielx@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

Dear Secretary

Electric bikes being allowed on state

How did electric bikes, electric skate boards, electric one wheel balance boards with chairs etc etc become thought of as 'not' motorized vehicles ?

This is the one big safety problem that could be solved in a moment.

I know it sounds blasphemous with the crazy popularity of Electric Vehicles these days

Im a pedal bicyclist "human powered" and think pedal bikes on a defined path should be considered as not dangerous and I walk

I think this was a quick , look " your shoe is untied" that happened under the chaos of the City during its covid response , as well as the Parklets for these businesses restaurants and E bikes to have taken advantage

It is so apparent

An electric bike Chicane like down Lombard Street in SF to slow them down is defiantly not an option as suggested by an electric bike attendant to the last meeting !

Ive lived downtown as a renter for 20 years and never owned a car since 1995 Ive only rented or borrowed them.

There is a big frenzied electric bike lobby going on here,

Act like Michael Gonzales would like it

Try to make it simple if at all possible

I like the "on call" Bollards and each end of State very much !

Thanks for all of your efforts Its been a real eye opener !

Michael Schmitt
1030 Bath Street # 2
Santa Barbara CA 93101
805 963 8149

From: [Janet Green](#)
To: [SSAC Secretary](#)
Subject: Comments regarding presentation
Date: Friday, May 26, 2023 8:57:58 PM

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

EXTERNAL

Hello,

I watched via zoom the presentation this week for the Downtown development plan. Here are my comments related to the queries bounced about by the presenters:

1. People before bikes
2. Bikes before cars
3. Anacapa has already had a successful migration from 2 lanes to 1 between Mission and Sola. It's in the best interest of the city to keep the esplanade 'pedestrian only' by routing bikes to Anacapa and reducing vehicular traffic to a single lane and designating the other to bikes. Yes there are intersections to parking lots and garages but single vehicular lane speeds will be lower. Other traffic controls could also be employed if necessary such as speed bumps, corrugated tread sections or using a change of paving materials to visually alert users.
4. The rectilinear designs shown are not conducive to slowing down on State Street. The overall concepts rely too heavily on paving pattern alone. The downtown merchants all want shoppers to pause and look. They want passive gathering areas in front of their stores so that shoppers linger longer. Downtown would benefit from additional planting areas with mature trees for shade and fountains with seating. A much more ORGANIC flow is what we want to see. There needs to be a more serpentine design, of course allowing emergency and small shuttles access, but we do not need to see the shadow of the original street.
5. The zero curb option should extend the entire length. Yes it's more costly but you only get one chance so do it right.

Feel free to call to discuss. I am a licensed professional landscape architect with over 35 years experience and one thing I am certain of; **THIS PROJECT SHOULD NOT BE DESIGNED BY ENGINEERS!**

Sincerely,

Janet K. Green
3rd generation Santa Barbara Native
(805)687-2257

From: [Charles Kaiser](#)
To: [SSAC Secretary](#)
Subject: Comment on State Sreet Plan
Date: Sunday, May 28, 2023 1:02:10 PM

[You don't often get email from chucklkaiser@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

Hi. My name is CharlesKaiser. I'm a long time resident ofSanta Barbara. I have a comment on the StateStreet plan. I am currently disabled and recommend that the plan have a component allowing disabled people to park near the many great places. Now I have a difficult time accessing those sites because it is virtually impossible to find disabled parking. So please keep people like me in mind.

Comment on

Sent from my iPhone

From: [Dave Greim](#)
To: [SSAC Secretary](#)
Subject: New desgn
Date: Sunday, May 28, 2023 3:57:40 PM

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

EXTERNAL

Thanks for volunteering to do this.

Peter Lewis was correct in saying send a couple people to Pearl street in Boulder Colorado. They've had a four block long pedestrian promenade for 40 years ,very successful. No bikes, no skateboards just pedestrians.

You could also do the above and also make 4 blocks just for bikes and skateboards and another 4 blocks just for cars and see which one of the three is more successful ,no just joking!

Thanks
Dave Greim
3049 Calle Rosales

From: [Spencer Brandt](#)
To: [SSAC Secretary](#)
Subject: FW: State St
Date: Tuesday, May 30, 2023 10:21:06 AM

[You don't often get email from sbrandt@countyofsb.org. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

Good morning, I am passing along this comment we received.

Spencer Brandt
District Representative
1st District Supervisor Das Williams

County of Santa Barbara
105 E. Anapamu Street
Santa Barbara, CA 93101
sbrandt@countyofsb.org

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-----Original Message-----

From: Maria Black <maria.black2@gmail.com>
Sent: Monday, May 29, 2023 10:29 AM
To: Supervisor Das Williams <SupervisorWilliams@countyofsb.org>
Subject: State St

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Please ban all vehicles and bicycles from State St. It's very dangerous to have pedestrians, kids, dogs, etc. on the promenade with bikes and cars! It should be strictly for pedestrians, dining, entertainment, art etc.

This is an opportunity to make downtown really great, please don't screw it up!

Maria Black

Sent from my iPad Sent from my iPad

From: [Maria Black](#)
To: [SSAC Secretary](#)
Subject: State Street
Date: Tuesday, May 30, 2023 10:40:02 AM

[You don't often get email from maria.black2@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

Dear State Street Advisory Committee,

Please ban all vehicles and bicycles from State St. It's very dangerous to have pedestrians, kids, dogs, etc. on the promenade with bikes and cars! It should be strictly for pedestrians, dining, entertainment, art etc.

I have been to La Rambla and other pedestrian only streets all over Europe and they are delightful promenades attracting family's, dining, arts and entertainment. There is no reason for wheels of any kind to be on State Street.

This is an opportunity to make downtown really great, please don't screw it up!

Thank you,

Maria Black

Sent from my iPad

From: [Massimo Civilini](#)
To: [SSAC Secretary](#)
Subject: State Street Master Plan
Date: Monday, June 5, 2023 8:56:04 AM

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

EXTERNAL

Good afternoon,

I have been living in Santa Barbara for three years even though I have known the city for a long time and I really enjoy it. However, I am deeply concerned about the possibility of reopening State Street to cars. It is beautiful walking there now, going to the restaurants and shops without the pollution and the smell of the cars' burned gas, having more space to walk and to better admire the architectural environment. On the other hand, I do not understand what are the reasons to go back and reopen the street to cars. From what I read, shops, tourists, and people leaving here support a car-free State Street. Personally, if it will be reopened to cars, I will avoid going there unless necessary, not to enjoy the downtown anymore.

Please, leave State street car-free.

Thank you for reading

Regards

Massimo Civilini

From: [Richard Closson](#)
To: [SSAC Secretary](#)
Subject: Words Matter
Date: Monday, June 5, 2023 10:33:55 AM

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

EXTERNAL

Dear Committee Members,

I just watched the online video of your recent meeting held at the Faulkner Gallery and learned a lot about the current thinking on a major length of State Street, but which often focuses on the lower blocks most popular with visitors and residents.

I was struck by the comments from many public speakers and some Committee members in support of pedestrian safety, accessibility, and attractiveness. I had previously heard a lot about the bicycle community speaking out and it seemed those voices carried the day with many City staffers and planners.

We saw evidence of that when the consultant group returned with three main scenarios - undoubtedly responding to guidelines in the staff-composed RFP - that included wheeled vehicles in all iterations. There was no pedestrian-only option, a point made by one of your members.

Santa Barbara has a very strong, apparently organized, and vocal bicycle lobby. I wonder if public surveys and meeting comments have been skewed by that activism, which does not represent the Citywide community. Staff comments, particularly those of Mr. Bailey who I greatly respect, seemed to suggest a default that "there will be bikes."

In the meeting video (at about 2:18), Mr. Bailey responds to a Committee question by beginning, "*Realistically, if the community decides that we're going to have cycling facility on State Street – in order to make it safe, given the type of cycles, bicycles, e-bikes and cyclists that we have in this day and age...*" It's as if the default staff position is as he says, "we're going to have cycling facility on State Street."

I disagree.

Many may remember the wording of the 2016 Bicycle Master Plan for Recommended Bicycle Facilities. Project descriptions called for bike "lanes" or "boulevards." One particular combined project became known locally as the "crosstown bike plan" or corridor until nomenclature seemed to disadvantage it for outside funding and the project name became the "Westside Community Paseos Project." The online Merriam-Webster Dictionary defines "paseo" as "*a leisurely usually evening stroll; a public walk or boulevard*" without mention of any wheeled conveyance.

Jump forward to the pandemic response that produced a portion of State Street closed to automobiles and populated with restaurant parklets, pedestrians, and cyclists. In need of an evocative name, it became – and remains – a promenade, which Merriam-Webster defines as, "*a place for strolling.*" Dictionary.com calls it, "*a stroll or walk, especially in a public place, as for pleasure or display; an area used for such walking.*"

Is it any wonder that most Santa Barbarans have expected a pedestrian area?

Words matter and it's time to sort out what Santa Barbarans really want and expect in a "promenade." I think we want not a pedestrian-friendly area, but a pedestrian-only area. Pedestrians shouldn't have to give way to wheeled vehicles. Make a future Promenade safe for pedestrians by designing a safe traffic solution for bikes on Chapala or Anacapa Streets.

Some speakers described substantial State Street cycle presence as "the future." We have seen that future over the past 2 years and many troublesome cyclists showed themselves not to be in the mold of respectful European cyclists who have made their own multimodal promenades successful.

If the Committee wants an abundant pedestrian presence on State Street, cycles must be eliminated. If downtown businesses want shoppers and patrons instead of transient passersby in the middle roadway far from storefronts, cycles must be eliminated. Remember: bike lanes and routing are relatively "easy" (with due respect to Mr. Bailey). If a true promenade proves successful and there is agreement to allow cycles in the future, painted lanes and border planters could be added.

Short of that, here's a final suggestion. Most of us who drive or ride vehicles are familiar with speed limits. If the speed limit throughout "the promenade" was set – and enforced – at, say, 4 miles per hour (roughly a walking pace), then all visitors could be judged equally whether on foot, or cycle, or skateboard, or scooter, or one-wheel. If staying within that speed limit means "walk your wheels," so be it.

Regards,
Richard Closson, Pharm.D.
3308 Calle Fresno ([Google Map](#))
Santa Barbara, CA 93105-2605
Cell (voice & text) 805.202.6535

From: [SSAC Secretary](#)
To: [SSAC Member Distribution List](#)
Subject: Fwd: State Street Advisory Committee and the State Street Master Plan.
Date: Wednesday, June 14, 2023 8:52:00 AM
Attachments: [REDACTED]

Good morning, SSAC Members—

Please see the public comment below from Christopher De Rose.

Best,
Greta



Greta Walters

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

The Community Development and Public Works [counters](#) at 630 Garden Street are open for walk-in service Monday through Thursday from 8:30AM to 12:00PM. Online [application submittal and permitting](#), [virtual counter services](#), and the self-service lobby area continue to be available during regular business hours, Monday through Thursday and every other Friday, 8:30AM to 4:30PM. Please visit our websites for additional information.

Community Development: SantaBarbaraCA.gov/CommunityDevelopment | **Public Works:** SantaBarbaraCA.gov/PublicWorks
Virtual Appointment Scheduling Tool: SantaBarbaraCA.gov/VirtualAppointment

From: Tess Harris <THarris@SantaBarbaraCA.gov>
Sent: Tuesday, June 13, 2023 3:03 PM
To: SSAC Secretary <ssacsecretary@SantaBarbaraCA.gov>
Subject: Fwd: State Street Advisory Committee and the State Street Master Plan.

From: Holly Perea <hperea@santabarbaraca.gov>
Sent: Tuesday, June 13, 2023 2:56 PM
To: Tess Harris <THarris@SantaBarbaraCA.gov>; Meagan Harmon <MHarmon@SantaBarbaraCA.gov>; Mike Jordan <MJordan@SantaBarbaraCA.gov>; Kristen Sneddon <KSneddon@SantaBarbaraCA.gov>
Subject: FW: State Street Advisory Committee and the State Street Master Plan.

[Christopher De Rose asked me to pass along his ideas to the State Street Advisory Committee:](#)

From: christopher De Rose <cderose.design@gmail.com>

Sent: Tuesday, June 13, 2023 2:51 PM

To: Holly Perea <hperea@santabarbaraca.gov>

Subject: Re: State Street Advisory Committee and the State Street Master Plan.

Hello Holly,

Thank you for getting back to me! I would very much appreciate it if you could forward this to City Council members and Staff ,whom might have an interest in my work an efforts, to make Santa Barbara a better Place.

I was reviewing the most recent meeting on the Master Plan of State Street (Wed : May 24,2023). One comment from an Advisory member stuck out to me. The suggestion was to have a “Civic Celebration Zone “ located at one of the blocks at State”. This is a great idea. Although it might even be better to have a whole area of Downtown designated for Civic and other events. (i.e Music, pop-up events ,festivals, etc.) I suppose the City feels that this will be what the Plaza ends up being ?

Perhaps a much bigger idea is what is needed to be the change that makes Santa Barbara, State Street and the Downtown back to what it was before the Funk zone was created. I have been working on what I call A new : Civic Center for Santa Barbara, for over a year now. And have some drawings and ideas that I would like to share with you.

Attached ,or sent in following emails are the six sheets listed below.

- (1) Sheet No.1 : Site Plan of the entire Promenade De La Guerra : scale :1 inch = 10'-0”.
- (2) Sheet No.2 : Gateway No. : Entrance at State Street and De La Guerra : Elevation (3/16 scale) and Partial Plan (1”=10'-0”).
- (3) Sheet No.3 : Gateway No.2 : Entrance at Anacapa Street and De La Guerra : Elevation (3/16 scale) and Partial Plan (1”=10'-0”).
- (4) Sheet No.4 : Proposed Patio of the Arcade : Existing Elevation of Arcade at City Hall and proposed pavement to align with Facade of Existing Building.
- (5) Sheet No.5 : Proposed Elevation and Plan of Urban Edge between Plaza and the Promenade. A Spanish wall-Benches with a small center fountain .
- (6) Sheet No.6 : Proposed Elevation of a Stone Balustrade for City Hall to create and add to it’s Early California Spanish Design and plan of a Intimate Plaza concept.

In Brief, I think you will see the possibilities, which are shown in these drawings. I have lived and designed in Santa Barbara for over forty years. My design firm, Casa Antica Studio is known for its sensitivity, of the past especially the 1920’s period of Spanish Architecture which Santa Barbara is known for.

Also, after looking close at State Street , I think you will see that this is a unique opportunity and the only location along State in which the Building line can be pushed back far enough to allow for a Fore court , or an urban gesture which allows for people to gather and for a great entrance to a unique Promenade, framed by the mountains beyond. (Looking at LMR’s drawings for GWS office you will see a similar suggestion).

In closing, let me simple say that this is a **Pearl Chase moment**. This could potentially be a picture post-card attraction that would almost equal other Santa Barbara great urban Spanish Architecture like the Court House or the Mission. Sure it would cost more money. But the pay back is worth the cost.

Civic-Center for Santa Barbara : would consist of the following

- Promenade De La Guerra
- Plaza De La Guerra
- Stork Placita
- Casa De La Guerra
- City Hall
- Street in Spain : link to El Paseo

Promenade De La Guerra : would consist of the following

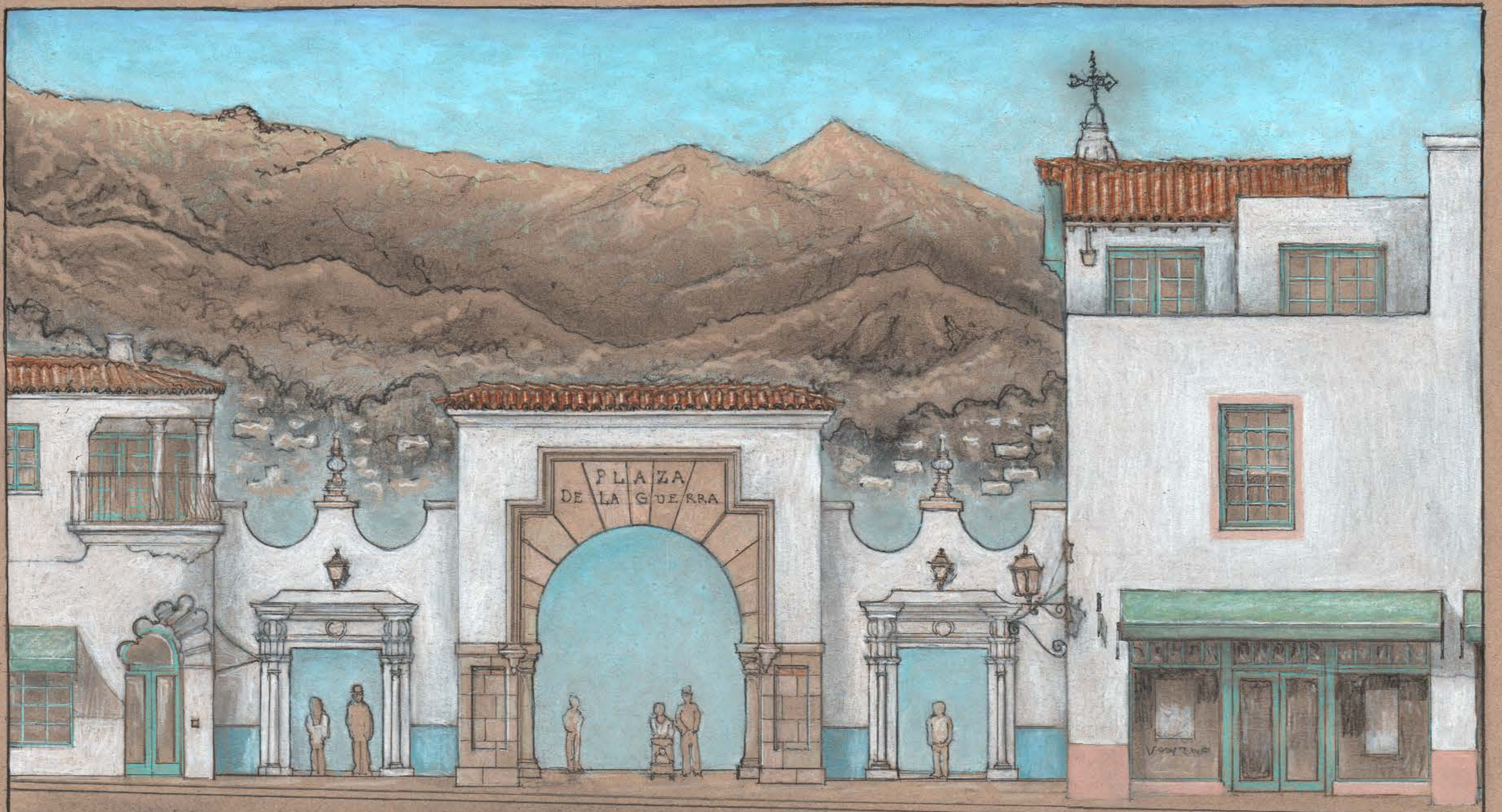
- Court of the Portal
- Gateway No.1: at State Street
- Court of the Palms
- Urban Edge to the Plaza : A Spanish wall, Spanish benches and a small central Spanish fountain.
- Patio of the Arcade
- Gateway No.2 : at Anacapa Street
-

Thank you for your time,

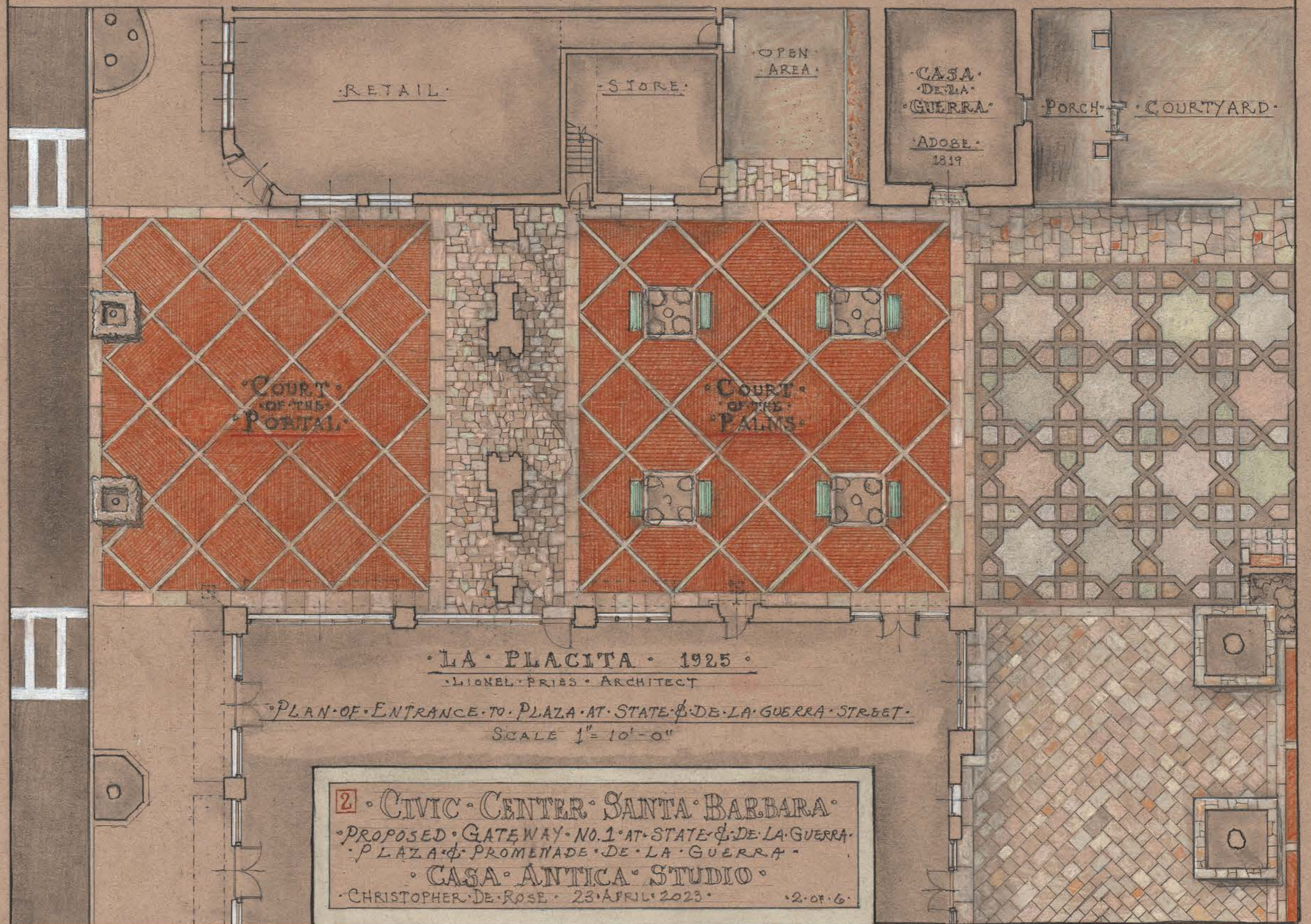
P.S. There is currently one street in Santa Barbara with this simple idea. Junipero plaza near the Mission. Wonderful street with a gateway at either end !

Christopher De Rose

CASA ANTICA STUDIO



PROPOSED STATE STREET ELEVATION OF GATEWAY NO. 1 ENTRANCE TO PROMENADE & PLAZA
 SCALE 3/16" = 1'-0"



LA PLACITA 1925
 LIONEL PRIES ARCHITECT

PLAN OF ENTRANCE TO PLAZA AT STATE & DE LA GUERRA STREET
 SCALE 1" = 10'-0"

2 CIVIC CENTER SANTA BARBARA
 PROPOSED GATEWAY NO. 1 AT STATE & DE LA GUERRA
 PLAZA & PROMENADE DE LA GUERRA
 CASA ANTICA STUDIO
 CHRISTOPHER DE ROSE 23 APRIL 2023 2 OF 6

Greta Walters

From: fredlsweeney@gmail.com
Sent: Wednesday, June 14, 2023 12:54 PM
To: SSAC Secretary
Subject: City of Santa Barbara State Street Advisory Committee
Attachments: SSAC Letter draft 6-14-2023.docx; State St. MP section A.pdf; State St. MP Section B.pdf

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

EXTERNAL

Hello, Attached is a letter to the committee along with some copies of my State Street cross sections showing minimum requirements for parades.

Fred Sweeney

**Fred L. Sweeney AIA
10 East Quinto Street
Santa Barbara, California 93105**

June 14, 2023

City of Santa Barbara
State Street Advisory Committee
Community Development
P.O. Box 1990
Santa Barbara, California 93102-1990

Dear Chair Davis and committee members,

In observing the committee's recent meeting of May 24th; many members were not on board with what they perceived as a direction staff had given MIG, the consultant. Based upon my experience as an architect and master planner it may be assumed that the consultant was hired to provide two distinct sets of documents, a program, a written document with definitive goals and objectives, followed by visual interpretations to show possible solutions. Such a process if it had been given, may not have been a clearly defined and certainly if didn't appear that the committee understood what the projects parameters were, especially the requirement for bicycle circulation on State Street.

Clearly the committee and the community are struggling with a current condition which is exasperated, as one public speaking shared, two years of bad behavior with no effort to enforce or educate how to use a street closed to cars by bicycles. An ill-conceived hurried shut down retail street and no real effort to provide guidance and policing of users and businesses. That perception of behavior may be true, but this plan should allow for both uses, with an emphasis on pedestrians. With that perspective then perhaps a true vision for the future of State Street can be imagined.

The local Chapter of the American Institute of Architects, twice engaged hundreds of professionals and community members worth more than over a half a million dollars of professional time to produce hundreds of drawings, plans, and sketches none of which had any program. Unfortunately, that work was the result of putting the "vision" before the program.

That effort of AIA effort should have been used as the starting point for the consultant. Much of the State Street plan was drawn up by several teams, most of those solutions, including detailed street plans, sections, and other specific suggested, many of which were just replicated by the current work of the consultant. The uses of those simple sketches, street cross sections showing the dimension requirements for seating, parades (the minimum width or a marching show separated of bicycle routes, European railed trolleys and many other suggestions might have been more receptive by the general public.

As far as we are aware there was no outcry from the local architects and planning professionals when the city chose to select a well-qualified out-of-town consultant. Most understood the need to provide an unbiased professional team to guide this process. However sometimes the local understanding for a very long thirteen block business districts, with a unique architectural heritage and cultural use, an

understanding of what the “shady side” of State Street and other attributes are what appears many committees are looking for in proposals for the center of our city.

We would encourage that the committee regroup and focus on the written program before further work is carried out. It does appear that perhaps the skeleton of a program may appear as a result of this last meeting:

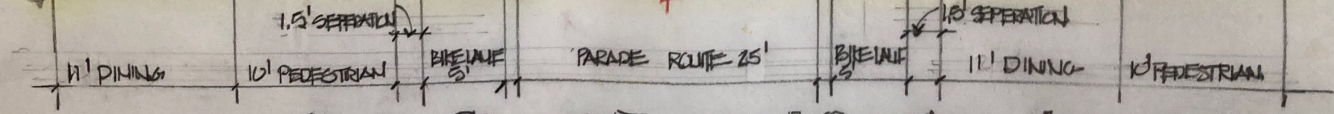
- ***A scheme that does not have any cars or bicycles in State.***
- ***Perhaps a fixed railed trolley with specified stops to allow for ADA accessibility and large enough trolley to justify operational costs.***
- ***A scheme with limited bicycle access, limited on some blocks, and use of plan configurations that are not straight.***
- ***A plan that identifies significant recognition of the contribution cross streets and the associated mid-block paseos.***
- ***Definitive use of art, change in materials, and other elements to provide cues to the main connective entrances to the major architectural buildings and interior courtyards spread along the entire length of the street.***
- ***The use of state Street for parades and pageants will require different street widths should be explored. We would encourage the consultant to reach out to the directors of the long-established traditions of States users such as the Solstice and Fiesta parades.***

If this outlined effort takes additional time, so be it. Without a well thought out master plan, we will indeed be facing a plan which will sit on the shelf.

Let us hope that Santa Barbara’s current effort to develop a master plan doesn’t end up on shelf.

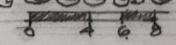
Respectfully,

Fred L. Sweeney AIA



State Street Typical Section A

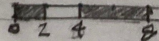
SCALE 1/8" = 1'-0"





State Street Typical Section B

SCALE 1/8" = 1'-0"



From: [Richard Closson](#)
To: [SSAC Secretary](#)
Subject: Off-State Housing and Protecting the Most Vulnerable
Date: Wednesday, June 14, 2023 1:42:07 PM

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

EXTERNAL

Dear Committee Members,

Discussions in your prior meetings might have been constrained by your charge from the Council, i.e., to consider and plan future options for a length of State Street. It's a deceptively narrow charge, both figuratively and literally. As a thin, paved strip, not every block has all the essentials of vitality. While the basics of livability may be collectively somewhere on the strip, they are unevenly distributed and complicate your future vision.

Downtown Housing

Much has been said about the possible creation of housing on State Street, as though that might be the secret to make Pinocchio a real boy. You know the points expressed on all sides better than I. What if the solution is not housing on State Street, but housing off State Street?

State Street property is too pricey to change from what it is. There are no tear-downs and nobody will raze an otherwise sound building to make housing. Therefore, creating residential mini-hoods on blocks of State seems unlikely.

Instead of considering just the narrow slash through the historic downtown of our City, why not visualize State Street as the trunk of a tree with the cross streets being branches out to neighborhoods?

The prices and possibilities are progressively better, the more blocks one gets off State. It makes more sense to consider off-State housing with cross streets as thoroughfares from mini-hoods (or neighborhoodlets) to the main commerce avenue.

And it fits neatly into the concept of a pedestrian-only State Street Promenade with bike racks on the cross streets at every block. *"Live 3-4 blocks away from the hubbub, but within easy cycling for food, shopping, and entertainment."*

An additional advantage is that our *El Pueblo Viejo* (EPV) Landmark District is less than two blocks deep on some West parts of State and less than one block deep on some East parts. Beyond Micheltorena Street, EPV is less than a block wide on both East and West sides. Outside of EPV, design standards are less stringent where building and property costs might also be lower.

Finishing the thought, consider State Street to remain the almost exclusively commercial avenue it is. Instead, envision off-State residential development within easy cycle distance of State's amenities. Thinking beyond the State Street corridor might exceed the Committee's charge, but a broader perspective may be necessary.

Pedestrian Promenade

Returning to the energetic topic of wheeled vehicles on a "promenade," I believe discussions

have failed to express an important mandate of government, i.e., to provide the strongest protections for a community's most vulnerable. Decisions made by the SSAC must protect the most vulnerable citizens. In this discussion of tiered transportation, those in greatest jeopardy are the pedestrians.

Traffic engineers will agree: relative low velocity and mass make pedestrians vulnerable to pedaled bicycles, which are at risk from motored e-bicycles, then large motorcycles, automobiles, and trucks, in order. The consultant plans offered so far have not included options for full pedestrian safety, i.e., a pedestrian-only promenade.

Our two-year "promenade" experience with mixed proximity of pedestrians and all cyclists has been generally cautious and sporadically bad. We have a promenade-in-name-only (PINO). I hope the consultants return with options to consider for 1) a pedestrian-only, true promenade, and 2) a pedestrian/cyclist mixed promenade with a fixed speed limit, e.g., 4 mph, and prohibition of all motorized vehicles. Any concept of mixed usage must include strict protections for pedestrians. Painted bicycle lanes or rumble-strips offer insufficient guidance to energetic riders.

Most Santa Barbarans understand the concept of a literal promenade and concurrently understand it is not here now. They have heard from friends or read reports of pedestrians in the current "promenade" being frightened, battered, or injured by bikes, and even seen close calls the times they have visited, themselves. They might not visit frequently now – these habits take time to build – but there will be a growing expectation for a dictionary-defined promenade they have not seen. They are waiting for the SSAC to provide that vision.

Regards,
Richard Closson, Pharm.D.
3308 Calle Fresno ([Google Map](#))
Santa Barbara, CA 93105-2605
Cell (voice & text) 805.202.6535

From: [Diana La Riva](#)
To: [SSAC Secretary](#); [Santa Barbara City Council](#); [Randy Rowse](#)
Subject: Safer State Street benefits children
Date: Wednesday, June 14, 2023 9:40:02 PM

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

EXTERNAL

Dear Mayor, City Council, and State Street Advisory Committee:

I teach schoolchildren how to bicycle safely, a program for the past three years with Wilderness Youth Project (I am writing today as an individual).

Confident cycling skills prepare the next generation to be better climate custodians, live more affordably, pollute less, be more connected to nature and community, and have better physical and mental health.

That is to say, it helps address several of our most urgent crises at once: climate catastrophe, housing affordability, environmental health, physical health, and mental health (In case you haven't heard, children are experiencing an *extreme* version of the anxiety about the future you may yourself be feeling. Among other things, this is resulting in record rates of adolescent suicide.)

The main limiting factor to this important cycling skills educational mission: *There is nowhere safe to do it within walking or biking distance of most schools.*

Just let that sink in: *there are not safe places to learn to bike near most schools.*

In a cataclysmic policy and cultural failure, schools have become major car traffic and accident hot spots. This is a consequence of the transition from 90% of kids getting to school by walking, biking, school bus or carpooling, to 90% being driven there, in just a few short generations,

One striking benefit of making State Street car-free is that it is now an ideal space for children to learn and get around under their own power, with their families, or in programs like ours. We're so used to it, it's hard to have the mortal risk of car-based transportation in perspective. The give and take of right of way, calculation of trajectories on State is all low-consequence.

For example, we ride as a group from Notre Dame School (Arrellaga and State) down State to the Cabrillo Multi-Use Path, to East Beach or the Harbor and Shoreline Park. 85% of this route is car-free; the air is clean, anxiety levels are low, the community and nature connection opportunities high, the aesthetics beautiful. Crossing roads with cars on them is approached from the safety of a car free corridor, an ideal way to prepare for safely navigating streets dominated by cars.

In addition to keeping State safely car-free and bike friendly for all ages, I hope you will *vigorously* pursue opportunities to expand the current State Street / Cabrillo zone of safety, and start others, especially around schools.

Yours,
Diana La Riva
Nanny
Fastpitch Coach
[Wilderness Mentor](#) @ WYP

From: Kira Pusch <info@strongtownssb.org>
Sent: Friday, June 23, 2023 11:11 AM
To: SSAC Secretary
Cc: kirapusch@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario

EXTERNAL

Hello,

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, re-instating 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://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.strongtowns.org%2Fjournal%2F2018%2F1%2F16%2Fwhy-walkable-streets-are-more-economically-productive&data=05%7C01%7CSSACSecretary%40santabarbaraca.gov%7Cdf57a7ecdfab4397361e08db741545b2%7C58e327d6b5bd44c9988aacf283190b62%7C0%7C0%7C638231406958345520%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=6yEwlBR8WogyCkgwKfcPrd5P7L%2B4GMAIJOFvLwQN7I8%3D&reserved=0>

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 int eh 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.

All the best,
Kira

From: Kira Pusch
Zip code: 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: [William Prothero](#)
To: [City Clerk](#); [SSAC Secretary](#)
Subject: Comments on State Street Plaza design
Date: Monday, June 26, 2023 3:42:42 PM

To City Council and State Street Advisory Committee,
I have watched/read the discussions and proposed designs for the State St Promenade with mixed emotions. I understand that the issues are somewhat complex and also that there are folks with strong opinions, who have minimal stake in the outcome.

My perspective comes from my surprise during a visit to Madrid a couple of years ago. It is a city significantly larger than LA, but with a surprisingly vibrant center. Where I expected a LA/like downtown, I found spacious plazas, with folks walking, sitting on benches eating and/or talking and best of all no auto traffic.

After the recent Dos Pueblos graduation event, I and my wife, son and his family ate dinner at Hernden's Restaurant downtown. I was surprised at how many folks were out walking, how vibrant with activity and joyful the atmosphere seemed. Yes, the physical setup seemed to lack design aesthetics, but it worked anyway.

So, here are my thoughts.

1. I see absolutely no good argument for cars going down State St. There is no parking so even the argument that old folks and the disabled need cars seems specious. Parking is available within a block or so from State and even if cars are allowed, occupants will still have to park someplace.
2. Trolleys, easy on and off, seem fun and would provide access for all. There could even be wheelchair access capabilities on the trolley.
3. Bicycles: I ride a bike. But, I also understand the need for careful attention to both biker and pedestrian safety and concern. Bikes should be walked when crowds are heavy, but in mornings when few are walking, slow and careful biking seems safe enough. BUT, there needs to be strict enforcement and clear rules. Dangerous speeding and showoff maneuvers should be strongly discouraged.
4. Homeless: The homeless problem goes way beyond the State St. design controversy. It will need to be attended to no matter what is done on State Street. We can't have folks sleeping and begging in the plazas. If homelessness isn't dealt with effectively in Santa Barbara, no State St design will be unaffected.

Thanks for reading my opinions.
Bill Prothero

William A. Prothero, Ph.D.
University of California, Santa Barbara Dept. of Earth Sciences (Emeritus)
Santa Barbara, CA. 93105
<http://earthlearningsolutions.org/>

From: [Harrison Heyl](#)
To: [SSAC Secretary](#)
Subject: Support for State St. pedestrian promenade
Date: Tuesday, June 27, 2023 8:44:13 AM

You don't often get email from harrisonhey1@gmail.com. [Learn why this is important](#)

EXTERNAL

Dear State Street Advisory Committee,

I'm writing to support the State Street pedestrian promenade.

As a resident of Santa Barbara since 1988, I find State Street so much more appealing and enjoyable now that it's closed to cars. I go there more often, patronize the businesses more often, and bring or refer visitors to State Street more often now.

Vehicular traffic isn't needed for State Street to thrive! It seems very unlikely vacancies are related to the lack of vehicular access to State Street, as there's no parking on State Street. Cars need to park in one of the lots or on side streets in any case.

The only concern I have is regarding electric bicyclists racing through at high rates of speed.

I'm a NON-ELECTRIC bicyclist that enjoys biking through the promenade, but I do so safely at a lower rate of speed. If bike lanes are necessary, I'm agreeable to that.

But one thing State Street does NOT need is more cars on it! Cars rule the roost in plenty of other areas of the city. There's no reason we can't dedicate a short length of State Street to non-vehicular traffic.

Best regards,
Harrison Heyl
cell: (805) 451-0308
315 Meigs Rd., Ste. A402
Santa Barbara, CA 93109

From: [Jenn Knaus](#)
To: [SSAC Secretary](#)
Subject: Fix State Street! No cars, ever!
Date: Tuesday, June 27, 2023 10:35:24 AM

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

EXTERNAL

I am a 20+ year Downtown resident and love that State Street has been closed to cars for several years.

With the closure to vehicle traffic, I have spent more time enjoying the restaurants, shops, and the museum on foot or on bicycle.

I want State Street to remain closed to cars.

I want outdoor dining to remain and even expand.

I want State Street open to pedestrians and manual bicycles, but I want to move electric bicycles and skateboards OFF State Street.

Please consider keeping State Street as a bicycle and pedestrian corridor for the long term.

Sincerely,
Jenn Knaus

--

///

Jenn Knaus
mobile: 925-234-1586

From: [Michael Riley](#)
To: [SSAC Secretary](#)
Subject: State Street
Date: Tuesday, June 27, 2023 11:01:46 AM

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

EXTERNAL

Please:

1. Keep State Street closed to public vehicular traffic.

2. Re-stripe pedestrian and bike paths. Paint the street vibrantly.
3. Allow and encourage the return of pedi-cabs which were popular 20 years ago (provides mobility for less enabled). Pedi-cabs could service transportation from parking garages to State Street as well.
4. Keep random chairs/seating/gathering clusters. I see people use them. Provide more vegetation and possible shade.
5. Provide recreational opportunities (corn-hole, climbing walls, ping-pong tables, shuffleboard, other activities which will draw residents to State Street. I can see parents bringing their kids for “play dates” while they sit and have coffees/food in the chairs. Urban pick-nicking.
6. Encourage more street musicians. Make it “easy” for them to play with minimal permit issues. Minimal amplification but allow dancing.
7. Allow merchant carts/local artist vendors to sell during the week. Maybe zone a “commercial zone” for this on alternating blocks.
8. Do not allow street vendors of food. Keep parklets but maybe guide some “uniformity of look/design”.

I believe that if we make State Street more vibrant:

1. Residents will return
2. Retail will return
3. Homeless will “feel pushed out” by the increased vibrancy.

State Street should be an iconic example of how a tourist industry based community can coincide and thrive with its locals feeling included in the vision and implementation.

Michael Riley - an SB resident for over 35 years (mid 70's - mid 80's / late 1990's to present)
Retired teacher
805-637-3887

Sent from my iPad

Sent from my iPhone

From: [Michael Lewellen](#)
To: [SSAC Secretary](#)
Date: Tuesday, June 27, 2023 11:10:55 AM

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

EXTERNAL

Hi, I'm a long-time resident of Santa Barbara and spent some time reviewing the May 24th State Street presentation online. I've given it some thought and would like to put in my two cents:

Who I am:

- Born and raised in Santa Barbara County
- Lived in Downtown Santa Barbara since 1985, regularly spending time on State Street.
- Worked on lower State St for 14 of those years.
- Lived in Boulder, CO for five years and continue to visit there – familiar with Pearl Street Mall.
- Experienced many pedestrian malls throughout Europe

My Points of View:

- Nine blocks closed to traffic is far more blocks than is needed or is desirable.
 - o Pearl Street Mall in Boulder is four blocks long, but the two blocks on either side of Broadway St are the most lively/popular, the other two blocks much less active/needed.
 - o Large cities, Munich for example, can handle more blocks, SB is not that size.
- Blocks that are closed to traffic, should be true pedestrian malls, no cars, no bikes, no shuttles. There is a feeling of openness, freedom, safety and social interaction from allowing pedestrians only.
- In Santa Barbara, the most popular blocks have been those with more restaurants (and bars.)
 - o The 500 block was by far the most popular, when locals talk about loving the closure they are in particular talking about this block. During the period when only outside dining was allowed, this block felt like the social hub of SB, though much less so now.
 - o I'd say the 1200 block was second most popular (followed by the 1100 block)
 - o The other blocks felt relatively quiet or dead, particularly during the evenings.

Conclusion:

- A Mixed/Hybrid scenario would be best - but with different blocks than in Scenario 3.
- Have the 500 and 1200 blocks as pedestrian only – no cars/bikes/public transport.
 - o As mentioned above 2-3 blocks of pedestrian walkway is plenty and these two blocks are most popular and have the existing infrastructure (many restaurants) in place already.
- The five blocks in between, 600-1100, could have car traffic (1 or 2 way), bike lines, shuttles, connecting the 500 and 1200 blocks. 1200 block would also have 1 way car traffic & bike lanes.
 - o Bike riders could thus ride most of State St but be required to walk their bikes on 500/1200 blocks. A fair compromise I think.
 - o Those that want to drive on State St, could drive most of it, again a fair compromise.
 - o A shuttle could travel these six blocks, a separate shuttle could go between the Pier and the 500 block of State St.
- If De la Guerra plaza is re-done and the adjacent block of De La Guerra St. became a pedestrian mall, you would have three separate pedestrian blocks, one in the Entertainment District, one in the Civic/ Celebration District, one in the Entertainment District. This fairly spreads them out.

Thank you for your consideration of this idea.

Mike Lewellen

From: [Vanessa R](#)
To: [SSAC Secretary](#)
Subject: Supporting Bikes on State
Date: Tuesday, June 27, 2023 1:13:41 PM

[You don't often get email from ecccola@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

To The State Street Advisory Committee,

Thank you so much for your time and energy. I was able to attend the last 2 State Street Advisory meetings and was impressed with everyone's thoughtful input.

I am advocating for future bikes on State Street and keeping State Street Open(without cars) and all the wonderful open dining - it feels safer, roomier and healthier.

Two items that I did not hear addressed are implementing permeable pavers and more bicycle parking. Right now, finding bike parking is challenging and I can imagine that in the future, bike parking will become even more essential. Also, permeable pavers will not only help water runoff, look pleasing, but could also help slow down speeders.

My family and I make it a priority to support our local downtown restaurants, shops, visit the library and many other activities on our bicycles. Thank you for looking forward and working towards keeping State Street combustion free and open to bikes and pedestrians!

Thank you,
Vanessa Rencher
Happy Downtown Homeowner
720 Castillo Street, House B, SB, 93101
text805-705-2821

From: [John Kelley](#)
To: [SSAC Secretary](#)
Cc: [Dennis Thompson](#); [John Kelley](#)
Subject: The Heart of Downtown Santa Barbara
Date: Monday, July 3, 2023 9:48:19 AM
Attachments: [REDACTED]

EXTERNAL

State Street Advisory Committee,

“The Heart of Downtown Santa Barbara,” a concept for downtown revitalization:

I agree with a colleague who says, In general, I think the ‘Flat and Flexible’ approach is good for most of the blocks, but I think the ‘Civic District’, at least from Canon Perdido to Ortega Streets, should be ... a true promenade/plaza, and these blocks have pedestrian connections to De la Guerra Plaza, El Paseo and Paseo Nuevo.

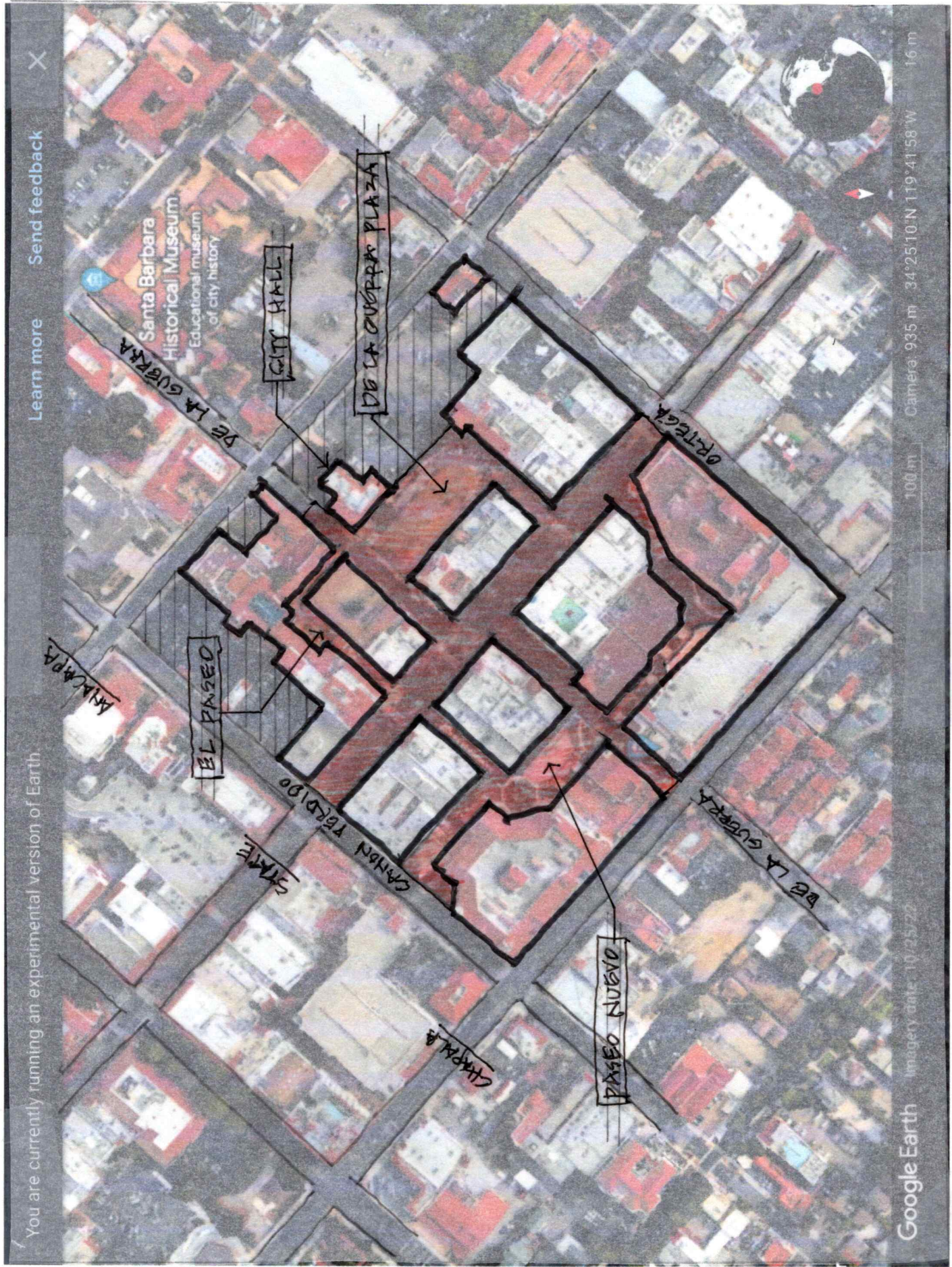
A rough sketch of this proposed pedestrian zone is attached below. I believe developing detailed plans based on this concept would create a significant consensus regarding improvements to State Street and DLG Plaza.

This approach also has the potential to expedite the actual completion of downtown improvements for our community. For example:

1. The current State Street closure is scheduled to last until 2026. Between now and 2026 a plan can be developed to reopen State St. below Ortega and above Canon Perdido to multi-modal traffic. State Street would remain closed between Ortega and Canon Perdido. State Street traffic would be routed around those two blocks. These changes can be designed to allow them to be accomplished quickly and at reasonable cost.
2. At the same time a plan can be developed to upgrade the whole area between Ortega and Canon Perdido into a pedestrian promenade including DLG Plaza, El Paseo and Paseo Nuevo. And a program could be established to encourage adaptive reuse of the existing buildings in the “Heart of Downtown” area to address the need for downtown housing, Mom & Pop retail, etc. These upgrades and revitalization could be accomplished as funding allows.

I hope you will consider including this concept in your ongoing decision making process.

Regards,
John D. Kelley, AIA Architect
1228 San Miguel Ave.
Santa Barbara, CA 93109
805-963-1013



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You are currently running an experimental version of Earth.

Google Earth Imagery date: 10/25/22

Camera: 935 m 34°25'10"N 119°41'58"W 16 m

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7/2/23 8:50 AM

From: [SUNITA SUDANAGUNTA](#)
To: [Randy Rowse](#); [Alejandra Gutierrez](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Eric Friedman](#); [Meagan Harmon](#); [SSAC Secretary](#)
Cc: newsmakerswithjr@gmail.com
Subject: State Street business thoughts
Date: Saturday, July 8, 2023 3:03:22 PM

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EXTERNAL

Hello City Council members and State Street planners,

I would like to applaud your efforts to revitalize the downtown portion of State Street with new and innovative ideas. I support your plans, and I would ask that you think not just of what was learned during the pandemic, but also think about what the future might hold in terms of the composition of the residents of Santa Barbara.

I recently read the op-ed from Mayor Randy Rowse on EdHat, as well as his interview on Newsmakers and I agree with him that the revitalization is happening too slowly. But I take issue with his assertion of “big business” not wanting to return to State Street due to the haphazard nature of the street. Yes, that might be why they do not want to return, but the question we should be asking is who are we trying to serve, and what is the vision for businesses on the street in the future, and is “big business” worth courting?

Restoration Hardware, Altheta, and other national retailers have traditionally not done well on State Street and are leaving. Yes, businesses such as Costco, Home Depot, Old Navy and other larger stores do well, and they tend to do well no matter how the economy changes, because they are flexible and can adjust to the economy. The smaller, luxury retailers, Tiffany, Saks 5th Avenue, have not done well in Santa Barbara, either, because we don't have enough of a population that can drop \$500 or more on a whim. The smaller retailers, Chocolate Maya, Folio, Riviera Towel, that are unique and relatively affordable, are attractive to both citizens and tourists. Unless we plan to put a Costco on State Street, I have my doubts about the “big retailers.”

I shop almost exclusively online. I shop for myself, my family, and our home. Outside of Costco, online retailers are much easier to shop at- they have enough products that allow me to find the sizes and colors and diversity of things that I need. I shop online despite some of those stores actually being physically located in Santa Barbara, because they are smaller versions, and the stock is not sufficient. It is simply not efficient. And a large store with lots of stock does not survive here, as there are not enough people for the volume they need. It is a self-fulfilling prophecy. LA has that and that works there. So I am not sure who the “big retailers” are, but they should not drive what happens on State Street, because many of them do not survive. Smaller retailers, with local and non-local high quality goods, would attract both residents and tourists and have a better odds of surviving. Malls such as

Paseo Nuevo are over, for a city this size.

Restaurants are booming. The population is becoming more diverse. During my time in Santa Barbara, The city has gone from one fine dining Asian Restaurant (Paul Bhalla's) to multiple taqueria's and asian food outlets that are thriving. Secret Bao is packed every night, and it has fairly expensive Asian food, and that location has not been profitable for as long as I have known it. A pop-up, Kin Bakeshop, just opened in Turnpike Center, and the line for \$4 donuts is out the door. Diverse restaurants with small, unique shops interspersed seems to be the way to go.


I agree that the parklets, as they stand, are unattractive. They shield the store fronts, and the sidewalk between the parklets and the storefront is awkward. We have disability laws here that do not exist in other countries, and also more stringent fire regulations. For all these reasons, these areas need to be configured so that the outdoor dining remains, the stores are accessible to all, and the areas are safe. That likely will require a street, and as much as I would like to have cars off State, having a one way lane, with a very low speed limit, towards the water, that can be shared by cars, bikes and firetrucks, may be a better solution. There may be two block segments that can be successfully closed off to cross traffic, opening up some areas.

I also wonder in we should consider converting the perpendicular the side streets to one way streets, and develop "dining plazas", dedicated eating spaces for smaller "fast-food" or simple restaurants that cannot or do not want a lot of indoor space, and can afford to be in this area due to the efficiency of a smaller indoor footprint. This allows for diverse eating experiences in the street.

This is a generational issue. The retail landscape was changing even before the pandemic. The pandemic allowed many new and unique restaurants to thrive. We should be looking forward, observing how the new generation of residents and tourists live. This is the key to the revitalization of State Street.

Sincerely,

Sunita Beall

From: heather@movesbcounty.org
To: [SSAC Secretary](#)
Subject: Bikes mean Business
Date: Friday, July 14, 2023 9:08:41 AM
Attachments: 

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

EXTERNAL

Greetings,

I wanted to share these two recent articles about bikes on commercial corridors and how they impact businesses with the State Street Advisory Committee (there have been studies on urban trails for about 2 decades which say the same thing).

Here the links, but I'm attaching them as well in case committee members are not able to open the links without a paid subscription.

BIDS Welcome Bikes and Pedestrians

https://www.bloomberg.com/news/features/2023-07-06/in-bid-for-survival-business-districts-welcome-bikes-and-pedestrians?utm_source=website&utm_medium=share&utm_campaign=email

Overview of Bike Lane's Effect on Businesses

<https://www.bloomberg.com/news/articles/2015-03-13/every-study-ever-conducted-on-the-impact-converting-street-parking-into-bike-lanes-has-on-businesses>

Best, Heather

Heather Deutsch

Executive Director

MOVE Santa Barbara County (formerly SBBIKE+COAST)

P: 805.845.8955 x 1

www.MoveSBCounty.org



A car-free section of Broadway in New York City, where efforts to expand bike infrastructure and car-free space are expanding. *Photographer: Liu Yanan/Xinhua via Getty Images*

CityLab | Transportation

As Downtowns Struggle, Businesses Learn to Love Bike Lanes

From Manhattan to San Francisco, the need to rethink the urban core is encouraging business improvement districts to change their tune on prioritizing cars.

By John Surico

July 6, 2023 at 4:00 AM PDT

In early March, New York City Mayor Eric Adams stood on a stretch of Broadway just above West 25th Street to present Broadway Vision, his administration's plan to transform the famous corridor with bike lanes, low-traffic shared streets and plazas closed to cars.

The mayor brushed off concerns that the changes would snarl traffic. "There's a culture shift that must take place in this city," Adams said. "The number of pedestrians that walk clearly outnumber the number of drivers."

Looking on next to Adams was James Mettham, president of the Flatiron NoMad Partnership. That's the business improvement district, or BID, that represents some of the largest developers and property holders on Broadway, including countless eateries and bars.

The effects of the plan, whose latest phase in Midtown finished work in late June, can be easily seen. On a bustling spring afternoon, Mettham led a tour of the new streetscape. Every new outdoor table was taken. Cyclists flew down a new two-way "bike boulevard." And NoMad Piazza – a pop-up plaza that was among the earliest pandemic-era outdoor dining experiments – looked more like Milan than Manhattan.

"Before 2020, we were talking about one shared street," Mettham said. "Now we have six."



Broadway and 25th Street after pedestrian-oriented roadway revisions. *Source: New York City Department of Transportation*

Getting support from business groups for these kinds of street changes is something of a role reversal. BIDs emerged in the 1970s and '80s, when US cities, wracked by crime and fiscal woes, struggled to retain downtown retailers and employers. By collecting fees from property owners within the district, BIDs aimed to fill in gaps, funding supplementary services like street cleaning, security, landscaping and marketing. Historically, BIDs also typically favored access for cars, prioritizing suburban commuters and visitors with amenities like parking discounts and public lots. Indeed, the built

environment of the American downtown – a “precarious urban monoculture” optimized for white-collar work – is one that these groups helped cement into being.

So it’s striking to see the same groups now bang the gong for bike lanes, vehicle bans and pedestrian-focused facelifts. Reeling from the rise of remote work and the ongoing effects of the Covid pandemic, business groups are embracing policies and practices they long shunned.

In New York City – which has 76 BIDS, the most of any US city – the effort to trim traffic lanes and make Park Avenue look like a linear park has been led by the business group there, the Grand Central Partnership. Downtown Brooklyn’s pedestrian-priority plan came from a BID. And some of the most popular Open Streets, the pandemic-era program that restricts traffic on certain streets for other activities, are business-focused, like 5th Ave in Park Slope and parts of Chinatown.

Outside of New York City, business groups have advocated for expanding bicycling and walking infrastructure at the expense of vehicles in San Diego, Washington, DC, and elsewhere.

Not all BIDs have changed their tune: In Toronto, for example – the birthplace of business improvement associations – a business group battled a proposed protected bike lane in 2019; in the Bronx, a local BID is trying to kill a busway plan. (This despite an abundance of research showing how bike infrastructure boosts the bottom line of adjacent retailers.) BIDs have also drawn controversy: Critics say that these groups exert too much influence over public space, and their reliance on private security and surveillance has raised equity concerns. By absorbing some city responsibilities, some argue BIDs let cities off the hook. And BIDs remain largely out of the picture in smaller cities, residential areas and low-income communities, in particular.

But in many major cities, these groups are powerful local players. The paradigm shift that’s now underway could pay big dividends for walkability boosters – and be crucial to the survival of the urban core.

A Post-Pandemic Reckoning

In explaining his group’s role, Downtown SF Partnership deputy director Claude Imbault described Maslow’s hierarchy of needs, fit for BIDs.

At the base of the pyramid are public safety and cleaning – the priorities that led business owners to organize the first improvement groups. Above that are placemaking and economic development, which are interconnected, Imbault said. “What we’re saying is that the built environment has a place in downtown’s economic recovery.”

At the very top of Imbault’s pyramid is advocacy – a job that, in San Francisco, is demanding special attention. Since the pandemic, the city’s business district has become a poster child for urban existential dread. Its office vacancy rate recently hit a new record high. The BART rail system’s

ridership remains frozen at a third of what it was in 2019. And a perceived sense of insecurity thanks to fewer people on the streets of the Financial District isn't helping.

"We're struggling, and the reality is that there's a media ecosystem reinforcing a message that it's scary to come downtown," said Imbault. "[Businesses] are just saying, 'You guys, we need your help.'"

The Partnership's response, or at least part of it, is the Public Realm Action Plan. Made in conjunction with SITELAB urban studio, a design firm, the plan's goal is simple: Get more people on the street.

Read More: [A Rescue Plan for San Francisco's Half-Empty Downtown](#)

In surveys, residents voiced support for active frontages, more greenery and outdoor seating. Like many US business districts, downtown San Francisco is largely a landscape of modernist office buildings and sparse plazas, from an era when one did little else but work there. That worked out fine until relatively recently, said Laura Crescimano, a co-founder of SITELAB. "Ten years ago, there wasn't

even a conversation,” she said. “The demand for office space was so intense that, in a way, it meant that there wasn’t attention.”

Right now, businesses are desperate for immediate aid, so the BID is trying to fill idled streets with events – a South Asian night market, a Bastille Day-themed promotion (with free berets) and a series of pop-up drag shows. The idea, Crescimano said, is to “get some visible things out in the public to give a cue that things are changing, and that it’s not all bad.”

Public space pilots explore bigger changes to the neighborhood fabric. The Battery Bridge, a quiet slip street, became a plaza for live performances, while local traffic restrictions will soon be tested on the Landing at Leidesdorff, a set of tight alleyways. A larger curbside plan will bring parklets and more bike parking and bike lanes.

In a sense, the changes seek to restore the district’s original mix of uses. “Downtown was designed before the car,” Crescimano said. “It is an incredibly walkable grid. There’s high demand for biking, but at the same time, the current design of streets isn’t serving that.”

Business in Flux

In the Meatpacking District in Manhattan, the local BID is helping to negotiate a different kind of transition.

For most of the city’s industrial history, this pocket of the West Side was a distribution hub to meat importers. But like manufacturing, those jobs moved elsewhere, leaving behind a network of buildings and streets out of sync with current uses.

The corner of Gansevoort Street and 10th Avenue – near the neighborhood’s last meat-packing facility, Interstate Foods – illustrates this shift. The intersection has an extra-wide berth to accommodate overnight truck deliveries. Now, it sits at the entrance to the new Whitney Museum, with the High Line, Chelsea Market and Little Island nearby.

“This is just kind of lost asphalt space,” said Evan Sweet, lead planner for the Meatpacking District Management Association. “Four a.m. is the peak for this industry, but not the peak for pedestrian activity in the neighborhood. So can we layer these two times a day over each other and create a management process whereby this activity could still happen?”



Pedestrians crowd the Meatpacking District in 2012. The neighborhood's shifting economics have demanded a series of street changes. *Photographer: Richard Levine/Corbis News via Getty Images*

The proposed fix, according to the BID's "Western Gateway Public Realm Vision," would be to chop up the block, allowing trucks to enter and leave at one entrance, rather than eat up the whole roadbed. A plaza in front of the Whitney would dead-end the block. The redesign, Sweet said, "would bring this area, which used to be very much the neighborhood back of house, to more like a back porch."

In an effort to turn the neighborhood into the city's first "pedestrian-priority district," the BID has also rolled out different street space templates, like Open Streets and outdoor dining, and is piloting trash containerization, last-mile delivery zones and movable planters.

"The pandemic really brought the need for public space and the demand that people have for it to the forefront," said Sweet. "Maybe five years from 2020, we would've brought some of this up. But the city didn't have tools then to do a street closure. Now there's more of a willingness to throw things at the wall and see what sticks."

Allies in Placemaking

The Big Dig, the 20-year megaproject that buried Interstate 93 in Boston, didn't just give the city the Rose Kennedy Greenway, a 17-acre linear park through the heart of the city. It also led to the creation of A Better City, a member association representing 130 of Boston's largest employers, which followed

the project from start to finish. Since then, the organization has helped oversee the Greenway BID, where nearby businesses pay a supplemental tax for capital improvements; lately, they've complemented that work with car-free space enhancements.

“Business leaders want to see people downtown, and creating more pedestrian-friendly areas is a great way to have people downtown,” said Kate Dineen, its president and CEO. “Pop-up parks, parklets and pedestrian street closures are just more common in the lexicon now, and I think the pandemic helped people think, ‘Oh, we can use this space in different way.’”

As in so many cities, downtown revitalization is the Greenway BID's priority now. But the organization also chimes in on land use and policy changes that affect the metro area, such as another potential Big Dig-like project – a billion-plus-dollar plan to reconfigure a notorious elevated stretch of the Massachusetts Turnpike in Allston.

This isn't exactly anything new; businesses have always lobbied policymakers for projects that would benefit their bottom line. But the asks are changing – and so is who's asking them. Traditionally, BIDs had been staffed with former city service employees – sanitation, police, parks or firefighters. But as their focus shifts to placemaking and design, the Meatpacking BID's Sweet says that planners like him have followed. "I'd normally be hired by the city to do this work."

It mirrors a larger – and contentious – trend in city-building of ceding management of public spaces to private operators. Such arrangements can bring quicker results: Well-resourced groups often move faster with capital projects, and buy-in from the business community helps provide political cover for hesitant lawmakers. The most recent phase of Broadway Vision, for example, raced ahead of several redesigns for Open Streets in less-commercial corridors – most of which lack BIDs, and have stalled for months.

That speed could be a critical advantage now, amid a drumbeat of dire warnings about collapsing downtown real estate.

It took decades to create the modern office district; now that its critical vulnerabilities have been exposed, adapting these neighborhoods to again welcome a more diverse set of uses stands to be a similarly prolonged process. With the influence and resources they command, business groups stand to be powerful allies in this transformation project, if they get on board with the kinds of policies that other urban advocates have long clamored for.

<https://www.bloomberg.com/news/articles/2015-03-13/every-study-ever-conducted-on-the-impact-converting-street-parking-into-bike-lanes-has-on-businesses>

[CityLab](#)Government

The Complete Business Case for Converting Street Parking Into Bike Lanes

An annotated, chart-filled review of 12 studies from around the world.



acme08 / flickr

By Eric Jaffe

March 13, 2015 at 9:30 AM EDT

San Francisco is moving forward with a plan to add protected bike lanes on Polk Street, one of the busiest cycling corridors in the city, but the decision didn't come easy. The [San Francisco Examiner reports](#) that the plan endured about 2.5 years of debate. At

the center of the dispute was an objection to the loss of on-street parking spaces by local merchants (our emphasis):

Some business owners had argued that a proposed loss of 140 parking spaces in the area would lead to financial losses, and they had pushed hard for **studies on possible economic impacts** in order to pause construction of the bike lane.

It's perhaps natural for a shop owner to fear that losing a parking space means losing revenue. Drivers tend to be wealthier than alternative transport users, and cars have big trunks to hold lots of stuff. Cities can add a bike lane and still keep street parking by bumping out spots from the curb (a common practice in New York), but generally speaking more road space for cyclists means less for cars.

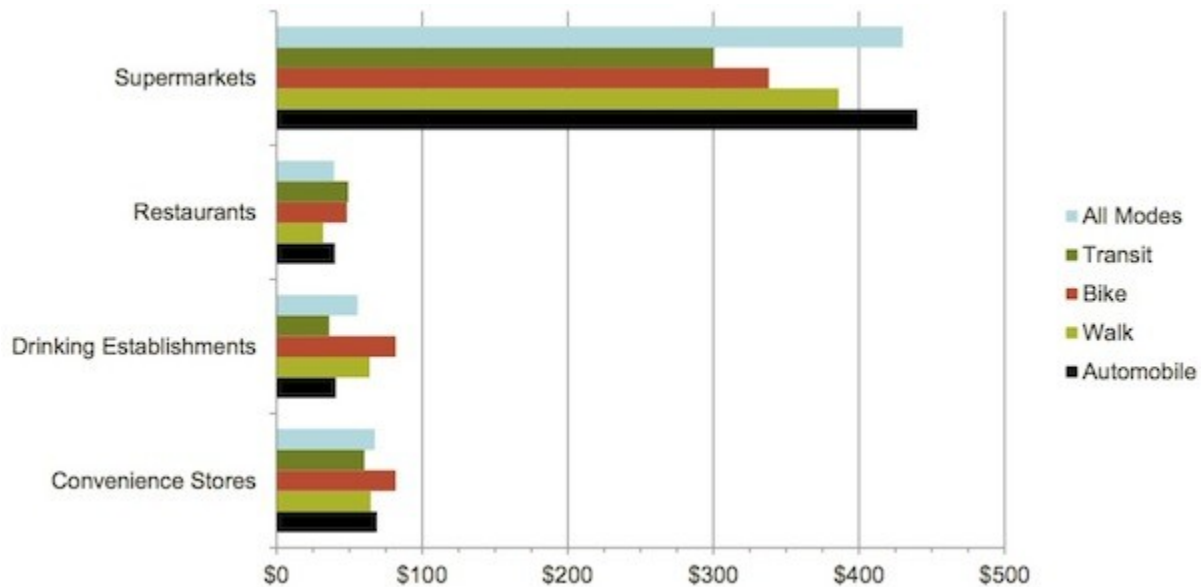
But here's the thing about the "studies on possible economic impacts" requested by retailers on Polk Street, or really wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even *increase* business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time.

So to put these debates to rest we've compiled an annotated, chart-filled guide to every major study we know of conducted on the subject to date. Here they are, in no particular order, for your public meeting pleasure.

Portland, Oregon

An analysis of [78 businesses in metropolitan Portland](#) found that non-drivers, including cyclists, are "[competitive consumers](#)", spending similar amounts or more, on average, than their counterparts using automobiles." So over the course of a given month, cyclists spent less than drivers on grocery trips, but more at restaurants, bars, and convenience stores. The common theme emerged: cyclists spend less per trip, but they make more trips.

Key chart:

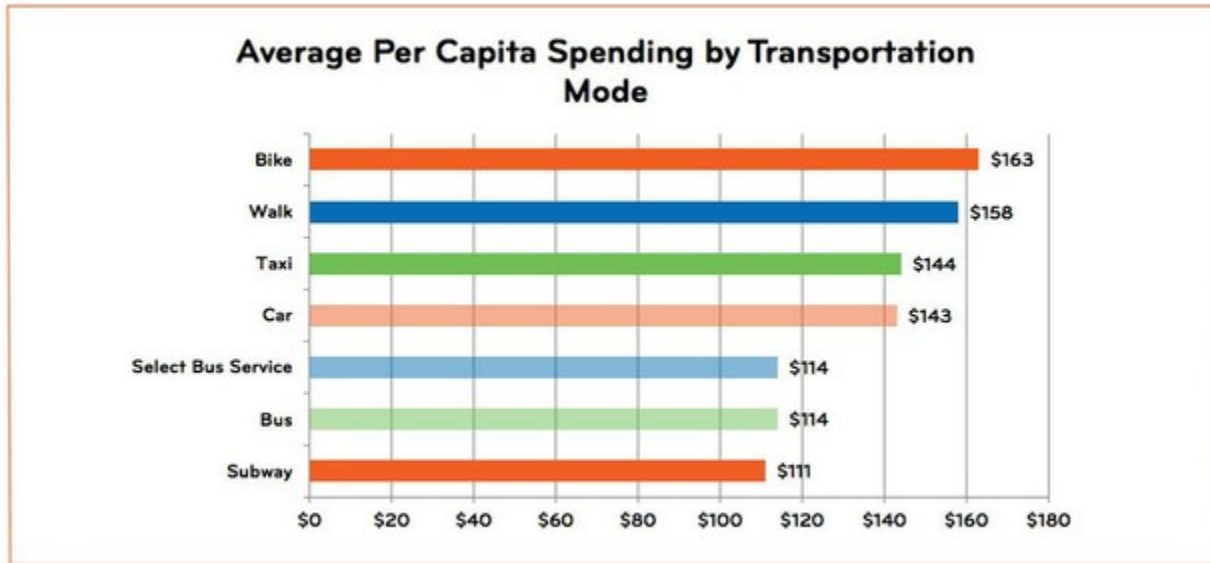


East Village, New York City

A neighborhood [survey of 420 people](#) on First and Second avenues in Manhattan's East Village, home to protected bike lanes, found that aggregate spending by non-drivers accounted for 95 percent of all retail spending in the area. That's not too surprising in New York, given the great transit infrastructure, but the figures remain

impressive. Cyclists spent about \$163 per week on average, compared to \$143 among drivers.

Key chart:



Auckland, Christchurch, and Wellington, New Zealand

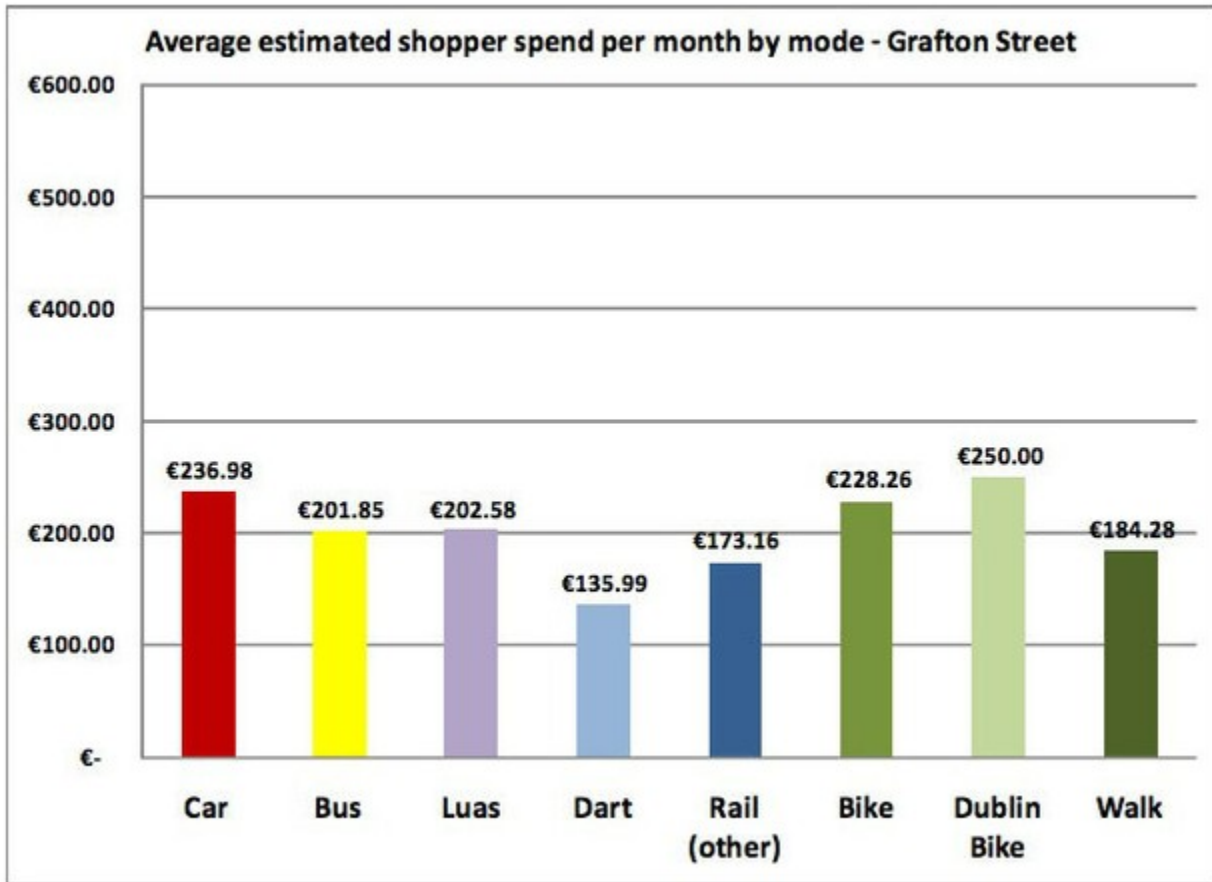
A survey of 1,744 shoppers and 144 retailers in [nine shopping areas](#) in these three New Zealand cities found that drivers did spend more money per trip than non-drivers, \$47 to \$34. But in central city locations, the gap between drivers and cyclists was only \$4 per trip (\$47 to \$43, respectively). And non-drivers also spent more time in the shopping areas, suggesting that "the longer-term spending by sustainable users is likely to be higher than that of private vehicle users."

Key line: This suggests that, in many cases, the benefit of encouraging more sustainable transport journeys to shopping centres outweighs the cost of reallocating space and improving the urban design in shopping centres.

Dublin, Ireland

Consumer behavior was studied along [two shopping avenues in Dublin](#): Grafton Street and Henry Street. Merchants overestimated how many of their customers arrived by car—they guessed 13 percent on Grafton (it was actually 10 percent) and 19 percent on Henry (it was actually 9 percent)—and underestimated bicycle patrons. On Grafton Street, with better bike infrastructure, monthly cyclist spending was nearly even with driver spending: 228 to 237 euros.

Key chart:



Los Angeles, California

Business data was collected along [York Avenue in Los Angeles](#) before and after a road diet that replaced car lanes with bike lanes. The change was found to have "little effect on surrounding businesses, property values, and customer shopping patterns." Sales tax revenue, a proxy for business success, was higher on the section of York with the new bike lane than the section without it, \$1,116,745 to \$574,778 (though revenues rose post-road diet in both sections).

Key chart:

	Road Diet	Non-Road Diet
Pre-road diet implementation	\$727,937	\$344,623
Post-road diet implementation	\$1,116,745	\$574,778
Absolute growth	\$388,808	\$230,155
Percent change	53%	67%

Vancouver, Canada

This study of shops in downtown Vancouver [did find a net decrease](#) in sales after the implementation of a separated bike lane. But the analysis relied on business surveys, rather than actual sales data, which might have led to a response bias among the merchants who took the biggest hit. The little sales data that was received "indicated that the estimated loss in sales was not as high as reported in the surveys."

Key line:

Despite efforts to increase response with follow-up telephone calls, there is some degree of uncertainty about the randomness of the results obtained.

Toronto, Canada

Surveys were conducted with [61 merchants and 538 patrons](#) on Bloor Street in Toronto. It was found that only 10 percent of patrons drove to the shopping area, and that those arriving by foot and bicycle spent the most money per month. Report authors concluded that converting

street parking into a bike lane in the area was "unlikely" to have a negative impact on business and that, on the contrary, "this change will likely increase commercial activity."

Key chart:

Table 5. Money spent in the area per month							
	Live or work in the area (294)	Live and work outside the area (242)	Walk (246)	Bicycle (64)	Public Transit (171)	Car (55)	Total (536)
< \$25	6%	31%	8%	11%	29%	24%	17%
\$25-\$99	21%	35%	16%	39%	37%	37%	27%
\$100-\$499	50%	29%	52%	42%	28%	30%	41%
\$500-\$999	14%	5%	17%	3%	3%	4%	10%
> \$1,000	9%	0%	7%	5%	3%	5%	5%

San Francisco, California

A few years ago, as San Francisco considered a congestion pricing scheme, merchants objected that the impact on driving would hurt their businesses. But a [survey of 1,187 shoppers](#) in major retail centers found that a majority of the consumers (60 percent) arrived by transit, walking, or cycling. In line with other studies, the researchers here also found that non-driving shoppers spent more per month than drivers because they visited the area more often.

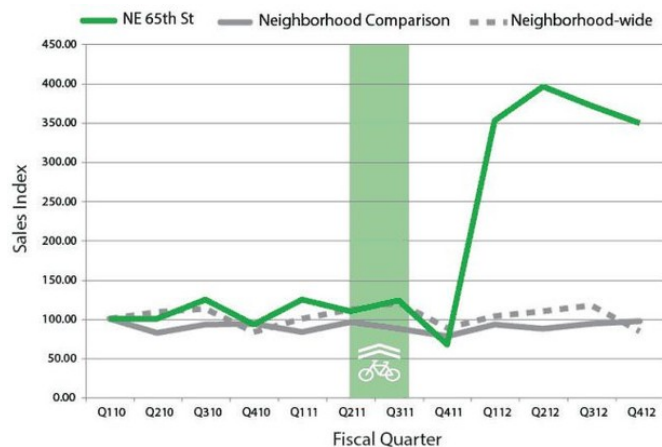
Key line:

The belief that recreational customers predominantly travel by car and spend more than transit riders is not reflected in the data, nor is this belief consistent with similar observations in other cities.

Seattle, Washington

University of Washington researcher Kyle Rowe [collected retail sales data](#) before and after a bike lane absorbed 12 street-parking spaces on 65th Street in Seattle. The sales index on 65th Street skyrocketed after the lane was put in place, especially compared with the index in the rest of the neighborhood. Business didn't spike around a new bike lane in the Greenwood district, but neither did it fall, leading Rowe to conclude that cycling infrastructure had no "negative impact."

Key chart:



Via Kyle Rowe

Davis, California

A [very recent study](#), from UC-Davis scholars Natalie Popovich and Susan Handy, analyzed nearly 1,900 shopping trips to downtown Davis made after the opening of a new Target store. Cyclists not only took slightly more trips than drivers did, but spent more per trip—leading to a monthly total spending of roughly \$250 for cyclists to \$180 for drivers. The results were especially impressive considering they only reflect spending on the type of goods available at Target, not food or services.

Key line:

According to the extrapolated frequencies and per-trip spending—even without accounting for spending on food, drink, and services—study results indicate that the customers who travel by bike to shop downtown spend as much money as their car-driving counterparts or more each month.

Bristol, England & Graz, Austria

U.K. researchers recently [surveyed 840 customers and 126 merchants](#) in Bristol, England. The retailers thought their customers lived farther away than they really did, underscoring another misperception: that 41 percent drove to the shops, when in fact only 22 percent did. (Meanwhile, merchants guessed only 6 percent of customers rode a bike, when it was actually 10 percent.) Those numbers lined up well with similar travel mode misperceptions in a Graz, Austria, business district.

Key chart:

City	Walk Actual	Walk Estimated	Cycle Actual	Cycle Estimated	Bus Actual	Bus Estimated	Car Actual	Car Estimated
Graz	44%	25%	8%	5%	16%	12%	32%	58%
Bristol	55%	42%	10%	6%	13%	11%	22%	41%

Melbourne, Australia

The award for best infographic goes to research conducted on the shopping behavior of cyclists and drivers [in Melbourne, Australia](#).

Researcher Alison Lee found that drivers spent more per hour than cyclists, about \$27 to \$16.20. But because six bikes can fit into a single automobile parking space—for a total hourly spending of \$97.20—Lee argued there would be an economic gain to using that space for bicycles instead.

Key infographic:



Figure 30 Retail spend per hour generated by one car parking space allocated to car parking in Lygon Street, Carlton, where the car park is fully utilised at all times by a car.



Figure 31 Retail spend per hour generated by one car parking space allocated to six bike parking spaces in Lygon Street, Carlton, where the car park is fully utilised at all times by six bikes.

Gift this article

In this Article

From: [Dennis Thompson](#)
To: [SSAC Secretary](#)
Subject: Comment to SSAC Members
Date: Monday, July 17, 2023 9:59:49 AM

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

EXTERNAL

To the State Street Advisory Committee-

Thank you for taking on this responsibility for the future of State Street. I have watched many of your meetings with interest, including the last one with design presentations.

In general, I think the 'Flat and Flexible' approach is good for most of the blocks, but I think the 'Civic District', from Canon Perdido to Ortega Streets, should be for pedestrians and slow shuttles only. We need one zone that is a true promenade/plaza, and these blocks have pedestrian/paseo connections to De la Guerra Plaza, El Paseo and Paseo Nuevo.

These two blocks could be protected with attractive wrought iron gates that could be opened for parades, emergency vehicles, slow shuttles (shuttle-activated gates). Cyclists would need to reroute or walk through these blocks, especially at busy times. It takes only about 3 ½ minutes to walk the two blocks; if that were too burdensome, the plaza could begin and end at the mid-blocks, for a maximum 2 minute walk. Textured paving and several weeks of official and volunteer enforcement/education of cyclists should be enough to create a culture of non-riding in those blocks. Here's a link to "Walk Your Bike" signs used throughout the country: <https://www.google.com/search?client=firefox-b-1-d&channel=fen&q=%22walk+your+bike+signs&tbm=isch&sa=X&ved=2ahUKEwjC69HUII-AAxUuKEQIHSZxDTAQ0pQJegQIDhAB&biw=1920&bih=891>

This scenario, and others, should be tested with paint and temporary barricades now, before a plan is finalized.

Sincerely,

Dennis Thompson, FAIA, LEED AP
2005 El Camino de la Luz
Santa Barbara, CA 93109
www.dthompsonarch.com

Office Phone: 805-679-5030

From: [Michael Gianino](#)
To: [SSAC Secretary](#)
Subject: State Street
Date: Tuesday, July 18, 2023 10:09:37 PM

[You don't often get email from themsg@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL

I ride my bike on state street at least 5-6 days a week. I also visit retailers when I ride my bike. I walk on state street 3-4 days/nights a week. I'm an advocate for bike riding on state street.

If you provide bike lanes in each direction on state you will alleviate the unruly bike riders who gather to pull wheelies and ride recklessly on their bikes. Just look at the bike paths throughout the city and you'll see that this is true. Riders in bike lanes have no room to do anything but ride.

When you have a large open space with people and bikers walking and riding aimlessly you encourage the types of behavior the people against bike riders are fearful of.

Also if you don't allow bikes on certain blocks you won't have bike riders visiting retail stores and restaurants because bike riders won't find state street accessible. We don't want to have to walk our bikes through certain blocks. Walking your bike is not fun.

By having some streets open to cars and others not, you won't satisfy anyone because everyone will have certain stores and restaurants they want on car blocks and others on pedestrian/bike blocks and there is no way to know or accommodate everyone's wish.

The 500 and 600 blocks are basically street parties and by fostering this type of activity on all the blocks from Victoria street to the 400 block you will have a lively fun well attended state street.

National studies show that the loss of traffic in all retail stores is very similar to that of state street stores. It's not due to the closing of the street.

Get some housing on state streets and you have built in traffic.
Thanks

From: [Aron Ashland](#)
To: [SSAC Secretary](#)
Cc: [Robin Elander](#)
Subject: Promenade Ideas
Date: Friday, July 21, 2023 7:29:51 PM

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

EXTERNAL

SSAC-

I'm forwarding a video of why I don't believe Elizabeth's design would be any better for downtown- narrow sidewalks create pinch points where homeless and criminals can prey on pedestrians. Her design would allow for larger patios (I own a restaurant which theoretically I would love) but the issue becomes that she has again reduced the amount of space people have to avoid things they don't want to participate in like panhandling, bad smells, violence. If you put together a design like hers we are going to have the same issue we had before the promenade where people stop coming downtown because they don't feel safe. Her design is beautiful but I don't think it would work in reality.

Here is the video of what I mean so you can see for yourself what happens when the sidewalk is narrowed- <https://www.dropbox.com/scl/fi/g3zorwhlkuuowfnfnwh4n/No-One-Sits-Inside.MOV?rlkey=nsjgl6sua9rxvzoiozd2ia3fb&dl=0>

I also want to comment on whoever from the city said we needed to keep bikes on State. I think this is wrong. We had a year and half of an amazing, vibrant promenade with the 500 block being a block that required bikes to dismount- that and the size of the patios have been reduced. Both of those changes have had hugely changed the promenade for the worse. Please push back and require some design options without bikes terrorizing our oldest and youngest residents and visitors. Please remember that children are required to wear helmets but the reality is that any pedestrian that walks in the street could be the victim of being hit by a child going 28 mph, wearing their helmet and escape injury while the pedestrian could be permanently damaged by that crash. Please force the issue and make sure we end up with a promenade design that is safe for EVERYONE, even if they can't afford a helmet or an electric bike.

Thank you for your time

Aron Ashland

[@theCuisery](#) [TheCuisery](#)

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

From: [Aron Ashland](#)
To: [Mike Jordan](#); [Bob Stout](#); [Brian Bosse](#); [SSAC Secretary](#)
Subject: Change the speed limits
Date: Saturday, July 22, 2023 9:29:14 AM

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EXTERNAL

What if we made the speed on the streets one block east/ west of State 15 or 10 or 5 mph.

What's the hurry? It's only one block or two. Safer for bikes. People

It might infuse the side streets with some new energy and park lets?

It would reduce the cost and necessary protection against cars if the street was slower for existing parklets.

Might not be possible at Carrillo or other major cross streets but slowing thing down is good for downtown's vibrancy- quickly passing our downtown shouldn't be an option. We don't want LA type movement of cars/ trucks downtown. whether bike or car, shouldn't be moving them slower to help downtown?

Let's be sleepy again. People can get on the the 101 if they want to go fast:)

Aron Ashland
SB Wine Therapy
SantaBarbaraWineTherapy.com

From: [Sarie Bryson](#)
To: [SSAC Secretary](#)
Subject: Restore State Street
Date: Wednesday, July 26, 2023 12:00:18 PM

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

EXTERNAL

State Street Advisory Committee Members:

I am writing to express my strongest support for the restoration of downtown State Street to its pre-pandemic condition, for the very sound reasons given by your Mayor.

Thank you,

Sarie Bryson

Ventura CA 93001

(SB resident, 2018-2020)

From: [Aron Ashland](#)
To: [SSAC Secretary](#)
Subject: San Diego's new outdoor options
Date: Saturday, July 29, 2023 1:23:41 PM

EXTERNAL

SSAC Members-

<https://www.sandiego.gov/sites/default/files/spaces-as-places-design-manual.pdf>

It has phasing of a promenade development for some areas. It's a little simple but makes sense on many levels. I like the addition of the play elements for families as a test to see if the area can really become part of the community as it functions.

It seems to me one of the hurdles we face is whether our Fire Dept can agree to some areas that we can move the fire lane to one side like Ventura, San Diego, Santa Monica, Palo Alto and many other cities.

As important as moving the fire lane might be, I believe the magic is in the middle of the street.

I also believe we need areas/places and approved items that are easily movable but can be placed in the fire lane for certain purposes- possibly Planters on wheels, trees on wheels, benches, tables, chairs to play games and rest, lightweight bike racks- really anything including art projects, exhibits from zoo, museum, aquarium, Moxi.

We might try a temporary stage on one of the blocks that needs activation if we can find a way around it for the fire truck.

This could also work at certain times of the day or night when they may need more or different access to some areas/blocks due to events/ holidays/ parades.

I think we need in our tool bag a list of things that help slow travel on State when necessary. Anything that can and will break up the speed and un-obstructed travel of anyone or anything (without using police to enforce it). Thinking ahead, it could be hover boards or skateboards without wheels but the desire to slow things down to allow for the safe enjoyment of whatever is downtown might be one of the most important elements of a successful design.

Technology will bring speed and efficiency to almost everything- moving towards slower, more engaging elements might be the most successful recipe since most cities will follow the technology so it will be harder and harder to find slow, engaging shopping and vacation experiences- really anywhere in the world but especially California.

Let's stand out in a slower, amazing way. It's hard to see the beautiful architecture when flying downhill on an Electric motorized bicycle anyways. Surely they can go an extra block so we can have a safe promenade. After all, it's just the flick of an index finger to travel one extra block and probably less than a minute of extra time in the worst of cases.

please choose everyone's safety for the promenade's design over electric bikes on State

Also- please design all blocks to have ample areas to lock up bikes. We want people ride their bikes downtown instead of drive but we don't want them scaring away people by allowing them to race up and down State Street. Ride downtown and park your bike. Drive downtown and park your car. Then walk around and enjoy it.

Thank you for your time

Aron Ashland

[@theCuisery](#) [TheCuisery](#)

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

From: [Micah Howard](#)
To: [SSAC Secretary](#)
Cc: mhoward@westmont.edu
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 5:42:13 PM

EXTERNAL

The fully pedestrianized section of State Street is by far my favorite part of Santa Barbara. The lack of cars make 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,
Micah Howard

From: Micah Howard
93108

****Please note that this email was sent by Micah Howard 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 Micah Howard's email address: mhoward@westmont.edu*

From: [Creed Bauman](#)
To: [SSAC Secretary](#)
Cc: cbauman@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 6:22:23 PM

EXTERNAL

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

From: Creed Bauman
90210

****Please note that this email was sent by Creed Bauman 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 Creed Bauman's email address: cbauman@gmail.com*

From: [Amanda Kennedy](#)
To: [SSAC Secretary](#)
Cc: amanda@kennedyphotoworks.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 6:30:26 PM

EXTERNAL

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 amount of areas to skate and having state street available is so important. Please do not take this away.

From: Amanda Kennedy
92373

****Please note that this email was sent by Amanda Kennedy 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 Amanda Kennedy 's email address: amanda@kennedyphotoworks.com*

From: [anna](#)
To: [SSAC Secretary](#)
Cc: annadrca@hotmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 6:43:12 PM

EXTERNAL

I want a walkable downtown

From: anna
92231

****Please note that this email was sent by anna 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 anna's email address: annadrca@hotmail.com*

From: [Katelyn Sherwood](#)
To: [SSAC Secretary](#)
Cc: katelyn4121@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 6:54:18 PM

EXTERNAL

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.

From: Katelyn Sherwood
93108

****Please note that this email was sent by Katelyn Sherwood 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 Katelyn Sherwood's email address: katelyn4121@gmail.com*

From: [Abbie Carter](#)
To: [SSAC Secretary](#)
Cc: abcarter@westmont.edu
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 7:26:21 PM

EXTERNAL

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!!!

From: Abbie Carter
93103

****Please note that this email was sent by Abbie Carter 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 Abbie Carter's email address: abcarter@westmont.edu*

From: [Juliana Moore](#)
To: [SSAC Secretary](#)
Cc: julianaj0y234@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 7:32:37 PM

EXTERNAL

Santa Barbara needs to be accessible

From: Juliana Moore
93108

****Please note that this email was sent by Juliana 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 Juliana Moore's email address: julianaj0y234@gmail.com*

From: [Bo Bowman](#)
To: [SSAC Secretary](#)
Cc: megbow@live.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 8:35:55 PM

EXTERNAL

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

From: Bo Bowman
93108

****Please note that this email was sent by Bo Bowman 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 Bo Bowman's email address: megbow@live.com*

From: [Katie](#)
To: [SSAC Secretary](#)
Cc: katieticas@icloud.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, July 30, 2023 11:13:29 PM

EXTERNAL

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

From: Katie
91354

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

From: [Grace Burgess](#)
To: [SSAC Secretary](#)
Cc: graceburgess@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Monday, July 31, 2023 8:03:56 AM

EXTERNAL

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.

From: Grace Burgess
93108

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

From: [Tom Loeser](#)
To: [SSAC Secretary](#)
Subject: Re: State Street Master Plan News & Information
Date: Wednesday, August 16, 2023 2:55:45 PM

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

EXTERNAL

City of Santa Barbara,

At what point will stormwater runoff and it's management be discussed and incorporated into the State Street design?

I'm not expecting an answer to this specific email. I just want to make sure and know that the subject of stormwater management is on the table.

I represent ABT Polydrain. We offer systems designed to capture, convey, treat, store and even reuse the retained water. It doesn't need to just run off to the ocean.

www.abtdrains.com

Regards,

Tom Loeser
ABT Polydrain
760-715-6720
tom@conoverent.com

On Wed, Aug 16, 2023 at 2:39 PM City of Santa Barbara
<esubscriptions@santabarbaraca.gov> wrote:

[View this email in your browser](#)

From: [John Kelley](#)
To: [SSAC Secretary](#)
Subject: The Heart of Downtown Santa Barbara
Date: Wednesday, August 16, 2023 3:53:49 PM
Attachments: [Downtown Sketch.pdf](#)

EXTERNAL

State Street Advisory Committee,

“The Heart of Downtown Santa Barbara,” a concept for downtown revitalization:

I agree with a colleague who says, *In general, I think the ‘Flat and Flexible’ approach is good for most of the blocks, but I think the ‘Civic District’, at least from Canon Perdido to Ortega Streets, should be ... a true promenade/plaza, and these blocks have pedestrian connections to De la Guerra Plaza, El Paseo and Paseo Nuevo.*

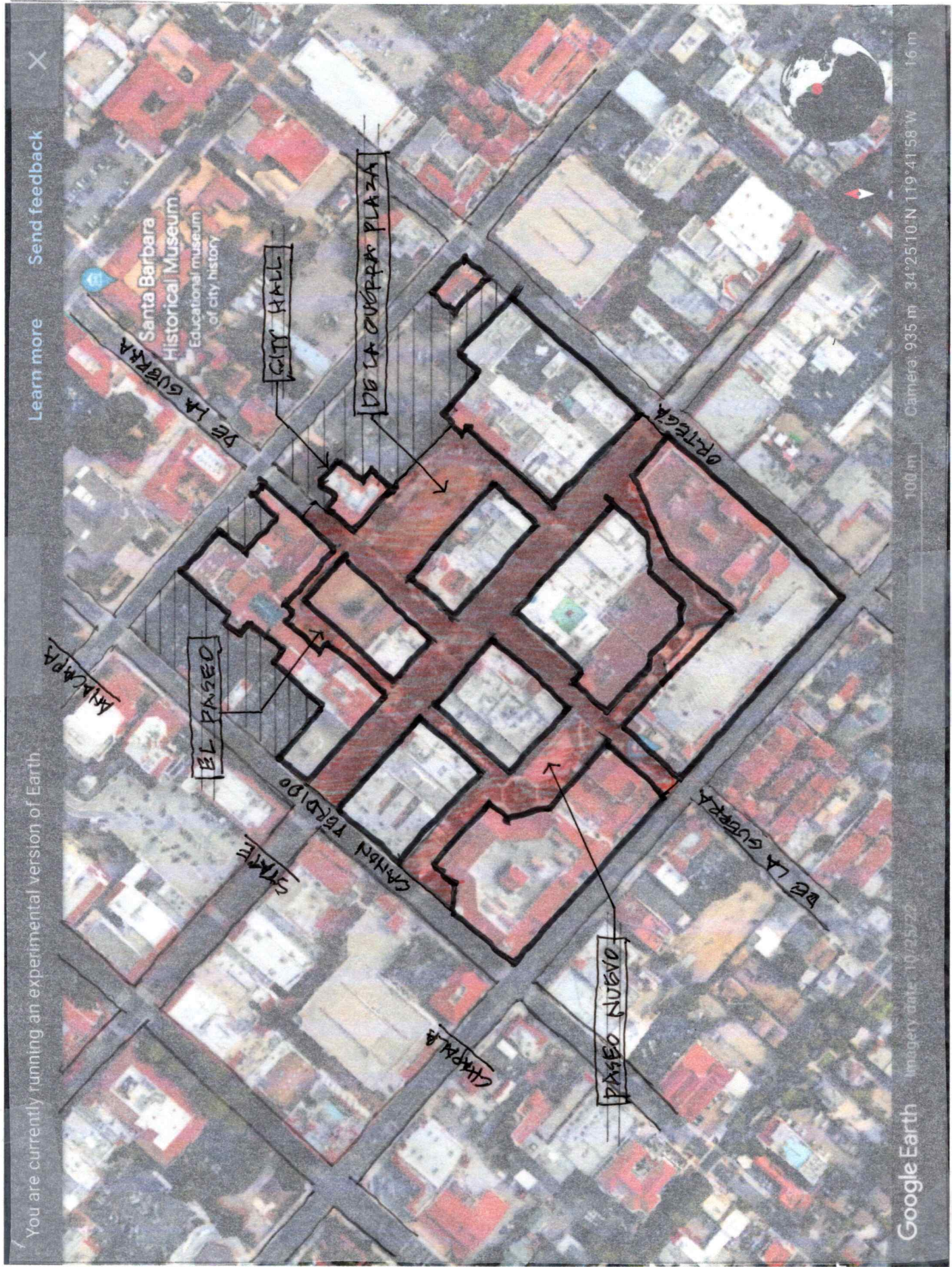
A rough sketch of this proposed pedestrian zone is attached below. I believe developing detailed plans based on this concept would create a significant consensus regarding improvements to State Street and DLG Plaza.

This approach also has the potential to expedite the actual completion of downtown improvements for our community. For example:

1. The current State Street closure is scheduled to last until 2026. Between now and 2026 a plan can be developed to reopen State St. below Ortega and above Canon Perdido to multi-modal traffic. State Street would remain closed between Ortega and Canon Perdido. State Street traffic would be routed around those two blocks. These changes can be designed to allow them to be accomplished quickly and at reasonable cost.
2. At the same time a plan can be developed to upgrade the whole area between Ortega and Canon Perdido into a pedestrian promenade including DLG Plaza, El Paseo and Paseo Nuevo. And a program could be established to encourage adaptive reuse of the existing buildings in the “Heart of Downtown” area to address the need for downtown housing, Mom & Pop retail, etc. These upgrades and revitalization could be accomplished as funding allows.

I hope you will consider including this concept in your ongoing decision making process.

Regards,
John D. Kelley, AIA Architect
1228 San Miguel Ave.
Santa Barbara, CA 93109
805-963-1013



M

7/2/23 8:50 AM

From: luxury-homes@cox.net
To: [SSAC Secretary](#)
Subject: FW: State Street Master Plan News & Information
Date: Wednesday, August 16, 2023 7:28:54 PM

EXTERNAL

Dear Committee:

You have listened to Realtors, Residents, Business Owners, and Tourists and dismissed the most important concerns of all.

The actions taken seem to have destroyed downtown except giving more outside seating to the restaurants and nothing else. Comments from the Tourism has been what a dirty city downtown Santa Barbara is now and no shopping (we have lost our anchors).

WHY is the city not taxing the landlords or storefronts a fine if their building is vacant. It would encourage vacant landlords or local landlords to get a pop up or small business activity in their storefront.

Instead of wandering homeless, grouping of bicyclists it would bring back activity of tourism, trolleys and even the local community. Did anyone listen to the Realtors and what their clients say about Santa Barbara now. You are encouraging growth of businesses in Montecito, so in that respect I thank you for the fascinating shops, restaurants, and boutique businesses. Most important is the fact that if there (for example) a major disaster, fire, or heart attack the firetrucks would not be able to get through all the barriers. It looks like a war zone downtown. Are you so against cars on State Street (electric or otherwise)? Your seating vignettes are so perfect for the homeless to settle in (located up and down State Street).

Your housing developments in La Cumbre etc. will offer housing and more congestion of traffic (even though we have water restrictions)? If you really want the community behind your actions then please listen to them, thank you.

DH.

From: City of Santa Barbara <esubscriptions@santabarbaraca.gov>

From: [Kay Cheon](#)
To: [SSAC Secretary](#)
Cc: [Alejandra Gutierrez](#)
Subject: Public comment for State St Advisory Committee
Date: Saturday, August 19, 2023 9:18:46 PM

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

EXTERNAL

Council members and committee members,

While recently traveling abroad for business, I connected with Philip, a former resident of Santa Barbara. We got to discussing the condition of State St, and the position residents and businesses find ourselves in through the changing landscape of one of the city's main thoroughfares.

Although it has been over ten years since Philip has lived in Santa Barbara, the challenges that the city has faced in how to reimagine State St date back to before Philip ever left. I believe a reimagining is necessary, and that rather than a return to a bygone status quo with a cavalier optimism, we as a community are in a position where we can make a mark on downtown Santa Barbara.

State St as simply another two lane road for automotive traffic to traverse simply does not make sense today. The closing of State St has demonstrated that the community does not need a slow-moving street in order to move effectively to and from work, or to pay visits to restaurants and retail businesses located along the corridor. The current model, while perhaps short of being fully imagined for a future Santa Barbara, has shown that residents and tourists and businesses have benefitted from a pedestrian-focused State St.

While I myself ride a bicycle recreationally, most of my riding these days is for practical transportation, and having State St be a safer, car-free avenue encourages transportation via bicycle, on foot, scooter, skateboard, the list goes on. This is true for people of all ages, from retirees who are embracing the freedom and flexibility e-bikes bring them, to students whose parents can feel safer with them riding to the beach away from cars.

State St also functions as much more than just a corridor for transportation. It serves as a home for a robust farmer's market, and, with us being fortunate to have conducive weather for outdoor dining at restaurants, gives restaurants flexibility, patrons options, and our downtown a vibrancy that would otherwise be lost in a hubbub of motors and idling cars.

State St as a car-free street can be reimagined to improve safety and make a statement that local government and our community are committed to the downtown culture we all want to see for our city. Questions about so-called "wheelie kids" can be addressed without targeting minors on bicycles, and instead safety can be improved through medians, incorporating areas for street art, natural installations, and organic methods of slowing two-wheeled traffic down, or through dedicated lanes for cyclists and pedestrians.

As for downtown businesses, I believe the city should consider the effect that vacant storefronts, especially those lots with out of town owners, can have on the image of

downtown, preventing pockets of business to flourish together. Considering punitive measures for such owners, especially those reluctant to lease to businesses for anything less than what they might have once made in different economic times, can spur ownership to welcome businesses that might otherwise not have any options for brick and mortar business in an expensive market such as Santa Barbara.

Finally, as I spent one Thursday evening out for a stroll up and down State St with my partner, I can't help but to reflect on the opportunity that we have to establish State St as a benefit to our city and local economy. On the evening in question, I saw our fire and police departments holding outreach events, the library setting up rolling carts of books, mothers being pulled by their young children interested in one of the many sights to see, and both myself and my partner were charmed to run into friends and acquaintances. These experiences are the ones that, as residents, I value having in a city like ours, and, as evidenced by the tourists taking photos of all of the above, are the experiences that those visiting our city will glowingly write home about.

Thank you for your time, and sincerely,
Kangho Cheon (District 1)

From: [Lisa Dunn Blake](#)
To: [SSAC Secretary](#)
Subject: Fw: State Street Master Plan News & Information
Date: Sunday, August 20, 2023 9:38:10 PM

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

EXTERNAL

Hello,

I'd like to provide a comment for the Committee meeting tomorrow:

I'd like to comment that I love the pedestrian promenade and the fact that state street is closed off to cars. I hope that the car-free section is maintained, and that it's possible to find a way for safe co-existence of pedestrians and bicyclists.

Perhaps a portion of the street can be raised (to be more like a sidewalk) acting as the pedestrian section, and the remainder of the street would remain street level as a "roadway" or bike path.

I do think it would be nice to re-instate the small electric trolleys to state street. That would allow people who are not on bikes to travel the street more quickly, without re-introducing all cars. Perhaps the trolleys could share the street level portion of the street with the bikes, and would remain separated from pedestrians. Safety would of course need to be a consideration, but the trolley would move at a reasonably slow pace and would have trained drivers.

Note: I think it's important to keep the trolleys small and open-air, like the older/previous generation of the waterfront trolley. The newer trolleys are too much like a bus, and would be too large for the promenade. The open-air "sightseeing" style of the original electric trolleys might satisfy/replace the need for cars on the street.

I also hope there can be a way to transition empty buildings and offices to housing. This would help increase the pool of available rental housing, and also breathe new life into State street. If people live there, it will bring vibrancy and life back into the street at all hours of the day.

Finally, I hope the parklets can also remain. I don't see any issue with the fact different restaurants have different style parklets.... I think it will be quite dull if all the parklets have the same style and design. If, in the future, they are designed to be removeable so that events (like parades) can return to state street - that would be great. But a removeable parklet is not the priority -- inspiring people to come eat and enjoy downtown from the outdoor seating areas (which has shown to be successful) should be the priority.

Thanks for your consideration,
Lisa Blake
Santa Barbara, CA

----- Forwarded Message -----

From: City of Santa Barbara <esubscriptions@santabarbaraca.gov>
To: "lisaannedunn@yahoo.com" <lisaannedunn@yahoo.com>
Sent: Thursday, August 17, 2023 at 03:44:11 PM PDT
Subject: State Street Master Plan News & Information

[View this email in your browser](#)

From: [Sullivan Israel](#)
To: [SSAC Secretary](#)
Subject: Public Comment for August Meeting
Date: Sunday, August 20, 2023 10:14:04 PM
Attachments: [State St Public Comment AUG "23.pdf](#)

EXTERNAL

Hello. Please find attached the public comment from Strong Towns Santa Barbara for the SSAC's August 21 meeting.

Thank you,
--Sullivan Israel

STRONG TOWNS

SANTA BARBARA

August 21, 2023
State St. Advisory Committee
735 Anacapa Street
Santa Barbara, CA 93101

Subject: Public comment in favor of “Flat and Flexible” State St. Design

Dear State Street Advisory Committee,

My name is Sullivan Israel and I am writing on behalf of the non-profit group Strong Towns Santa Barbara. Representing over 100 citizens, our group aims to help Santa Barbara become more resilient, fiscally sound, and people-oriented — one step at a time. We write to you today to express our support of, and offer our suggestions for the city’s ongoing creation of a new vision for State St, a project which we believe exemplifies the opportunity to create a “stronger,” more people-oriented Santa Barbara by creating a true heart of the city to be enjoyed by generations to come.

Since the last SSAC meeting, we have come to the conclusion that the best way to support these goals would be for the committee to **endorse MIG, Inc.’s “Flat and Flexible” design** option.

There are a number of crucial elements critical to include in the plan for State St., and this design option favors all of them. These include:

- **Eliminating all car traffic from the street**
- **Incorporating ample outdoor seating space into the new design**
- **Creating dedicated space for bike traffic and bike parking along the entire length of the promenade**
- **Creating a vibrant, inviting, equitable, and comfortable human-scale space that is enjoyable to visit and spend time in**

Elimination of Car Traffic:

We support the elimination of cars from State St for aesthetic, environmental, safety, health, and economic reasons.

The aesthetic reasons for keeping State St. car free speak for themselves; visit the promenade any day, and instead of being bombarded by car traffic noise and exhaust, one can instead enjoy listening to the sounds of people talking as they sip coffee in and amongst the parklets, kids laughing as they run or bike along the pedestrian-friendly street, and birds chirping in the jacaranda and palm trees above. [Studies show](#) that urban spaces designed with aesthetics and walkability in mind are more economically productive, more enjoyable to walk through ([thereby promoting healthier lifestyles for its citizens](#)), and associated with greater reported levels of happiness.

In addition to noise pollution, cars contribute immensely to carbon emissions and environmental pollution; their presence is conducive to neither a people-oriented, nor a clean air environment. For Santa Barbara to meet the goals outlined in its [Climate Action Plan](#) and dramatically reduce its greenhouse gas emissions by 2035, it must commit to and invest in car-free spaces in order to help minimize the need for car use by its citizens.

Further, years and years of data make it abundantly clear that cars are dangerous, killing over 7,500 pedestrians in 2021 in the US alone. In fact, [a study by MOVE Santa Barbara County](#) indicates that since its closure in May 2020, the State St. promenade has seen a significant decrease in collisions involving pedestrians and cyclists (despite a concomitant increase in e-bike usage).

It is also important to note that the closure of State St. required noticeably few hardscape alterations, involving only the installation of low-cost paint and bollards. This small investment has been returned many times over and has proven to be a huge boon for local businesses, with the closure often being cited as having “[revitalized the area](#),” to the extent that even business owners on blocks adjacent to the car-closed portions are requesting closure of their blocks as well.

From StrongTowns.org:

For instance, in [a 2011 report](#) for Australia’s Heart Foundation, Dr. Rodney Tolley concludes:

[Streetscape enhancements add value to an area and are associated with higher rents and the attraction of new businesses. In addition there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.](#)

Indeed, in 2009, our friend Joe Cortright conducted [a study](#) that revealed: “In the typical market, an additional one point increase in Walk Score was associated with between a \$500 and \$3,000 increase in home values.” ([Walk Score](#) is an online system that ranks how walk-friendly a particular location is.)

Furthermore, [a pivotal report](#) by Elizabeth Bent and Krute Singha of the San Francisco County Transportation Authority uncovered that “travelers using [transit or walking]

spend more per month than those traveling by car.” Interestingly, while the amount that transit users and walkers spent at area businesses on each trip was less than the average car driver’s spending, the transit users and walkers made more trips per month, which added up to higher spending overall.

State St. is no different from these and many more case studies. Members of Strong Towns Santa Barbara have spoken to numerous business owners, both restaurateurs and retailers, up and down the promenade, and they have all told us the same thing: business is booming.

Incorporating Ample Outdoor Seating Space in to the New Design



Ample outdoor seating draws people in and invites them to stay and shop longer

The outdoor seating and parklets which now line the promenade not only create a pleasant to sit in thanks to our near-perfect weather, but also contribute to the health of local businesses.

Studies and reports from cities across the globe are finding that the success of post-pandemic parklets is continuing into the present. From Groundwork.org:

For businesses, parklets could be the window of opportunity, a brilliant strategy to alleviate lost capacity. In 2019, [Cyclehoop](#) reported that their Modular parklets showed an increase in business orders by around 10% and 20% – a trend which has been maintained and described by one owner as evidence that the parklet has the “staying power”.

A report from a [Philadelphia government agency](#) found similar compelling results:

The Parklets have been remarkably successful at attracting users since the day they were installed. For noted urbanist William H. Whyte, when it comes to good urban spaces, “supply creates demand. A good new public space builds a new constituency. It stimulates people into new habits.” That was clearly the case at the Parklets.

From early morning to late evening, many Parklets were consistently occupied by people eating, drinking, socializing, or working. Photos showed up on social media, and crucially, businesses reported impressive sales increases after their neighboring Parklets arrived.

...

The data presented here illustrate the enormous gains to neighborhoods and businesses that can result from the relatively painless loss of one or two parking spaces. For modest cost, well-placed Parklets can attract huge and diverse crowds, animating sidewalks and bolstering neighborhood businesses, while truly creating “places” where none existed before. Finally, the data suggest that the success of those new places need not be left to chance; rather, good decisions in siting can increase.

There is a concern that parklets negatively affect non-restaurant businesses. However, the report found:

Parklet installation coincided with a substantial boost in sales. The majority of host businesses were able to provide sales data for the one to two weeks preceding and following the installation of their adjacent Parklets². Among them, the sales impact of the Parklets was substantial: following the introduction of the Parklets, sales were up by an average of 20% (the number of transactions increased by an average of 17% at the two businesses reporting that additional statistic).

Whatever form they end up taking in the final design, parklets, or outdoor seating, needs to remain a key feature on State St. Outdoor seating creates an activated space, drawing people in to spend time in a destination, prompting them to visit nearby local businesses, and incentivizing them to return. Parklets also perform the essential role of creating “[eyes on the street](#),” a well-documented phenomenon whereby an increase in the number of people on the street and the time they spend there culminates in an overall safer environment for all users.

Creating Dedicated Space for Bike Traffic and Parking Along the Entire Length of the Promenade



A biker casually rides down the street, free from the stress of cars

The ability to bike down State St safely and at a leisurely pace has created a unique space used by families going out to lunch, kids hanging out, and adults commuting to work. Without a doubt, State St is now the safest place in the city to bike due to the lack of deadly car traffic, and as a result, many people have switched to biking for travel. On any given day, hundreds of cyclists roll down the promenade; some stop to go into local businesses, some are tourists taking in the sights, some seem to have somewhere to be quickly, and others ride at a snail's pace. All of them represent trips that would most likely have been made by car had it not for the comfort of the new and inviting State St. layout.

Bike lanes aren't just good for cyclists however, they're good for businesses. An author at [Bloomberg article](#) compiled the data from a large number of impact studies, and found the following:

"studies on possible economic impacts" requested by retailers...wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even increase business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time."

StrongTowns.org has published a similar story:

"In New York City, the addition of a protected bike lane on two major streets led to "a 50 percent increase in sales receipts."

In San Francisco, after a bike lane [was added](#) on Valencia Street “two-thirds of the merchants said bike lanes had been good for business.”

In Seattle, the creation of a new bike lane, which eliminated 12 on-street parking spaces, resulted in a serious increase in retail sales along the street.

When a new protected bike lane was installed on Broadway in Salt Lake City, sales on the street [rose 8.8%](#), in spite of the fact that the bike lanes decreased on-street parking by 30%. Surveys of business owners along the street showed that a majority of them felt that the change was positive, and most of the remaining business owners felt neutral about it (see charts on the side, courtesy of [People for Bikes](#)).

Finally, a case study from nearby Los Angeles (also from Bloomberg) similarly demonstrates the benefits to be gained from embracing bicycles in business corridors:

“Business data was collected along York Avenue in Los Angeles before and after a road diet that replaced car lanes with bike lanes. The change was found to have “little effect on surrounding businesses, property values, and customer shopping patterns.” Sales tax revenue, a proxy for business success, was higher on the section of York with the new bike lane than the section without it, \$1,116,745 to \$574,778 (though revenues rose post-road diet in both sections).

	Road Diet	Non-Road Diet
Pre-road diet implementation	\$727,937	\$344,623
Post-road diet implementation	\$1,116,745	\$574,778
Absolute growth	\$388,808	\$230,155
Percent change	53%	67%

Study after study concludes the same thing: bicycles and bicyclists are good for business. A brief survey of Strong Towns Santa Barbara members finds that many of us have biked to State St on many occasions, most often to patronize specific businesses or show off the beauty of State St. to visiting family and friends.

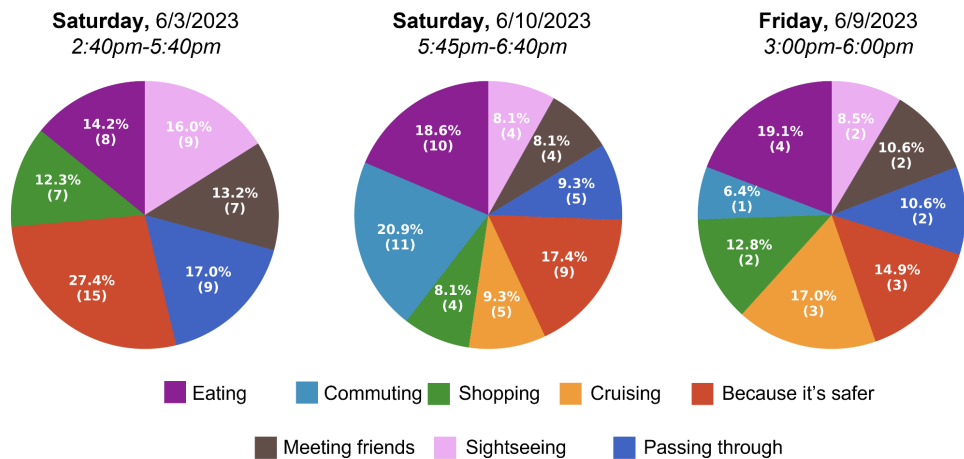
Bike Study

In June, 2023 Strong Towns Santa Barbara decided to conduct its own study of the cyclists on State St., to find out who they are and why they’re there.

There seems to be a lot of speculation in the air surrounding the cyclists on State. Who are they? Are they spending money? Are they tourists or locals? STSB decided to find out.

We surveyed **131 cyclists**, and counted **965 bikes** over **8.58 hours** across 3 days. We found a large spread in ages and reasons for visiting the promenade.

The results for the question “why are you cycling on State St. today?” are shown below:



Here, we can see that people appreciate the **safety, beauty, and shopping opportunities** on State St. Opportunities that **would not be available on neighboring Chapala or Anacapa**. On each day, shopping and eating made up between 26-32% of respondent activities. These activities correlate directly with spending money, so it’s safe to say that at least a third of people biking down State St are adding to business revenue.

A separate letter officially reporting on the results of our study will be shared separately. If you would like to learn more, please read Sully Israel’s article summarizing the study published in the *Montecito Journal* in June: [STSB Part 2: Results From the Bike Count Along State Street - Montecito \(montecitojournal.net\)](https://montecitojournal.net)

As the master plan goes forward, it needs to include dedicated space for cyclists. There are currently concerns that cyclists go too quickly down the street, posing a danger to pedestrians, however a casual survey of the street at any time will reveal that this is a minority of bicycle users. Some simple design features, such as a curving path, textured pavement and crossings, raised crosswalks, signage, and bumps can all be incorporated to keep the shopping, family-friendly cyclists on the street, while pushing fast users to De la Vina and Bath. Continuing to invest in active transportation infrastructure will also help to fulfill the goals outlined in both the Santa Barbara Vision Zero and Climate Action Plans.

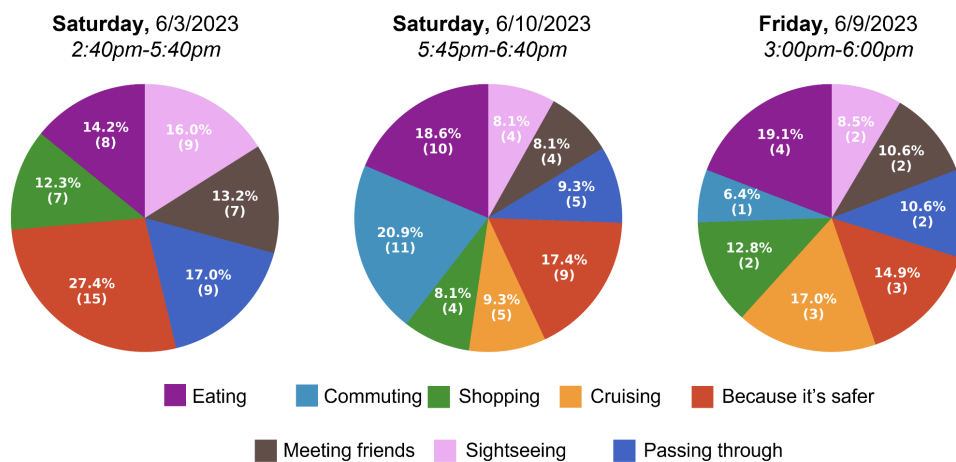
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Other key features for a vibrant and successful State St. include:

- The return of the downtown shuttle: SBMTD's Downtown Shuttle provided a popular and important mobility service for the community and neighborhood, particularly in terms of accessibility. This is clearly shown by SBMTD's [ridership reports](#) for 2017-2020: the Downtown Shuttle was consistently in MTD's top 10

bus lines in terms of wheelchair boardings, and also in "too full to board" loads (if combined with the Waterfront Shuttle, the numbers would be even higher). The City needs to partner with MTD to bring back the Downtown/Waterfront shuttle with a route modified to circle the car-free section of State on parallel streets, to ensure all community members (and visiting tourists) are able to access and enjoy the promenade and its businesses. This will also help reduce vehicle miles traveled, congestion, and demand for parking.

- Presence of planters and greenery: State St. is currently home to a large number of trees and shrubbery. They provide shade and cool down the hot urban surfaces. These planters should be expanded upon, while also making it easy to traverse between sidewalk and street.
- Public seating: As mentioned earlier, the outdoor seating for restaurants is essential to an activated street. Another key feature is public, city-owned seating. These spaces can provide strollers and shoppers a place to sit without the obligation to spend money. The more people sit and enjoy the street, the more “eyes on the street” there are, making it safer for everyone.
- Family-friendly features like fountains and splash pads: This recommendation is more open ended. We believe that the larger age range State St. caters to, the more successful and enjoyable it will be. There should be features that attract and keep families and children in the space, from splash pads to semi-permanent games.

Conclusion

Strong Towns Santa Barbara is focused on creating people-oriented spaces in our beautiful city. These spaces are not only conducive to supporting family-friendly, tourist, and local uses alike, but are also economically advantageous. As we look toward the future and strive to create a centerpiece for our town, we should endeavor to be a model for what other cities can do. This vision must include a space that is car-free, has outdoor seating, and walkable and bikeable space at its heart.

Thank you for your time and consideration.

Signed,

Sullivan Israel, *Local Conversation Leader*

Tristen Miller, *Member*
Kira Pusch, *Member*
Marie Hébert, *Member*
George Nicks, *Member*
Douglas Ridley, *Member*
Luca D'Agruma, *Member*
Peter Smith, *Member*
Joanna Kaufman, *Member*
Dan Ary, *Member*
Gordon Blasco, *Member*
Luca D'Agruma, *Member*
Ben Parnas
John Semancik
Finnegan Israel
Melissa Cunningham
Emma Meyer *Cal Poly Urbanists*
Barry Remis *MOVE Santa Barbara County*
Rebecca Vincent

Emily Foley
Grace Vazquez
Colleen Reynolds
Blythe Wilson
John Dagger, *Member*
Sheridan Green
Kiaya Batkin
Zoe Klement
Aaron Posternack
Emma Roeller
Bojana Hill
Gabe Starkey
Brian Legal
Kat Ackerman
Ethan Keller
Anika Clements
Sophia Keane



From: [Helena Davila](#)
To: [SSAC Secretary](#)
Subject: Public Comment : State Street Promenade
Date: Monday, August 21, 2023 12:04:35 AM

You don't often get email from hdavila63@gmail.com. [Learn why this is important](#)

EXTERNAL

Hello State Street Advisory Committee,

I'm writing today to share my support in maintaining State Street as a vehicle-free promenade for perpetuity. Santa Barbara is a community of activity - walking, running, bike riding, etc. Santa Barbara locals take full advantage of their time outside. As a lifelong resident of Santa Barbara, I have been encouraged to witness active city investment in protected bike paths (Las Positas Pathway), and sidewalks (Old Town Sidewalk Improvements Project). With the current temporary closure of downtown State Street, we are presented with a tremendous opportunity to invest in a centralized, vehicle-free thoroughfare for our community.

Speaking personally, I often prefer to bike up State Street versus neighboring streets knowing I am safe from vehicles and distracted drivers. On these rides, I see more people using bikes, scooters, wheelchairs, etc. to roll up and down State than anywhere else in town on a regular unprotected bike path or sidewalk. It's no coincidence that protected promenades give individuals of all ages and abilities protection from noise pollution, air pollution, traffic risks etc. Vehicle-free promenades create space for flexibility and exploration (pop-up markets, food stands) and encourage individuals to spend more time outside in their community.

State is an increasingly growing community center - open vehicle-free asphalt giving way to local chalk art, roller skaters, tourists and locals alike lingering alongside live music on their way to dinner. The seeds for a thriving community center have already been sewn in State Street. We must water them and encourage them to grow through city investment in solidifying a permanent vehicle-free promenade.

My very best,
Helena

From: [Info](#)
To: [SSAC Secretary](#)
Subject: FW: To State Street Advisory Committee
Date: Monday, August 21, 2023 7:51:29 AM

From: mus8515839@aol.com <mus8515839@aol.com>
Sent: Sunday, August 20, 2023 8:11 PM
To: Info <Info@SantaBarbaraCA.gov>
Subject: Re: To State Street Advisory Committee

You don't often get email from mus8515839@aol.com. [Learn why this is important](#)

EXTERNAL

Dear Committee:

Please be advised that my grandson will be the sixth generation family member to be fortunate enough to live here.

We hold our economy, the safety of our citizens, and the condition of our historic downtown in very high regard.

We are paying close attention to the highly-flawed items that are going on.

We praise Mayor Rowse and believe the plan put forth by Cass Ensberg is the best one to bring State Street back.

Sincerely,

Pamela Jameson Boehr
The Gates Building
707 Anacapa Street
A Structure of Merit in *El Pueblo Viejo*