

From: [B. Alexander](#)
To: [SSAC Secretary](#)
Subject: Question for the design meeting re: Fw: State Street Master Plan News & Information
Date: Monday, August 21, 2023 12:13:01 PM

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

EXTERNAL

Good Morning, My name is Alexander, and I'm a local resident (architect) residing in the downtown Santa Barbara area, I believe that lots of folks (including me) are exciting to see possible renovation of the state street, clearly something needs to be done/ upgraded. Just exodus it's self of the major retails from the street in the recent years is simply depressing, is it due to overall "not attractive condition anymore", or homelessness ...??, I'm not sure.. But what I'm sure of that I think that the State Street is a beautiful venue, Jewl of the city, but needed a bit of the design "push, facelift". In My opinion one of the major issues now is the dangerously biking teenagers and other people, it can be easily addressed by constructing perpendiculars / across the street attractive seating areas, play grounds, frequent road bumps with some removable bollards for emergency vehicle passage. Also leveling the previous driveway with the previous sidewalks and attractive tile pattern in combination with built in planters should be the major elements for the upcoming reconstruction. But at the current state it's just not attractive, Santa Monica 3rd St. promenade can also be a good design approach.

thank you for your attention to our Beautiful Downtown area

Sincerely

Alexander

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

Sent: Thursday, August 17, 2023 3:44 PM

To: vivaadelante@hotmail.com <vivaadelante@hotmail.com>

Subject: State Street Master Plan News & Information

Greta Walters

From: Victoria Valente <vicks93103@yahoo.com>
Sent: Monday, August 21, 2023 12:33 PM
To: SSAC Secretary
Subject: 8/21/2023 State Street Meeting
Attachments: 2023.06.25.Noozhawk.CassEnsberg.StateStreetDesigns.JoshMolina.pdf; Restore Vehicles to State Street - The Santa Barbara Independent.pdf

You don't often get email from vicks93103@yahoo.com. [Learn why this is important](#)

EXTERNAL

State Street Advisory Committee:

As you know, the purpose of the Outdoor Dining program was designed to keep restaurants afloat during the COVID pandemic. At the time, I had thought that this was a pretext for permanently closing State Street to cars and creating a "promenade" - something that special interest groups and a small percentage of the public had been pushing for. Apparently this was the case.

Why are we still debating this issue? The rationale no longer applies, as dining establishments with parklet seating report a 30% increase in revenue, still at the expense of the taxpayer. In other words, without the parklets, these restaurants will not go bankrupt. Some of these restaurants are expanding and opening new locations. Does it seem fair that the public continues to pay for the benefit of the few?

The Greatest Good

The hospitality and dining industry is a special interest group. Their interests do not represent the "greatest good" for the greatest number of residents of our city.

The population of Santa Barbara is roughly 90,000. State Street - our main boulevard - spans the Waterfront to the 154 (approximately), and belongs to all of us. The number of people who benefit from an intact roadway and the enjoyment of our historic downtown by car, far exceeds the number of people who benefit from increased dining revenue and a perpetual party in the street.

Access & Visibility

Access to this route by car provides enjoyment to the elderly, disabled, and less-able-bodied, also multi-generational families wishing to enjoy our lively downtown together during family time. They can take in the scene, see what's playing at Fiesta 5, check for long lines (there used to be long lines), decide on a restaurant, and park nearby.

The State Street Shuttle was ideal for such activities and it needs to be brought back.

A car accessible State Street provides greater visibility to businesses, which is crucial to mom & pops. Retail businesses have suffered during the road closure.

Traffic routes

Santa Barbara lacks infrastructure. Residents have few driving routes from which to choose, resulting in no few or no viable alternatives during heavy traffic. Getting rid of one of the thoroughfares stresses out traffic circulation even more. We need ALL main routes open for everyday needs and

during natural disasters. I have regularly used State Street during natural disasters, general congestion, or gridlock on the freeway. It's also offers a scenic route to take while getting from Point A to Point B. Our main boulevard provides an option.

And it just isn't appropriate to block a community's Main Street.

An already dead-end street should be chosen for a promenade - and our EXISTING promenade should be revitalized: Paseo Nuevo.

My personal experience:

We live pretty close, and State Street used to be our favorite "destination." In the 90's (before kids) we enjoyed the Downtown night life. There were a couple of good dance places - fun to go in a group.

Up until a few years ago, we frequented Downtown quite a bit. Paseo Nuevo - a real promenade - was a nice place to shop and hang out. Our usual experience included shopping, a movie, lunch/coffee. Hauling the goods to my car after shopping wasn't too bad. If my mother was too tired to walk further, or the shopping load was large, we could use one of those drop-off zones.

I used to drive State St all the time, a scenic route to drive the kids to Los Banos - no slower than gridlock traffic on the 101! During this drive, we would check out all the happenings and take note of any changes in retail offerings.

A few weeks ago, I went shopping for a wide brim hat. So I searched for a store on Google and saw several hat stores around the Nordstrom building- a 3 block walk. Of course I couldn't drive around the area to make sure. So I walked - ON THE SIDEWALK, of course (No way am I going to risk my life on the so-called promenade).

NONE of these stores existed or were still in business. So I asked a worker in a boutique if she knew of a hat store. She said that there was one across from Metro 4. So I walked 3 more blocks and Yes - there it was. I found what I needed and bought my hat. But what a hassle! Luckily I had time and energy that day, the weather was cool, and was willing to deal with the State St chaos. On a typical day, I would have just given up and left - like most people would have done.

By the way, I am able bodied. I walk for exercise, but when I do I sweat. This is fine if I'm not entering a store, restaurant, or other place of business.. Having to walk a distance in order to shop, search for items to buy, and carry the goods to the car is not feasible for me or anybody else.

A Solution:

I enjoy the outdoor dining experience, but it needs to move back on the sidewalk, and rental of this space needs to be paid for by the benefitting business - at market rates.

Local Architect Cass Ensberg has designed a beautiful and effective State Street that works for everyone. Please support this solution and ban outdoor dining that blocks the public roadway.

Cass Ensberg's solution that should make everyone happy.

Sincerely,

Victoria Valente

Santa Barbara resident since 1991

Attached image: Beautiful State Street at night, a few years prior to the pandemic



Please see attached pdf docs:

Noozhawk article by Josh Molina

“Ahead of Council Meeting, Architect Sketches Alternative Plan to Avert Permanent State Street Closure”

Independent op-ed by Mark Alvarado

“Restore Vehicles to State Street”



Restore Vehicles to State Street

By **Mark Moses Alvarado, S.B.**

Fri Jun 02, 2023 | 12:06pm

Without being involved in the discussion and yet as a frequent patron of the 700, 600 and 500 blocks of the promenade, I advocate to restore State Street with vehicle traffic.

This will force all forms of transportation to obey traffic laws, keep pedestrians on the sidewalk, improve retail shopping, and increase parking garage revenue significantly.

Currently, kids who ride e-bikes or regular bikes have free rein to do whatever they want throughout the promenade. The wide open areas entice kids to be reckless and disruptive with no enforcement to deter their behavior. Restoring State Street will reduce their riding space. It will force all riders to share the road with vehicle traffic. Enforcement and obeying laws are the answers to this problem.

By definition, pedestrians use sidewalks and do not share the street with motorized bicycles or other riding devices. The current mix between pedestrians, joggers, rapidly moving bikes, and other devices is safe only when shops

and restaurants are closed along the promenade. But during peak times, holidays, and special events, this mix is chaotic and unwelcoming to visitors.

The parklets were a good stop-gap solution during COVID. But they only exasperated the struggle and ability for retail shops to recover from the pandemic.

In fact, I would say anecdotally, the parklets and the promenade have stymied Santa Barbara's ability to jump-start retail shopping. Even though we want to blame it all on Amazon. Santa Bárbara is different, and we should be able to support and revitalize retail shopping downtown.

Since no traffic laws apply on the promenade and pedestrians pose a safety risk, let's do Santa Bárbara a favor and restore vehicle traffic in the heart of downtown. A permanent removal of vehicle traffic is an amputation of our local charm and culture. People who have recently called Santa Bárbara home do not share the history of those who have lived here for generations. Let's honor our past and stop the trend of trying to reinvent paradise. Santa Barbara is only as good as its downtown, and today and right now, it sucks.

Mark Alvarado spent a bulk of his childhood on State Street, where his father managed and owned three furniture stores on the 700 block of State Street from 1967 to 1981. He remembers the vibrancy of downtown from those days, and also from when he went on to work at numerous bars and nightclubs in the '80s and '90s as a professional musician.

Tue Jun 27, 2023 | 00:06am

<https://www.independent.com/2023/06/02/restore-vehicles-to-state-st>





Local News

Ahead of Council Meeting, Architect Sketches Alternative Plan to Avert Permanent State Street Closure

With expected Tuesday vote on pedestrian promenade looming, Cass Ensberg pitches her own 'State Street for All' proposal to accommodate people, cars, bicycles and outdoor dining



by Joshua Molina, Noozhawk Staff Writer June 25, 2023 | 11:55 pm



In a State Street proposal designed by Santa Barbara architect Cass Ensberg, outdoor dining is moved to the sidewalks from the street and thick landscaping is removed to make way for tables and pedestrians. (Ensberg Jacobs Design illustration)

The fate of State Street is on the line again Tuesday when the **Santa Barbara City Council** is set to extend the downtown street closure to vehicles through 2026 or until the **State Street Master Plan** is completed.

But Cass Ensberg, a longtime architect and one-half of the firm **Ensberg Jacobs Design**, is hoping that the council will put on the brakes and consider an alternative.

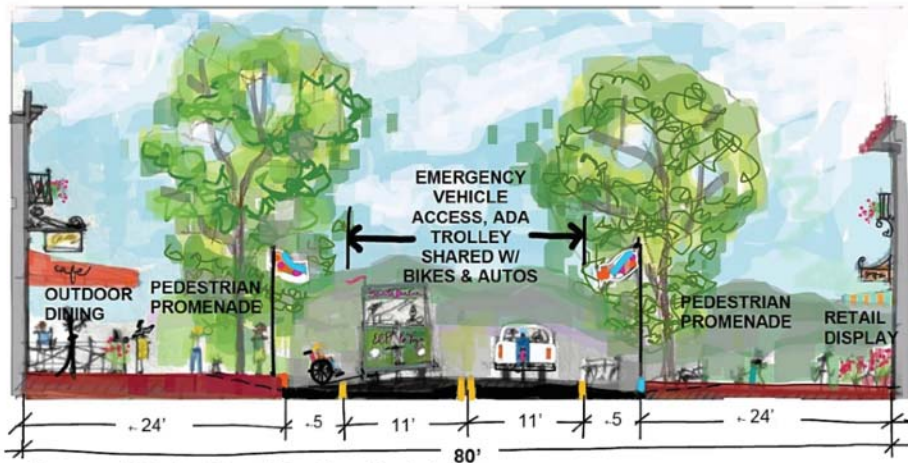
Ensberg has put forward some sketches that she hopes will offer the council and **City of Santa Barbara** staff an option that accommodates bicycles, cars, people and outdoor dining.

“Aren’t we a community who cares about everyone?” Ensberg asked. “I want as many people as possible in this town to be successful. That’s what Santa Barbara is all about.”

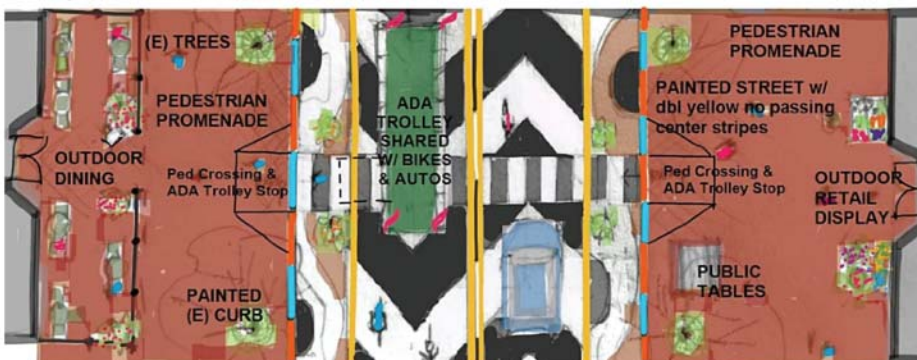
In the summer of 2020, the city closed nine blocks of State Street to motor vehicles. Three years later, the street is still closed between Haley and Sola streets, and community leaders are scrambling to figure out a long-term solution.

A **State Street Advisory Committee** is working with an \$800,000 consultant on a multitude of plans, but that effort could take four more years, and there is no current source of funding for any construction work.

In the meantime, the city is trying to get a handle on outdoor dining and parklets, and to what degree bicycles should be allowed on State Street.



Proposed State Street Section Sketch



Proposed State Street Plan Sketch

To build on Santa Barbara's assets and distinctive style in the downtown El Pueblo Viejo District, architect Cass Ensberg has come up with a flexible proposal that would preserve street trees, remove obstacles and increase usable sidewalk space, accommodate disability access with trolleys, maintain curbs and a full street width for parades, keep mobility circulation in the center of the street and other improvements aimed at restoring balance and vibrancy. (Ensberg Jacobs Design illustration)

The **Historic Landmarks Commission** last week **voted to remove overhead structures on parklets** and to shrink the size of the rails around them.

Restaurant owners want to keep their outdoor dining, but other business leaders have expressed a desire to return State Street to pre-**coronavirus** pandemic conditions.

Ensberg said the city needs to think of its elder population, and people with disabilities, too. She has a 94-year-old mother, and it's difficult to bring her downtown and feel safe.

"We took away equal access to State Street and that area by removing any kind of vehicles," she said.

In her sketches, Ensberg allows for the return of vehicles, but with a focus on trolleys that allow seniors and people with disabilities who may not be able to ride a bike to enjoy downtown. Bicycles would also be allowed on State Street.

The trolley service would operate on both sides of State Street, she said.

"You've opened it for everybody," she said. "It makes fewer obstacles for people like my mom, in a wheelchair."

"This to me has to get restored, tomorrow," Ensberg said. "Tomorrow."





The current landscaping limits the use of sidewalks. (Ensborg Jacobs Design photo)

2 / 6



Current landscaping blocks access and views along State Street. (Ensborg Jacobs Design photo)

3 / 6



Simplification of landscaping can increase open space. (Ensberg Jacobs Design illustration)

4 / 6



In a State Street proposal designed by Santa Barbara architect Cass Ensberg, outdoor dining is moved to the sidewalks from the street and thick landscaping is removed to make way for tables and pedestrians. (Ensberg Jacobs Design illustration)

5 / 6



Heavy landscaping currently takes up valuable sidewalk space. (Ensberg Jacobs Design photo)

Ensberg is a member of the Historic Landmarks Commission, but she noted that her suggestions are her own, and not representative of the design panel.

She created the sketches on her own time and provided them for free.

Ensberg said returning State Street to allow cars and trolleys will allow the advisory committee to come up with a long-term solution that may or may not involve vehicles.

If the City Council agrees on Tuesday to extend the downtown State Street closure between the 500 and 1300 blocks to cars, it will also decide whether to eliminate outdoor dining in the public right-of-way everywhere else in the city.

City staff recommends eliminating the outdoor dining parklets on public property outside of the 500 to 1300 blocks of State Street.

Temporary outdoor dining on private property outside of the 500 through 1300 blocks of State Street would be eliminated unless the owner secures the appropriate permits, according to the city staff recommendation.

Ensberg said a solution exists that includes all modes of transportation because residents have diverse needs. She hopes the council will figure out a way.

“Don’t tell me how you can’t do it,” she said. “Tell me how you can do it.”

City Councilwoman Meagan Harmon, whose district includes State Street, said she is appreciative of the energy and passion around the issue.

“I’ve always been and continue to be a strong and vocal supporter of both our promenade and a robust outdoor dining program across the city,” she said.

“I believe it is time for us to move forward to develop a cohesive policy that allows us to retain those programs, especially during this period while the State Street master planning committee is doing the important work of visioning a bold future for our downtown.”

Harmon said she understands people’s frustrations.

“Tuesday’s conversation will, I hope, begin to ameliorate that frustration by moving us from an ‘emergency’ framework toward a set of coherent, reliable ordinances that our local businesses can depend on,” she said.

TAGGED: [Local News](#)



Joshua Molina, Noozhawk Staff Writer

✉ jmolina@noozhawk.com

Noozhawk staff writer Joshua Molina can be reached at jmolina@noozhawk.com.

More by Joshua Molina, Noozhawk Staff Writer

Greta Walters

From: nick kfe.net <nick@kfe.net>
Sent: Monday, August 21, 2023 12:42 PM
To: SSAC Secretary
Cc: Access Advisory Committee
Subject: SSAC Public Comment

EXTERNAL

State Street Advisory Committee members,

An accessible shuttle is a critical component in making the State Street Promenade program, service or activity compliant with Title II of the ADA. Such a shuttle would also meet another important and overlooked need.

Council seems to be leading the City towards a future that is more dependent upon public transportation and less accommodating of private vehicle ownership. While I do not agree with that direction, it seems I will need to adjust to this inevitable change. However, there is a major gap in our public transportation systems. Since the termination of the Waterfront Shuttle service, there has been no connection between Amtrak train service and MTD bus service. If we want our City to accommodate visitors and residents without personal transportation, we need to reconnect those modes of public transportation.

I would like to encourage you to direct staff to include the City's Access Advisory Committee in efforts to bridge these transportation gaps.

Respectfully,
Nick Koonce

Greta Walters

From: Barbara Hirsch <barbsopus@gmail.com>
Sent: Monday, August 21, 2023 1:08 PM
To: SSAC Secretary
Subject: State St. Master plan

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

EXTERNAL

Hello and thank you for this work. I will attend today's meeting.

1. I am hoping to learn of plans for a bike lane on the promenade.
2. Reminder that the federal speed limit for e-bikes is 20 mph.
3. E-bikes that go faster than that should be classified as mopeds with associated regulations.

many thanks,
Barbara

Barbara Hirsch, owner
Opus 1 mobile recording
Santa Barbara Yoga Center
805 280 6740
opus1mobile.com
SBYC.com

"Unless someone like you cares a whole lot, nothing is going to get better. It's not."
-- The Lorax, Children's book by Dr. Seuss

Greta Walters

From: Aron Ashland <aron@thecruisery.com>
Sent: Monday, August 21, 2023 1:42 PM
To: SSAC Secretary
Cc: Kristen Sneddon; Mike Jordan; Oscar Gutierrez
Subject: My thoughts from the last 20 years of working on State Street

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

EXTERNAL

SSAC Members-

I've worked the last 20 years on the 400, 500 and 700 blocks of State street. While this doesn't make me right about anything, it does give me a level of experience that not many others have in our city. Below are some of my thoughts on topics being addressed by your committee and the designers. I would be happy to elaborate or give you more details about my ideas if anyone wants to hear them. I have to work today so I won't be able to call on zoom.

One of the most important things is that we didn't fix our homeless problem with a promenade- we just made it more difficult to panhandle. The increased room for people to avoid potentially dangerous or uncomfortable situations have made spending time on State Street MUCH MUCH better than it was before the promenade. We didn't the resources back then to keep the sidewalks safe and unobstructed and my fear is that we might not be in a much better position once the promenade is completed. That is the thing that I believe would prevent a design the like the woman show presented at the last meeting. The big patios would help attract people but the lack of space on the sidewalk

We should think of the promenade the way smaller towns think of their "town square". We should host as many community oriented events that we possibly can and one of which should probably be a stage of some sort.

We need marquees or kiosks that talk about the history of SB so people fall in love with the town, not just its weather and beauty.

We should have marquees for other events that are held in SB- the only one I know of is for the bowl up against the public bathrooms

Install bathrooms and possibly showers for homeless somewhere- even if its on a side street. The lack of public restrooms is ridiculous at this point on State Street.

Consider designing areas for humans and dogs to exercise or workout.

Consider a dog park or at least an area for dogs to go to the bathroom- i've seen the in front of apartment buildings.

UGC- user generated content. Basically, pictures and videos of our town are much better when our visitors post them rather than us trying to sell people on Santa Barbara. The more pictures and videos- the better for us.

We need places that people want to take pictures- a good example is the big heart on Ventura's promenade- or the butterfly wings that Paseo Nuevo has.

-we should be really smart about it and make it change. it have flowers be a part of it so that during different times of the year it's appearance changes naturally. But we could also have different artists paint the "Thing" differently so people want to come back and take a pic with the new looking "Thing"

The "Thing"- I think we should have something fun on every block as part of what makes it interesting and fun for people to visit that block as well other blocks that have their own fun feature (s).

- My only idea so far for a "Thing" is a giant hashtag in the middle of the street and the people with the view of the ocean is basically so pretty that you don't need to say anything. the picture says it in essence.

You need to consider how the 500/600 blocks (and 400 blocks) are flatter and better or patios.

If the underpass is going to go down to one lane each direction with some middle lane- wouldn't that mean that the 400 could also be one lane in each direction. That would allow for large sidewalk patios (maybe not as big as the 500/600 due to no car traffic but still better than what they have now.

Please consider that the patios/businesses on the west side of the street will be more in the shade due to the shadow of the buildings- please allow for overhead heaters for businesses to keep their customers warm instead of

The only way I can think to help retail is to allow them to have things on the sidewalk or once the design is completed- allow for enough space for a table in front of retail spaces. We need to make shopping an experience the same way we need to make visiting the promenade an experience.

getting to the square is important, riding a bike on the square and doing wheelies as fast as you can, putting others in fear isn't important- no one wants people to stop riding to the fun, just don't ride over other people's fun. Make Chapala one lane in each direction plus a nice, wide bike lane on either side.

But for cyclist who are exercising possibly allow bikes on State before 10am ?

THE MAGIC OF THE PROMENADE IS BEING IN THE MIDDLE OF THE STREET!!!!!!

-People meeting in middle of the street, hugging and sharing stories should be our goal. It brings people together rather than separating them the way 2 sidewalks on opposite sides of the street does.

- meet with fire dept now and find areas of State that they wouldn't need or could use a ladder truck and design those areas to possibly have a fire lane that shifts to one side. this would allow for some benches or trees or a park in the middle of the street.

-Anything we can do to put people in the middle of the street will benefit the overall experience.

-We spend our lives racing through intersections because we might get hit by a car so it feels a little wrong to be in the middle of the street- this is why I think it would make it a more interesting experience if we can design it so it kinda feels like you're not supposed to be there, but you can?

Other ideas for fun stuff:

do- museum (think there is one in Houston or Austin, TX). Have museums host areas for people to touch things that might entice them to visit the museum. Also possibly for aquarium, zoo (petting zoo?) and moxi could rotate exhibits/events on block. maybe multiple ones at a time if block needs it?

place to play music or try and sing- we've launched a ton of famous singers and we have a bunch living here. Start a rumor?

almost famous- areas to look like you are somewhere else where you can take photos paying homage to our flying A history and tell the history on the block. mini vintage movie set with historic pieces- make the attractions interactive. experiential if you will

could we build a dinosaur that used to live in this area for kids?

Moments of Joy-

Whale skeleton, sea lions to climb on, shark, shell, japanese plane, practice surfing in the street, petting zoo by the zoo on weekday and sunday afternoon, karaoke machine, paparazzi photobooth or place to take a picture (possibly

changing with the seasons like plants are involved), Bomb shell like landed in Ellwood, Old movie props like flying A studios, live music marquee for SB and for the bowl (give people a reason to come back), Science of the sky or ocean with a fun experiment by Moxi (or similar to things they do), Ping Pong tables in the middle of the street, chess tables, other games in the street?

Teach about-

earth day, local farmer's markets, Ellwood (16 shells), 1st movie studio, earthquake 1925, sb is one of the least stressed places in US (put out artist inspired chase lounges made of surf and skateboards), botanic gardens- have a small botanic garden, Lobero Theater is the oldest continuously performing theater in California, avocados started in us here, 2012 the Guinness World Record for the most kisses in one minute was set here in St Barbara, dog friendly, tree city usa, Surfing legends Pat Curren, Tom Curren, and Kelly Slater also call Santa Barbara their home, surf culture of SB, channel islands, 250 local artists at every Sunday's Santa Barbara Arts and Crafts Show, new noise music festival, music (katy perry, jack johnson + more),

Seasonally-

Blow snow in winter, have Santa or holiday things to take pictures with, maybe a family portrait area for the holidays

Thank you for your work to help make our great city- even better.

Sincerely,
Aron

Aron Ashland
aron@thecruisery.com

Greta Walters

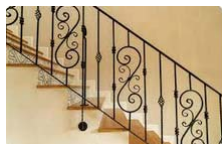
From: Peter Conn <pconnt43@cox.net>
Sent: Monday, August 21, 2023 1:59 PM
To: SSAC Secretary
Subject: State Street and please change underpass proposed railing.

EXTERNAL

Dear State Street Committee

1. Open State St. to through traffic with two simple lanes without turning lanes for a total of 30'. this includes two 5' bicycle lanes, one in each direction. Broaden sidewalks where possible but leave enough vehicle pull-outs for deliveries including passengers of all abilities.
2. Build City owned variably affordable housing at Paseo Nuevo.
2a. Homeless accommodations can be here too on opposite block of housing - mandatory storage of stuff. Social Services, Discretely supervised activities place for day time with ability to transport the disruptive to mental health facility for evaluation and tough love statements that they have to behave to be at the Paseo Nuevo place and if they don't they become housed at the mental health place for disruptive people. NOT JAIL. NO POLICE!
3. Outdoor restaurants on sidewalk only.
4. Bicycle lanes on each side of two lane State St.
5. **UNDERPASS - Get rid of the daisy cut out motif railing** and replace with intricate or simple wrought iron or standard Spanish style railing. **This nepotism of Jeff Shelton's brother making the flat daisy cut-out is not sophisticated or whimsical art. It is cookie cutter, cheap looking crap.**

Internet examples of proper railings for State Street Underpass not in any particular order of my preference:





Please do not use the Shelton so called “design” of solid metal “wall” with the silly cut outs for the State St. underpass. It does not fit any style in the City let alone the Spanish one of El Pueblo Viejo Guidelines for Historical style.

5. Keep all view corridors at street intersections. This means NO elevated pedestrian bridges across streets or stuff sticking over the road right of ways except trees.
6. I have no idea how you mandate owners to rent out their retail spaces. You need lawful ordinances.
7. You know how maintenance used to be done how water used to flow, etc. etc. Change as little as possible and you will save millions of dollars and not be surprised by improper, thoughtless designs.
8. State Street has been beautiful. This craziness of thinking that blocking off the blocks will make State St. sell stuff in shops is a silly notion. People walking down the sidewalks and window shopping at attractive looking displays is what might sell stuff, not walking down the middle of the street or using the street for wheelies or other recreational stuff.
9. The current quarterly or semi annually changing of public art along the sidewalk has worked nicely. Why change what works? The pianos are fun. They get ruined but maybe that waste is OK. Look at your conscience and decide how much waste you want to bring to State St. when the object should be sustainability and zero waste. The little give-away libraries were nice too. So are the statues. All temporary and changing creates delight for residents. tourists are not here long enough to experience this.
10. State St. used to be accessible. You did not hear too many complaints. Now there are complaints by all sorts of groups - elderly, families with strollers, folks in wheel chairs. BRING BACK BENCHES.

NOTHING WILL WORK UNTILL THE HOMELESS AND THEIR STUFF ARE HOUSED OFF THE STREETS DURING THE DAY AND NIGHT in humane and pleasant surroundings. If it is a park, fine. If it is a social center, fine. But you can not prevent loitering and stuff clutter until there is a shelter for folks to go that is FREE

Sincerely yours,

Paulina Conn

Santa Barbara resident for a long time.

I went to La Cumbre Jr. High, SBHS, UCSB, lived on the west side and Oak Park area for 18 years and now live in Mission Canyon - just five minutes to downtown.

805 682-5183

Greta Walters

From: Jim Marston <jim.marston@gmail.com>
Sent: Monday, August 21, 2023 2:34 PM
To: SSAC Secretary
Subject: writen comment

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

EXTERNAL

The City has programs to attract more people to live downtown and also to attract more visitors to come without cars. A vital downtown MUST have transit to allow those people to maintain access to the many amenities of downtown and the waterfront. We have a fantastic MTD service, but 3 ½ years ago, our great shuttle service was abruptly canceled. There is now no transit service from the MTD's catchment area to the Amtrak station. During this time period, there has been no transit for people to reach the waterfront activities, the beach, Harbor, Sterns Wharf, Zoo, and many other activities. This has greatly diminished mobility for those who live downtown. It also diminishes visitors' options to visit without a car, by taking the train.

The cancellation has affected many people in accessing their many needs. I hope this committee and the City can solve this problem by funding an accessible shuttle. It could run on Chappla and Anacapa and reconnect the City and its citizens and correct the hardships faced by many people that were caused by this abrupt cancellation.

Thank you for listening and if you have any ideas or thoughts on how citizens can help with this please let me know.

Dr. James Marston
Non-driving Downtown resident

--

Jim Marston, Ph.D.

Assistant Project Scientist, Department of Geography
and the Institute for Social, Behavioral and Economic Research (ISBER)
University of California, Santa Barbara

Affiliate Scientist, Smith Kettlewell Eye Research Institute, San Francisco

[Google Scholar Citations](#)

[MarstonCV](#)

UCSB Web: <http://www.geog.ucsb.edu/~marstonj/>

Greta Walters

From: Aron Ashland <aron@thecruisery.com>
Sent: Monday, August 21, 2023 3:26 PM
To: SSAC Secretary
Subject: AI working for the promenade

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

EXTERNAL

I asked ChatGPT (open source Ai) what would be the best moments of joy for the promenade. Please read the Ai's reponse.

Aron

What would be the best moments of joy we could create for guests to the Santa Barbara Promenade?

ChatGPT

Creating memorable moments of joy for guests at the Santa Barbara Promenade requires a **thoughtful approach to enhancing their experience. Here are some ideas that could contribute to the best moments of joy:**

1. **Beautiful Landscaping:** Ensure the promenade is adorned with lush greenery, colorful flowers, and well-maintained landscapes. Beautiful surroundings can instantly uplift visitors' spirits and create a sense of tranquility.
2. **Interactive Art Installations:** Incorporate interactive art installations that allow guests to engage with and become a part of the artistic experience. This can be in the form of sculptures, murals, or digital installations.
3. **Live Music and Performances:** Arrange for regular live music performances, street musicians, or entertainers to add a festive and lively atmosphere. This can include local bands, solo artists, or even dance performances.
4. **Food and Beverage Options:** Curate a diverse selection of food vendors, including local specialties and international cuisines. Additionally, provide outdoor seating areas where guests can enjoy their meals with a view of the promenade.
5. **Family-Friendly Activities:** Organize family-friendly activities such as face painting, balloon artists, storytelling sessions, or outdoor games to engage both children and adults.
6. **Sunset Views:** Santa Barbara is known for its stunning sunsets. Create designated sunset-watching spots with comfortable seating or even arrange for guided sunset viewing experiences.
7. **Pet-Friendly Amenities:** Make the promenade pet-friendly by providing water stations, pet waste stations, and even organizing pet-friendly events like dog shows or pet parades.
8. **Water Features:** Incorporate water fountains or small water features that not only provide visual appeal but also a refreshing element, especially during warm weather.
9. **Nighttime Illumination:** Ensure the promenade is well-lit during the evenings with attractive lighting designs that create a magical ambiance.
10. **Seasonal Festivals and Events:** Host seasonal festivals and events that celebrate local culture, art, or cuisine. This will attract visitors and locals alike, fostering a sense of community and celebration.
11. **Guided Tours:** Offer guided tours of the promenade, showcasing its history, architectural highlights, and hidden gems. This can be done on foot, via bike tours, or even eco-friendly electric vehicle tours.
12. **Sustainable Initiatives:** Implement eco-friendly practices such as recycling bins, solar-powered amenities, and educational boards highlighting the importance of sustainability and environmental conservation.

13. **Comfortable Seating:** Install comfortable seating areas throughout the promenade, providing a space for guests to relax, chat, and take in the surroundings.
14. **Local Artisan Markets:** Organize regular artisan markets where local artists and craftsmen can display and sell their creations, giving guests a chance to take home unique souvenirs.
15. **Community Engagement:** Encourage community engagement by hosting workshops, talks, or charity events that involve both residents and visitors, fostering a sense of belonging and goodwill.

Remember, the key to creating the best moments of joy is to ensure that the experience is inclusive, diverse, and authentic to Santa Barbara's unique charm and culture

Aron Ashland

aron@thecruisery.com

Greta Walters

From: Tess Harris
Sent: Tuesday, August 22, 2023 9:32 AM
To: SSAC Secretary
Subject: FW: SSAC Comments
Attachments: MBeckerComments.pdf

Hi Greta,

Could you please share this with the SSAC as public comment? Thanks!

Tess Harris

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

From: Michael Becker <MBecker@sbcag.org>
Sent: Monday, August 21, 2023 1:53 PM
To: Dave Davis <daviddonalddavis@gmail.com>
Cc: Tess Harris <THarris@SantaBarbaraCA.gov>
Subject: SSAC Comments

EXTERNAL

Hi Chair Davis and Tess :

If appropriate, please share the attached comments with SSAC Members .

Thank you,
Mike

August 21, 2023

RE: Bikes on State

Chair Davis and SSAC members:

Rather than a long comment during a SSAC meeting, I offer these comments and opinions for your consideration in what I hope is a more comprehensive manner than could be offered orally.

I've come into this process with an open mind and without any preconceived notions. I am open and willing to be swayed on any topic. My primary hope has always been that the public's preference is what rises above any of our own and defines the future of the State Street corridor. With that said, and with the benefit of many SSAC meetings, public processes, and much opportunity for observation, I share my rationale for why I believe bicyclists belong on the full length of the promenade.

Plan for Locals

Throughout the SSAC processes, planning for locals has always been a common theme. I completely agree; the State Street corridor is the local's downtown, and we share it for economic benefit with those that visit Santa Barbara. While I am unsure of the exact number of bicyclists traveling up or down State Street on any given day, from prior offline conversations with public works' staff I recall the number to be well in excess of 1,000 per day. I argue that these individuals are largely locals. There are some tourists bicycling along the corridor, but they represent the minority. The wheelie kids and the teen e-bikers are locals. I'm not condoning their behavior but merely recognizing they are locals. If we truly want to plan for locals, then we should be developing means to safely accommodate bicyclists in any future design.

As we plan for locals, we should consider the corridor as the center of downtown Santa Barbara and not a tourist destination. If we make it attractive for locals the tourists will come; if we make it attractive for tourists the locals will probably stay away.

A recent public comment highlighted why people choose to ride bicycles on State Street – there are no driveways, no on-street parking, all intersections are signalized, you don't need to go through a highway interchange to go to/from the beach – all things that make it safer for bicyclists.

Demand

A planning process should consider what is demanded of an area, and then how to best accommodate that demand. Along the State Street promenade, I see the following as the demand: pedestrian walkability, bicycle mobility, outdoor dining experiences, ADA accessibility, public safety access, and delivery of goods and people.

Demand for accommodating bicyclists is clearly demonstrated 1,000+ times a day by what already exists.

Design

The status quo of accommodating bicyclists on State Street is not acceptable. It was an experiment of the City that continues to this day. No guidance was given to bicyclists other than you have a wide,

smooth, and car free environment to use. Given the conditions, no one should be surprised that there are bad actors out there.

Consider a parallel with roads for automobile traffic – design and engineering should be able to produce most of the desired behavior, maybe 95%. Enforcement is then there to bring the desired behavior closer to 100%, but 100% will never be achieved. There are always bad actors out there. When a driver weaves through traffic at high speed we beg for enforcement and not closing a road to automobiles.

It is in our interest to consider how good design and engineering, coupled with light enforcement can bring us to an acceptable coexistence of modes.

And a final point on design, having a portion of the corridor as pedestrian only will not work. We've proven this on the 500 block early in the pandemic. It will become unenforceable and then working against the chosen design. However, I do recognize that certain events may and should result in temporary bicycle restrictions.

Activity

Throughout the SSAC process it has seemed we are focused on maximum activity – the parking lot designed for the day after Thanksgiving. Yes, midday on summer weekends can be busy, but that does not represent most of the time. I've walked and/or bicycled through the promenade at 10 AM and 7 PM on weekdays. If it weren't for the steady flow of bicyclists, it would be a ghost town. The 1,000+ bicyclists a day provide a consistent stream of activity along the corridor.

We've also heard and discussed if a 10-block closure is too long. I believe it is too long for a pedestrian-only promenade. Maintaining the 10-block closure and accommodating bicycles demonstrates that this is Santa Barbara's downtown and people use it for more than shopping and dining. There are a variety of demands that are being accommodated for the benefit of all.

Sincerely,

Mike Becker

SSAC Alternate

LA ARCADA INVESTMENT CORPORATION



TO: Santa Barbara City Council members

RE: State Street Closure

I cannot refrain from sending this letter to all in opposition to the continued closure of State Street.

In the past three years, since the closing of the street to automobiles, our La Arcada Plaza, undisputedly the most charming spot on State Street, has suffered enormously. Granted, two of our restaurants on State Street have benefited by extending into the street with parklets; however, the four restaurants inside our courtyard as well as all sixteen of our specialized boutiques, galleries and services have not fared as well. In fact, with the many untrimmed bushes, trees and planters along the curb, the roofs of parklets (unallowed yet unmonitored), the breakneck speed of bicycles and skateboards all contribute to the invisibility of stores and beautiful architecture seen on State Street and within the courtyards. The lack of trolleys and tourist on-off shuttles has limited ease of access and caused the decline of visitors coming up State Street, seeing all of our city, and determining where they might like to return.

Twenty-five years ago when Hugh Petersen, owner of La Arcada Plaza and Investment Corporation, asked me to work with him, the issue of closing State Street to traffic was dominant. My first assignment was to visit different cities and states to see where street closures had and had not been effective. He had seen and experienced firsthand, in downtown Chicago where the street closure had forced many of the retail stores to leave and move out to Michigan Avenue (the "Miracle Mile"), the bleakness it caused. This was the reason he was adamantly against closing State Street to traffic. In my research, it became evident that street closures had a detrimental effect on downtown economy, accessibility and real estate. Locally, corporate and retail businesses have expressed to downtown owners that they would, in no way, consider positioning themselves on State Streetno matter how low or nonexistent the rent rate.

The decision to close State Street was brought about in such haste and without community input nor restaurant/retail foreknowledge or preparation. It has been an expensive guessing game. It has not promoted consistency, goodwill nor "togetherness."

We are watching our downtown die for various reasons and it seems as though many of our city leaders are turning a blind eye.

If we cannot labor in clarity and wisdom, the house falls.....and the walls are already cracking.

Sincerely,

Lynne M Tahmisian

From: [Mark Sapp](#)
To: [SSAC Secretary](#)
Cc: msapp49@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario
Date: Sunday, August 27, 2023 8:12:33 PM

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

EXTERNAL

I support the opinions presented by Strong Towns SB.

From: Mark Sapp
93101

****Please note that this email was sent by Mark Sapp 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 Mark Sapp's email address: msapp49@gmail.com*

Greta Walters

From: Valerie Green <valeriegreenre@gmail.com>
Sent: Monday, August 28, 2023 11:54 AM
To: SSAC Secretary
Subject: Written Comment
Attachments: SB State ST.pdf

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

EXTERNAL

--
K. Valerie Green
304 Azusa Ct
Lincoln, CA 95648
530-277-8435

8/28/23

City of Santa Barbara

State St Advisory Committee, City Council, Board of Supervisors

SSACSecretary@SantaBarbaraCA.gov

Dear Sir or Madam,

After attending the presentation for the Downtown corridor redesign on August 20th, I had some more thoughts and clarifications to share.

Santa Barbara is a world class destination, people travel from far and near to enjoy the beauty that is found here. The opportunity to make the downtown corridor/center an important and vibrant part of our city is exciting and a big responsibility. Not since 1925 when the city fathers decided to rebuild after the earthquake with a mediterranean/spanish theme have we had the chance to make a lasting impression of what Santa Barbara represents.

I hope that the main 20' "corridor" will be replaced by more of a paseo feel, allowing emergency vehicle traffic but with some softer lines and dedicated bike lanes on either side for and to encourage alternative transportation. This paseo should allow for an electric, free, shuttle to run from the Old Mission down State St to the harbor on a regular schedule and allow hop on/hop off access. This would encourage downtown shopping and be an option for those that don't or can't walk or ride.

The paseo should be made of pavers or colored concrete at the minimum, NOT black asphalt, to reflect the street in Spain design similar to Paseo Nuevo. In keeping with the beauty of that concept there should be many landscape areas with both potted plants and planters. This sounds expensive but I'm sure with the amount of property taxes and other income the city generates along with help from our current list of local patrons who have benefitted from public support in their careers, it can be accomplished. A "go fund me" type of program could honor those that donate with their names or a message on a wall downtown. Income from cruise ships while hopefully being cut back from their current numbers can also contribute at a higher per visitor rate than what is currently charged.

A continuation of our city's design elements as seen at the Courthouse, El Paseo, La Arcada Ct, Paseo Nuevo should be brought to State St NOT design elements more common to a shopping mall with flat platforms, in ground water features, purple "rocks" for "moments of joy". The whole experience should be a monument to the joy that is Santa Barbara. Maybe bringing back the architect and designers of Paseo Nuevo as consultants would be beneficial.

I hope the board, council and committee will consider these thoughts from a 3rd generation Santa Barbara native who loves this city and wants to be proud of what we offer the world and our locals on a daily basis. Please resist a "cost effective" compromise that ends up looking like anywhere-anytown, USA. This is the heart of our city and deserves the best design ideas and classic look that complements what we currently treasure.

Thank you, K. Valerie Green - 2602 Bath St, Santa Barbara, CA 93105, 530.277.8435

Greta Walters

From: Christine Bourgeois <info@strongtownssb.org>
Sent: Monday, August 28, 2023 1:45 PM
To: SSAC Secretary
Cc: cbarreb@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario

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

EXTERNAL

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

From: Christine Bourgeois
93109

****Please note that this email was sent by Christine Bourgeois 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 Christine Bourgeois's email address: cbarreb@gmail.com*

Greta Walters

From: john@freewalkingtoursb.com
Sent: Thursday, August 31, 2023 10:21 PM
To: SSAC Secretary
Subject: Comments for Sept 6 State Street Advisory Committee

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

EXTERNAL

Dear State Street Advisory Committee:

My name is John Ummel and I am the owner/creator of Free Walking Tour Santa Barbara. I understand today's topic involves transportation along the State Street corridor. My comments are specific to the 400 block of State St which is a key block on the Old Town Tour route.

I have seen two iterations for the State Street corridor. An early version showed the 400 block retaining the current two-way traffic pattern. The two-way traffic pattern was presumably retained for public safety reasons and to ensure cars going north on State St (coming up from the beach) can make a right on Haley St. (A two-way alignment also allows cars traveling east on Haley to turn right onto State.) However, a more recent iteration, suggests a 20' wide "mobility" corridor that starts in the 400 block and continues northward. Questions/Comments:

1. Does a 20' wide mobility corridor for the 400 block preclude using the corridor for two-way auto traffic? It seems to me that the City's consultant needs to know now - based on transportation needs and public safety concerns - whether the 400 block must retain the current two-way traffic pattern for automobiles. If the City deems that the 400 block must retain two-way traffic for cars, then the most recent artist rendering (20' mobility lane) is not portrayed correctly or gives a false impression to the public. Some people may think - myself included - that the current rendering for the mobility corridor for the 400 block will be used for something other than cars. If the 400 block must keep the current two-way traffic pattern, a footnote should be included in future renderings stating that the 400 block must be used for thru auto traffic.

2. Now, if the City deems that two-way traffic can be eliminated in the 400 block (essentially making the 400 block look like the 500 block) then where do cars coming up from the beach go when they come to the intersection of State and Guitierrez? Can Guitierrez Street be changed from a one-way street to a two-way street and allow cars coming up from the beach to turn left or right onto Guitierrez? **(Note: the most frequent question we get from people on the Old Town tour is: "Why isn't the 400 block a pedestrian block like the 500?")** Good question!

3. Finally, the proposed Shelton underpass redesign (based on the drawings that I have seen) appear to retain two-way traffic into the 400 block and a left turn lane onto Guitierrez. Is the consultant aware of this? Does completing the Shelton underpass project as currently designed mean that the 400 block will (must?) provide two-way traffic for cars? On the other hand, if the City and its consultant team conclude that the two-way traffic pattern for the 400 block can be eliminated, effectively closing it off to cars, will the Shelton project - scheduled to start this Fall - have to be change?

Thank you for allowing me to comment. I trust someone will get back to me with answers to my questions.

John Ummel

516 Calle Granada

650-576-4145

Greta Walters

From: Steve Fort <stevefort1313@gmail.com>
Sent: Saturday, September 2, 2023 9:39 AM
To: SSAC Secretary
Subject: SSAC Public Comment

You don't often get email from stevefort1313@gmail.com. [Learn why this is important](#)

EXTERNAL

It is important to many local residents that State Street not be dominated by electric bikes, and that the behavior of electric bike riders (and the road bikes who can't be troubled to slow down) be controlled and rules enforced to the extent possible. There needs to be consequences for irresponsibly operating a bike among pedestrians. Future State Street should accommodate bikes, but not at the expense of everything and everyone else.

I support Mike Jordan's desire to control speed and behavior. I read the the rebuttal, which was something like "we can't enforce it and we can't have a speed limit without technical studies" (the latter of which I find laughably ridiculous). Please do something with regard to control and enforcement in the near term.

It is a public right of way for use by everyone. Not a free for all for 13 year olds and irresponsible adults who find it necessary to attract attention to themselves. It is necessary for riders to use State Street in a respectable manner like normal human beings.

Enforcement. Consequences. Limited & controlled bike lanes in the future. Or no electric bikes at all.

Steve Fort
816 Grove Lane
stevefort1313@gmail.com

Greta Walters

From: fredlsweeney@gmail.com
Sent: Saturday, September 2, 2023 10:59 AM
To: SSAC Secretary
Cc: Rod Hersberger; gard24@aol.com
Subject: State Street Advisory Committee September 6, 2023 Meeting
Attachments: UEA State St. PromenadeSurveyQuestions Aug. 2023.pdf; UEA State St. Promenade Survey Comments.pdf

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

EXTERNAL

Dear SSAC Secretary,

I would like to submit the enclosed information attachments as gathered through an electronic survey recently conducted by the Upper East Associations of its 250 membership households. Since much of the information collected centers on State Street mobility issues I would like to speak during the two-minute comment period at the September 6th to the result of this survey.

It should be noted point out that this voluntary survey had over a 65% response from our membership households, a rate in which we believe is impressive and shows how much people care about State St.

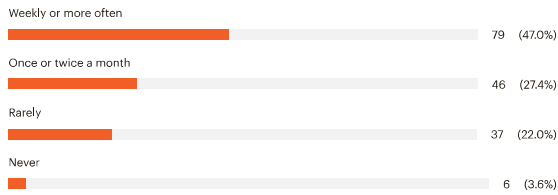
Thank you for your distribution to committee members and staff.

Fred L. Sweeney Secretary UEA .

State St Promenade Survey

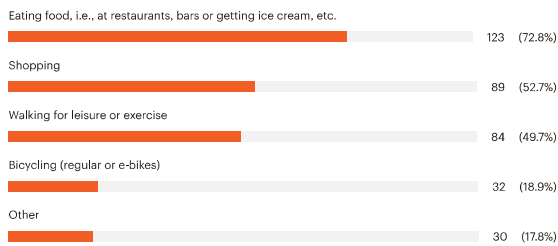
Question 1 has 168 answers (Radio Buttons)

“How often do you go to the Promenade (i.e., currently closed section of State St.)?”



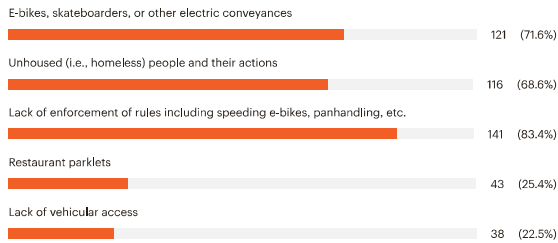
Question 2 has 163 answers (Checkboxes)

“What sort of activities do you do when you're on the Promenade? Select all that apply.”



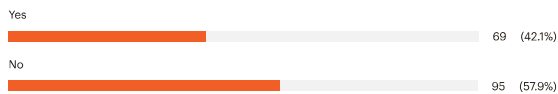
Question 3 has 162 answers (Checkboxes)

“Do you have concerns about any of the following on the Promenade? Select all that apply.”



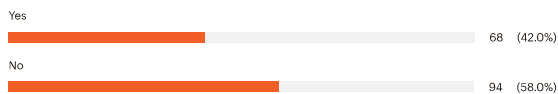
Question 4 has 164 answers (Radio Buttons)

“Do you support keeping all of downtown State Street between Sola and Gutierrez Streets accessible to bicycles, including motorized bikes?”



Question 5 has 162 answers (Radio Buttons)

“Would you support opening portions of State, which are currently closed, to automobile traffic?”



Question 6 has 161 answers (Radio Buttons)

“Would you support adding a small trolley along the closed portion of State St.?”

Yes

128 (79.5%)

No

33 (20.5%)

Are used to use the downtown area a lot both for going out to eat and shopping, etc. Unfortunately most of the stores are closed at this point, downtown feels dirty unsafe and generally unpleasant. I'm very much in favor of opening it up to car traffic again. It is too long, and too big as a pedestrian street. And all of the E bikes, skateboarders, etc. make it dangerous as a walker. The homeless issue is out of control and makes going downtown incredibly unpleasant. I don't know why the park lets are still in place is that something that the city is making money from or really has it just expanded all of the footprint of those restaurants. The issues with State Street need to be resolved soon before it is too late.

As a young family, we frequently walk or ride bicycles to the State Street promenade. We appreciate the safety of a dedicated bike path and pedestrian area. When through traffic is eliminated from an area with a concentration of shops and restaurants, pedestrian traffic is encouraged to spend purposeful time in the area. It becomes a destination, instead of a quick passing errand. It's rare that we would only visit one establishment on State Street, instead choosing to linger and browse a variety of retail locations and restaurants.

Best idea I have seen- reduce State St to one lane for occasional use (e.g. parades, first responders, eliminate parklets but greatly widen sidewalks to accommodate outside dining and pedestrians. Seems far simpler and far more effective than other ideas I have seen.

Bicycle question is a bit leading. "Not all" but "some". E-bikes/bikes need to be taken into consideration and cannot simply be banned. There, however, could be sections or restrictions where bicycles must be walked.

Bicycles are not monitored and many go too fast.

Biggest concern are pedestrians that never look before stepping out into promenade. Emphasis has been placed on treating cyclists as the bad guys but we need dedicated bike lanes. Cycling ????? s part of the solution to an excessive number of cars in town. Everything should be done to encourage cycling.

Bikes and pedestrians are not compatible. No bikes and only close the 3 blocks from Gutierrez up. Eliminate structural parklets just have umbrella parklets.

Bikes should be walked in the pedestrian zone and enforced. Vagrancy should be eliminated eg sleeping in doorways, grocery carts full of possessions should be forbidden and enforced. Trolley supported or some method for less mobile folks to have access to the promenade.

Bikes should only be allowed in a dedicated lane physically set apart from walkers. Restaurants should be allowed outdoor parklets options WITHOUT paying extra! Let's get people downtown again!! Paseo Nuevo should be completely redeveloped with the City support.

Bring back the trolley! It not on State Street, maybe it can run on Anacapa and Chapala, Some concessions would have to be made so that it could stop frequently, and not be dangerous for passengers hopping off and on so close to speeding cars.

By not allowing at least one lane of automobile access the city is preventing handicapped and those who have trouble walking access to the services along the street where the promenade is.

City Council needs to resurrect the sub-committee on State St. immediate issues and the city administrator needs to pay attention

Council needs to adopt immediately the HLC's recommendation to have all parklets State and other locations remove all structures above 42'".

Bicycles, E-bikes etc. should not be allowed through fare the entire length of State. They should not be allowed on certain blocks such as the 500 block. The bicycle coalition has last the lobby position because they didn't self enforce appropriate bike culture.

A railed trolley with specific ADA stops should be the final solution and in the interim they should be an electrical trolley. the trolley on Chapala and Anacapa is not an solution now or in the future

the should be only one way auto traffic on the required 20 feet opening on the 400 block of State.

City keeps hiring groups to do studies regarding State Street and nothing changes.

Clear rules and guidelines for all, including pedestrians, cyclists, and homeless.

Enforce a bike speed limit. Keep homeless from sleeping and trashing storefronts. Clean up outdoor dining so it does not look like Tijuana. Initiate a vacancy tax on landlords.

Get all bikes off State. This city has completely sold out to a small but very noisy bike lobby. Let cars back on State.

Get rid of the ugly parklets, no bicycles of any kind, enforce the laws about doing drugs on the sidewalks.

Get some housing into the empty buildings!

Glad to see this Survey addressing several of my top concerns for State St promenade. Hopefully the appropriate city administration will pay attention to locals input.

Good survey thank you.

Grab a seat in an Adirondack chair and see in what ways and how many people are enjoying State Street.

Believe it's safer than putting bikers on Anacapa or Chapala or even narrow bike path at the beach.

80% of respondents in every survey don't want cars to come back.

Having the trolley return from Sola street to the Wharf would be a "blessing". I have no way, except to walk, to the Wharf and Harbor.

I am 93 and too old to use new promenade. However I support it.

I am concerned about pedestrians not yielding to bikes. Do not blame the situation on bikes.

I believe all of State Street should be open to vehicles, in both directions. I am opposed to the promenade and closing the street to vehicles.

I do support a more standardized look to the parklets. Eventually, I would like to see the entire area leveled out (no curbs), a middle lane only for emergency vehicles and shuttle, and the parklets go away and just have roped off areas for the restaurant/bar areas.

I have a retail business on State St. since closure business has notably diminished with no hope in sight! City Council has indicated that it will remain closed for 3yrs., no explanation, no justification

I like having a pedestrian street in the center of the city with sidewalk cafes. This is common in Europe and I think it benefits both businesses and residents. The main problem is allowing skateboards, scooters, and bicycles access. They were prohibited on sidewalks when State Street was open and should be on the mall.

I love having bikes on State between Sola & Gutierrez but think E-bikes fall under motorized & should not be on that section.

I love that the street is closed to vehicle traffic and hope that the city keeps it that way or at least a few blocks of it. There need to be some changes to make it feel purposeful, though - designed for pedestrians, dining, shopping, and the arts in a way that feels intentional. With the empty storefronts all up and down State St, the promenade is the only thing keeping this district alive.

I mostly attend movies at the major theaters - Fiesta 4, Metro, Paseo Nuevo and Arlington.

I suggest keeping the sales activities on the current sidewalks and encourage all pedestrian and bike travel within the street surface.

I support an electric trolley that travels on State Street between the Arlington Theatre area and Stearns Wharf area -- providing clean & convenient transport for tourists & locals alike who do not have the capability or desire to walk.

I support bike access, but would prefer wider pedestrian areas and a narrower specific bike lane. Right now, it's too dangerous to walk anywhere but the sidewalks because bikes are ruling the street and not seeming to follow any rules. Thanks for asking.

I support the design of architect Cassandra Ensberg.

I ride my bike to shop on State St. I also ride it for pleasure and am thrilled with her suggestion of bike lanes on SB and Garden Sts. as I like to ride to Montecito and Summerland, often for lunch.

I also think her idea of opening the sidewalks, with less vegetation bump outs is wise although I feel trees are very important. With having the tables closer to the restaurants, and more open walking area, it would be safer for pedestrians. A State St. trolley is a great idea.

The most offensive thing is the harsh hot black asphalt of the upper portion of State St. Please urge the continuation of the white surface of lower State St.

I think that either a closed or open State Street with the proper planning for beauty and function would be a huge improvement over what we have now. That would mean a designated bike lane with enforced rules--

so that people are not in danger of being run over. It would also mean working with out of town landlords to make sure unleased properties serve the city. There are few incentives for shoppers to wander State Street right now. How can we bring a few stores like Nordstroms back to SB? I appreciate the way the city is working with those who are homeless.

Facilities like Dignity Moves are making a difference.. as is the team they have serving this group. I'm part of a group organizing walks through the city (often on State Street) to see what is there and dream about what might be. More people understanding the complexity of the issues would be helpful as we try to solve them.

I think the trolley would be problematic for e-bikers, those walking and tourists crossing the street for safety reasons. I also think it would be difficult for the trolley operator to drive while navigating pedestrians, walkers and riders all over the place.

I used to support bike traffic on State St, but it's out of control. Restore the bike lane only! I support parklets for restaurants only if curbs are removed, pavement is tiled and kept clean. Bring back Open Trolley.

I want State Street open to cars again, two lanes, with bike lanes on each side. It's so awful right now - and looks worse. If any portion were to remain closed, it should be where the breweries are between Gutierrez and Cota or Ortega and turn the street in that area into a proper plaza - not an "old street." Thanks for asking!

I know I'm in the minority but there are blocks of State Street closed to traffic without a single parklet. It's ridiculous and confusing as is. I work, shop and exercise on State Street. I'm there a lot. I think people who want it to stay how it is don't really use it and have a fantasy in their mind of what it is, not what it actually is. We really don't need that street to be a bike lane. Liberate outdoor dining policies so that restaurants can spill out onto sidewalks (not the street).

I wish SB would organize more market, fairs, cultural activities, etc to give State more of a role as the heart of the community. LOVE having it car-free, but the prime space is underutilized.

I work downtown and go every day. I am ashamed about how dirty it looks on the sidewalks. Can't they be power washed? I often run into human waste on the way to my office espicall on Ortega street by the parking lot.

I would like to see state street go back to the normal way before covid.

If bikes are allowed, there should be frequent bike racks. This will enable the bikers to park & shop, eat, patronize the bars & tasting rooms, go to the movies & museums, yoga, Pilates, gyms, office appointments, etc. While there may be bike racks I am unaware of, other cities make them clearly available to encourage the use of downtown.

If the closure is to continue as permanent I would then like to see the entire area landscaped and it become a park.

If the will were there, State Street would make the perfect pedestrian mall such as you find in some of the most beautiful cities in the world. Here, people react as if outdoor dining (parklets) and shopping are incompatible, and being able to drive on the now-closed portion of State Street would solve the problem of empty stores. This is non-sense. People driving cars don't suddenly hop out and shop. There are parking lots and garages on practically every block for those who plan to shop or stroll or eat on State Street. Pedestrians, not motorists, shop. Closed stores will not suddenly have tenants just because automobiles reappear. They will have tenants when State Street does not stink of urine, when pedestrians aren't harassed by panhandlers and when mannerless cyclists skateboarders and scooters are no longer terrorizing the shopping/walking/dining public. We should have a vacancy tax so that wealthy landlords would be less inclined to hold their properties empty as a business strategy. If the upper stories of the buildings along State Street were converted to dwelling units, the people living in them would shop on State Street. I could go on, but the bottom line is that with imagination and will, State Street could become better than it ever was before and be an attraction for visitors and for residents alike.

If there is no vehicular access there needs to be more parking available for handicap access.

Parklets with better design would be ok. What's there now is a hodgepodge of bad design.

In the past 43 years, I frequently walked downtown as it was one of the many pleasures of living close to it. The homeless, bicycles, and parklets make it undesirable to do so. I feel the closure of State street is probably partially to blame for retail closures. A big problem is the closure of State between Anapamu and Victoria so audiences cannot drop off/ pick up attendees in front of the Granada. Most of our local performing groups are struggling with audience attendance as many are in the older age group. Because of the closure of State, and lack of retail, the homeless have taken over and police and clean up is less because of lack of people using the area. Please open up state!!! It is disgraceful to have this beautiful city downtown area be only for homeless and bike riders (we spent huge amounts of money to make bike lanes on many streets and they want to use State only). Very disappointed in local government.

it would be nice if the consultants and committee members were like the original ones that reconstructed sb after tsunami (1923 or so)...wishful i know...

Keep any motorized bike off of the promenade.

Patrol bikes, some have no concern for pedestrians.

If a small trolley is added, must go SLOW!!!

Lack of vitality is almost exclusively a function of rip off rents driving small and medium and large businesses out of this area. Blame bikers, parklets, no cars, homeless all you want, but the core issue is no one can stay in business with rents as they are. If we had robust commercial life, many, many ills would be cured quickly.

Limit the parklet fiasco to fewer blocks.

limiting e bikes on state and enforcing the use of regular bikes is important. regular bikes and pedestrians can coexist.

Living on Sate Street all my life, I truly miss the way it was pre-pandemic. I loved cruising up and down from my house to the ocean and being able to SEE the store fronts every time you rode up or down. Not everyone rides bikes or want to walk down State.

Looking forward to state st committee work as a framework.

Love State St. without cars. I feel much safer taking my young child out. I also feel much safer riding my bicycle. The trolley should serve Chapala, Anacapa, and cross streets. Keep outdoor dining, spaces for bikes, and cars away! Best thing to happen downtown and I know it will only get better with a formal design. Although some don't feel this way the statistics show it is safer then when it was open to cars!

<https://www.independent.com/2018/02/25/popular-man-dies-after-hit-by-car-on-state-street/>

Make a decision sooner rather than later. Keep traffic of State St.

Maybe a trolley. Depends on the size and frequency.

Ban ebikes from State Street.

If there are regulations concerning bikes or other issues, they should be enforced.

The pavement of State Street should be removed and hardscaping/landscaping developed. This would be expensive, but it would create a very attractive environment.

My highest concern is "Are we creating an environment where businesses can succeed downtown?" - planning department delays and inefficiency of plague our city. Why is the City planning office closed every afternoon making it working people can never access public resources?

Need specific bike lanes . Bring back the trolley and electric shuttles.

No cars allowed; just bikes and shuttles. Pedestrians need to be cautious when not using the crosswalks.

Parklets are particularly egregious. So shabby and third world. Outdoor dining in France and Italy is much better thought through. Classy looking chairs, table, shade. And not so many rats.

Parklets debase State Street. There is no enforcement of E-bikes, skateboards and other electric conveyances on State Street; they are a public danger.

People (bikes and otherwise) not obeying traffic lights where cars cross State Street are incredibly dangerous. I've almost hit or been hit several time crossing State at Figueroa and/or Anapamu in my car when I have a green light and a bike comes racing down State Street in front of me in the middle of the intersection not stopping for the red light.

PLEASE GET RID OF THE PARLKETS. Our home in Upper East is on the Potential Historic Register, which means we must adhere to STRICK aesthetic guidelines, including the exterior paint colors. We happily abide by the guidelines because history matters, and preserving the beauty of Santa Barbara matters. Why does the city allow the parklets to remain post pandemic? They are an absolute VISUAL BLIGHT, along with they rats they attract. If the beauty and history of State Street doesn't matter, then hey, let's paint The Mission purple and erect a Taco Bell parklet in front of it. OPEN STATE STREET.

Please please Restore the shuttle on State street

This is so important for both seniors who live in Santa Barbara and visitors to get them to and from the harbor to shop in upper State businesses

This is sorely missed.

Remove Parklets and take planters on State Street out.

Santa Barbara has become a garbage dump. State Street is the world's largest bike path. Restaurant owners conflate parklets with outside dining.

The two are not necessarily the same. Get rid of the parklets, which look like hell, put all the outside dining on the sidewalks and leave the street for pedestrians. Sidewalk cafes are charming; parklets are not. State Street needs to be passable so it can be used for parades and other special events. And, in passing, stop selling out to tourism and do something for the people who live here. Oh, and by the way, it is absolutely absurd to spend \$11 million on decorating the State Street underpass. Use that money to make State Street more attractive and workable.

Spit the promenade into two short sections (at each end of the current promenade) where most of them parklets already are, and open the middle portion to vehicular traffic.

State St area is significantly more clean and less sketchy now. Frequent power washing and red shirt ambassadors are a huge upgrade!

State street is a mess. I have no desire to spend time there now. We used to dine at sidewalk cafes on a regular basis. The ambiance has been destroyed by the haphazard design. What may have worked during Covid is not something that should be sustained in my opinion. Thanks.

State Street looks horrible and is uninviting to visit. I had hoped the closure to traffic would improve the area, it has done the opposite. The parklets look like homeless encampments! The bicycles are without rules and the homeless appear to be the only ones enjoying the situation. I go to this area only when I must! I have watched the gradual loss of our beautiful 'main street' with great sadness and am unsure if it can ever be reclaimed. The will to enforce standards of design (parklets) safety (bicycles and skateboards) and simple hygiene (homeless and litter) have helped to make a once thriving area in to a disaster zone. I am disgusted.

Ten block long mono-culture, lined with vacant store fronts is unsupportable.

Only busy on weekends for tourists. Otherwise a dead zone. Lower Chapala Street is more suited to being closed off. Maybe a dedicated few block "square" including side streets would work better, than

cutting off the main downtown traffic corridor. I hate not knowing what street to take if I need to go "downtown".

We now only go there during the week for a the few remaining business/commercial establishments still present - banking, government offices etc.

The out of control bikes made it totally unsafe for seniors, who were intentionally targeted. The chronic vagrant presences and smell of urine still makes it too unsavory to visit for pleasure.

We mourn the loss of our own downtown one-stop commercial business and service center. Never knew when city hall was open on Fridays, or not.

Being stalked by panhandlers and vagrants created the first downfall, well before "covid" and loss of storefront retail. Online shopping was as much a response to the growing unattractiveness of shopping downtown and being harassed by panhandlers, as the "covid" lockdown changes in retail shopping habits.

Keep the time line of contributing factors fully comprehensive and accurate. What role and necessary financial contributions does a downtown commercial center play today?

Is it counter-productive to ring the entire downtown commercial center with increasing numbers of subsidized low-income residents? Are we paying equivalent attention to attracting city revenue-producing residents?

The city economic development process seems out of balance today: increasing city expenses and decreasing city revenues. Should we consider making ""downtown"" an independent enterprise zone?

Thank you for seeking UEA residents' input. I'm dismayed at the state of our downtown and the lack of leadership in our city to deal with it. I'd like to see residents' needs and desires prioritized over tourists' (more shops for those of us who live here please — no more expensive boutique shops and no more hotels). I think outdoor dining in our mild climate is great for all — businesses and customers — but parklets popping up randomly in the street looks sloppy. I hope for an overall cohesive design for downtown that also allows for the unique individuality of restaurant personalities to shine. Pedestrian and bike access, with pedestrian access taking priority, if necessary. Thank you.

The bicycle situation must be addressed. E-bikes are particularly dangerous to pedestrians, and each other ! There must be a way protect the pedestrians and allow some bike access.

Limited vehicle access to the block below Sola is particularly useful for take-out from the adjacent restaurants. We basically can't access the other restaurants at all. Otherwise, I like the pedestrian access and usage.

The bike question is complicated. I don't think responsible adults who may be headed to a restaurant should be penalized because some teens misbehave. I'd rather see some street policing that could ticket the kids and irresponsible adults.

The city's inaction in developing and implementing any coherent plan on State St. is probably the biggest barrier to any retailer and service provider making an investment on State Street, Additionally, the current configuration on State St. is unsafe for pedestrians. It is not a Promenade and not a street! Furthermore, visually, the so called Promenade is an eyesore. State St. was more business friendly, pedestrian friendly, inviting and attractive when it was just a street.

The closed portion is too long & should be shortened, esp. on the upper end above Canon Perdido or Carrillo. A few blocks should be pedestrians (& maybe a trolley) only w/ NO BIKES!! There should be entertainment venue(s) on that portion & lots of community activities.

The homelessness is a very big concern. There have been times where I feared for my safety and the safety of my small children.

The Parklets are not very park-like and they were meant to be temporary. I go downtown infrequently because of the parklets. Bring back beautiful State Street the way it was pre-covid and bring back parades. The way it is now is a disgrace.

The Promenade is currently very dirty.

The Promenade is the primary central public meeting place for all living in and visiting Santa Barbara - reopening to cars for the small group that want to cruise down the street is in absolute conflict with the immediate community, broader residents of Santa Barbara and those visiting our wonderful town.

At a time when cities around the world are struggling to get residents to embrace walking and biking around town, Santa Barbara is in the enviable position of residents leading the change. We are squandering a once in a lifetime opportunity to transform state street by failing to clearly define the use of the open street. The street is blocked of cars, but there has been little success defining areas designated for walking vs. biking vs. eating. Lack of direction has created a lack of understanding for how public should appropriately share the space for all to enjoy.

The benefits of towns relying on walking and biking is well documented, but please know that my own experience has been transformational. I regularly walk or bike to down state street to visit restaurants, gym, shops, harbor, beach, and numerous events around the city. I have the ability to interact with my community, meeting neighbors and visiting businesses that I would otherwise drive right by without acknowledging.

I fail to appreciate the value of reintroducing cars to state street, other than a perception that has been shared on local social media that cars will eliminate e-bikes. This is extreme view is flawed as e-bikes would still be able to use state street. I do fully appreciate the issues created by a closed street with no

clear instructions for how the public should use the space. I have seen gas scooters and gas and electric motorcycles using state street. I have also seen e-bikes, but also traditional bikes, skateboards, and roller blades, ridden at unsafe speeds down state street, something that should be reasonably controlled rather than eliminated.

Thank you.

There are great examples of lovely functional promenades all of the planet. If we could emulate those, it would be a win for everyone.

There currently is nothing to motivate people to walk in the middle of the promenade -- no artwork, no benches, no flora, no fountains, no street performers, etc. And views of shops are blocked by parklets. So, the middle of the street is wasted and given over to speeding bikes.

We all travel to foreign cities searching a more historic and sophisticated urban culture -- like La Ramblas in Barcelona -- and one of the main characteristics of European urban city life is the Promenade. Here's what State Street is missing by comparison: In most American cities, 'urban planners' or engineers hold sway over the experience; in Europe, artists count. The main issue with State St. is a profound lack of artistic sensibility. Whether it's plopping down monochrome giant planters to block access at cross streets, or dull, wooden parklets, in a city noted for its gorgeous Spanish Neo-Colonial architecture, State St. lacks a creative vision. Going back to La Ramblas, it's tree-lined walkway and clever, often Gaudi-inspired 'parklets', make it feel celebratory. It reflects the artistic heritage of Barcelona. At one point the City demanded the parklets all be painted to look the same! This is madness. Instead, there should be an annual award for the most creative, original parquet. Let's emphasize our Spanish heritage. Since we can't afford the water, instead of trees let's have an elongated succulent garden that weaves through. To compensate stores without pallets, invite artists to use more ebullient signage to invite pedestrians. And above all, though this would be expensive, let's get ride of that heat-reflecting blacktop! Faux cobblestone, brick or other surfaces that don't create a heat-bubble downtown would also be inspiring. Every year I take visitors to City Hall to wow them by the exquisite details of the structure. State St. should be off-a-part with City Hall. It will only increase our sense of community.

We need stores to shop; preferably a large store like Norstrom's.

Some reason to go to State. No bikes. Fill empty stores.

Whatever is done has to be CHARMING and VISUALLY appealing.

Would like trolley to go to the Mission.

Would recommend opening most if not all of State Street back up to allow for cars, which I think made for a safer, more successful for small businesses, more vibrant street.

Greta Walters

From: Melissa Cunningham <info@strongtownssb.org>
Sent: Monday, September 4, 2023 10:32 AM
To: SSAC Secretary
Cc: melissapaine07@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario

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

EXTERNAL

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

From: Melissa Cunningham
93105

****Please note that this email was sent by Melissa Cunningham via Google form at StrongTownsSB.org, so while the sender of this email appears to be info@strongtownssb.org, clicking "Reply" will in fact reply to Melissa Cunningham's email address: melissapaine07@gmail.com*

Greta Walters

From: Lily Bastug Vincenti <info@strongtownssb.org>
Sent: Monday, September 4, 2023 7:37 PM
To: SSAC Secretary
Cc: maililebas2@gmail.com
Subject: Public comment in support of "Flat and Flexible" design scenario

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

EXTERNAL

My understanding is that both Santa Monica and Boulder allow cyclists to walk their bikes but not ride on the 3rd St Promenade and on Pearl Street in their famously bike friendly cities. It is simply a matter of public safety liability, respecting the vulnerable non-cycling population including families with multiple tiny children, dogs, older people with hearing loss and other folks with varying disabilities who are at risk of inadvertently being unintentionally injured by inattentive or distracted cyclists moving through fluid groups of pedestrians out to enjoy the social scene and experience a non vehicle oriented environment, patronizing the restaurants, shops and other businesses located in the downtown area. The lesson from Boulder and Santa Monica is for public safety reasons cyclists should not be mounted on a bike while in such an environment eating, drinking, conversing, socializing or shopping while mounted on a bike moving through groups of pedestrians a gathered in a social setting. Ride to the Paseo then park or walk your bike to meet up with and enjoy your friends without being seated on a bicycle risking your or others safety by inadvertently startling them or silently rolling into them.

From: Lily Bastug Vincenti
93101

****Please note that this email was sent by Lily Bastug Vincenti 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 Lily Bastug Vincenti's email address: maililebas2@gmail.com*

Greta Walters

From: Ed Fuller <ed.fuller@engelvoelkers.com>
Sent: Tuesday, September 5, 2023 7:21 PM
To: SSAC Secretary
Subject: State Street Advisory Committee Comment

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

EXTERNAL

Dear State Street Advisory Committee,

I would like to draw your attention to my Re-Open State Street [Change.org](#) petition which has 916 signers.



Sign the Petition
[change.org](#)

My petition states:

"All residents and visitors have suffered with the closing of State Street. Our beautiful downtown has been disfigured with "parklets." Our parades must take side streets instead of Main Street. We will no longer be able to take State Street from the Wharf to the far edge of town. This historical boulevard will be lost to the whims of Urban Planners, people whose very existence demands they do something, bureaucrats who want to satisfy their egos by making change for change sake, and the sense of awesome power attained by spending tens of millions of dollars to see THEIR vision becoming reality.

The value of all businesses will be reduced as the number one factor in commercial (retail) valuations - visibility - will be diminished. Building a new pedestrian mall will cost tens of millions of dollars and comes with no guarantees that it will make anything better. Nearly every urban mall has failed and been re-opened to car traffic. The few that remain are

seeing stores close left and right. The Santa Monica Third Street Promenade is almost half empty.

The objection to the noise and pollution of vehicles will disappear in the near future as California requires all vehicles to be silent electric versions. Speeding cars on State Street haven't existed for decades. Pre-pandemic you could never go faster than 20 miles per hour because of signals and traffic, slower than the speed limit in residential neighborhoods. The very fact that traffic was significant is the very reason to re-open it to all forms of transportation.

The current iteration of State Street, pre-pandemic, had an excellent balance of vehicle traffic, pedestrian traffic, and bike traffic. Let's bring it back and not blow ungodly amounts of money when what we still have is the best for all. The city is considering this new "urban plaza" right now. Sign now if you agree! And let all your friends know to sign too! Our city needs your help now, please share a link to this petition."

It may be fun to Re-Imagine things that you had almost no hand in creating, but it spits in the face of 100 years of careful planning and implementation. It was never meant to be "re-imagined." It was meant to naturally develop according to intentions that were laid out a century ago - and it has! Just prior to the pandemic it was at the peak of its architectural, cultural, economic, and mobility characteristics. Either appreciate what we have or go to some other town (maybe Goleta.) I was born here 67 years ago. I have seen this evolution. I have seen high and low implementations over the years but overall, just prior to the pandemic, it had turned out great. Now you want to change all that!!! Shame on you!

Sincerely,

Ed Fuller

Ed Fuller, SRS, ABR, GRI, SRES, ePro, BPOR, GREEN
Broker Associate, CalDRE #00661695
Selling Santa Barbara Real Estate Since 1979
ENGEL & VÖLKERS Santa Barbara
SAN ROQUE REALTY GROUP
SBMLS VCMLS CRMLS
1323 State Street
Santa Barbara, CA 93101
USA
Cell +1 805.570.6988
Ed.Fuller@EVRealEstate.com

Greta Walters

From: nick kfe.net <nick@kfe.net>
Sent: Tuesday, September 5, 2023 8:51 PM
To: SSAC Secretary
Subject: SSAC Written Public Comment for 9.6.23

EXTERNAL

State Street Advisory Committee Members,

Take a moment to appreciate the myriad of options you have to get around town without a personal automobile. You are likely able to walk, ride a bike or skateboard, carpool, take a taxi or summon an Uber or Lyft. For many people with mobility challenges, those are just not options and MTD's public transit system is the only alternative transportation available. Rethinking the Downtown and Waterfront shuttles would provide far greater benefit to the entire community than the proposed micro transit solution.

MTD provides a great system of public transportation unless you want to get to lower State Street or anywhere along the waterfront. There may be other gaps but I can't think of any so vital. Whether or not you have mobility challenges, this is problematic for anyone living, working or visiting along the waterfront. It is equally problematic for those who arrive in our town by Greyhound or Amtrak and wish to utilize our public transit system beginning from the waterfront.

Until the pandemic, MTD ran fully accessible, electric Downtown and Waterfront Shuttles but they were not regular bus lines with a right to transfer. If they had been treated as regular bus lines, with standard fares, and the ability to transfer to and from other MTD lines, they would have provided more value and likely would have seen greater use. With higher fares and greater use, they might need less subsidy per rider.

The State Street Master Plan and the interim operation efforts have recently lead us to new transportation discussions, in an effort to make the promenade more accessible for everyone. That discussion seems to be largely focused on small golf cart like vehicles, referred to as micro transit shuttles. These little carts come with a big price tag though. I believe I heard \$500,000 for the first year of the pilot program. That proposal includes three carts that will hold six passengers and one cart that will hold one wheelchair passenger, plus one ambulatory passenger. That's a relatively small number of people they could possibly serve. So the taxpayers cost (subsidy), per rider seems extremely high compared to MTDs electric shuttles.

More concerning is the suggestion that only 25% of the micro-transit vehicles would be wheelchair accessible, compared to 100% of MTDs shuttles waiting to be put back in service. Micro-transit **may arguably meet the minimum** Americans with Disabilities Act (ADA) requirements for program accessibility. Micro-transit **certainly does not provide an equivalent experience** for the mobility challenged to ride along and engaging with others in the community, or even with more than one member of their own family.

It seems to me there is an opportunity to solve a number of problems, for a wide array of people with one new MTD line, utilizing the existing MTD Electric Shuttles, and a smaller price tag. A line that would serve the entire waterfront from the harbor, to the zoo, and up to the Granada Theater and back. Such a line could provide riders opportunities to transfer to most other lines at the transit center, as well as to the UCSB/SBCC express line near the harbor, and the Montecito or Carpenteria lines near the Cabrillo Pavilion.

Nick Koonce, Wheelchair User, Accessibility Advocate,
Director, Independent Living Resource Center of the Tri-Counties,
Member, Access Advisory Committee for the City of Santa Barbara,
Member, Building and Fire Safety Code Board of Appeals for the City of Santa Barbara

Greta Walters

From: Sullivan Israel <sullivanisrael1@gmail.com>
Sent: Wednesday, September 6, 2023 8:37 AM
To: SSAC Secretary
Cc: Jessica Grant; Tess Harris
Subject: Public Comment for Today's SSAC Meeting
Attachments: STSB Bike Study.pdf

EXTERNAL

Hello. Today's public comment from Strong Towns Santa Barbara comes in the form of a report summarizing a study we conducted on State St. We hope that it helps answer some questions of the SSAC, and that its results are taken into consideration when designing the future of the promenade. The study is attached to this email.

Thank you,

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

**STRONG
TOWNS**

SANTA BARBARA



STATE STREET BIKE STUDY

Prepared by: Strong
Towns Santa Barbara
Volunteers

The business report majorly shares a description of the top contributors to a significant increase in revenue for the company in a specific timeframe.

Summary

Strong Towns Santa Barbara is a local advocacy group focused on urban planning issues ranging from bike infrastructure to affordable housing. Our volunteers come from a range of backgrounds and ages; we have a common goal of helping Santa Barbara become more resilient, fiscally sound, and people-oriented — one step at a time.

After the May State St. Advisory Committee meeting, we realized that more information about bikes on State Street should be available to the committee to help them make a more informed decision. There are many questions that should have answers. They include: Why are bikers there? Are they using it as a thoroughfare, or are they shopping on State? Is it just tourists or locals?

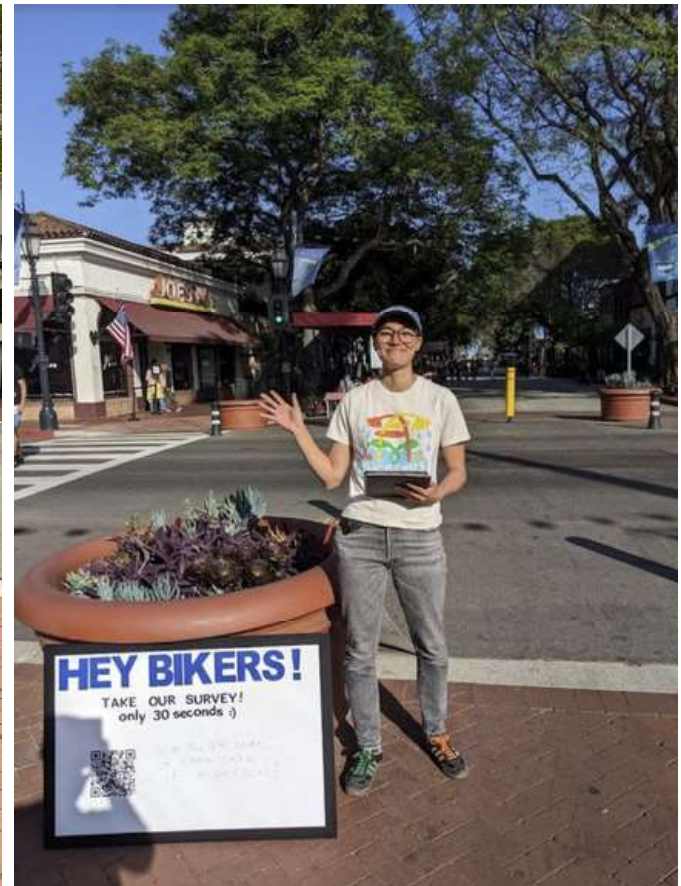
Through conducting a survey and bike count over multiple days, we collected data pertinent to the bikes on State conversation. The results, along with an insightful discussion, are laid out in this report.



Strong Towns Santa Barbara June Meeting

Methods

We wrote a short, 5-question survey to administer to cyclists on the street, which you can view [here](#). Questions included why they were there, with the ability to choose from a range of answers including: shopping, eating, sightseeing, because it's safer than other streets, meeting with friends, or just passing through (participants could choose more than one). We then asked their age (in decade groups), their zip code, how often they bike there, and whether or not they want to see a dedicated space for bikes in the permanent designs.



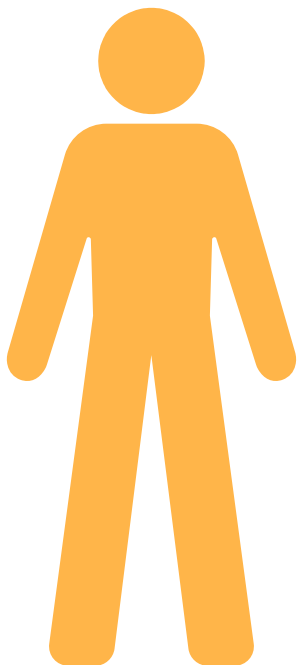
Important disclaimer: our methods and survey were far from perfect. We only administered the survey over 3 days, and counted bikes over 4. The weather was different on those days, and the times we stood outside were different too. We only surveyed/counted bikes at one location (the intersection of State and Cota). We also only gave the survey to cyclists, not all users of the street. We were also only able to survey a fraction of the people biking (approximately 16% of cyclists who passed on the three surveying days); many did not stop for us or too many came by at once. However, the goal was to understand the demographics of people who use State St. for biking, and in that we believe we succeeded. In statistics, what we got is called a “representative survey” meaning that it represents the views of the whole population, with room for margins of error. That means that in the future, the city should try to survey the population in more depth and over more time, though that doesn’t invalidate our results. We also are a completely volunteer organization, and we am grateful to Kira, Marie, Sully, and Tristen for standing outside for hours and flagging down cyclists for the survey.

Results



965 Bikes
counted

3 Days **8.58** Hrs

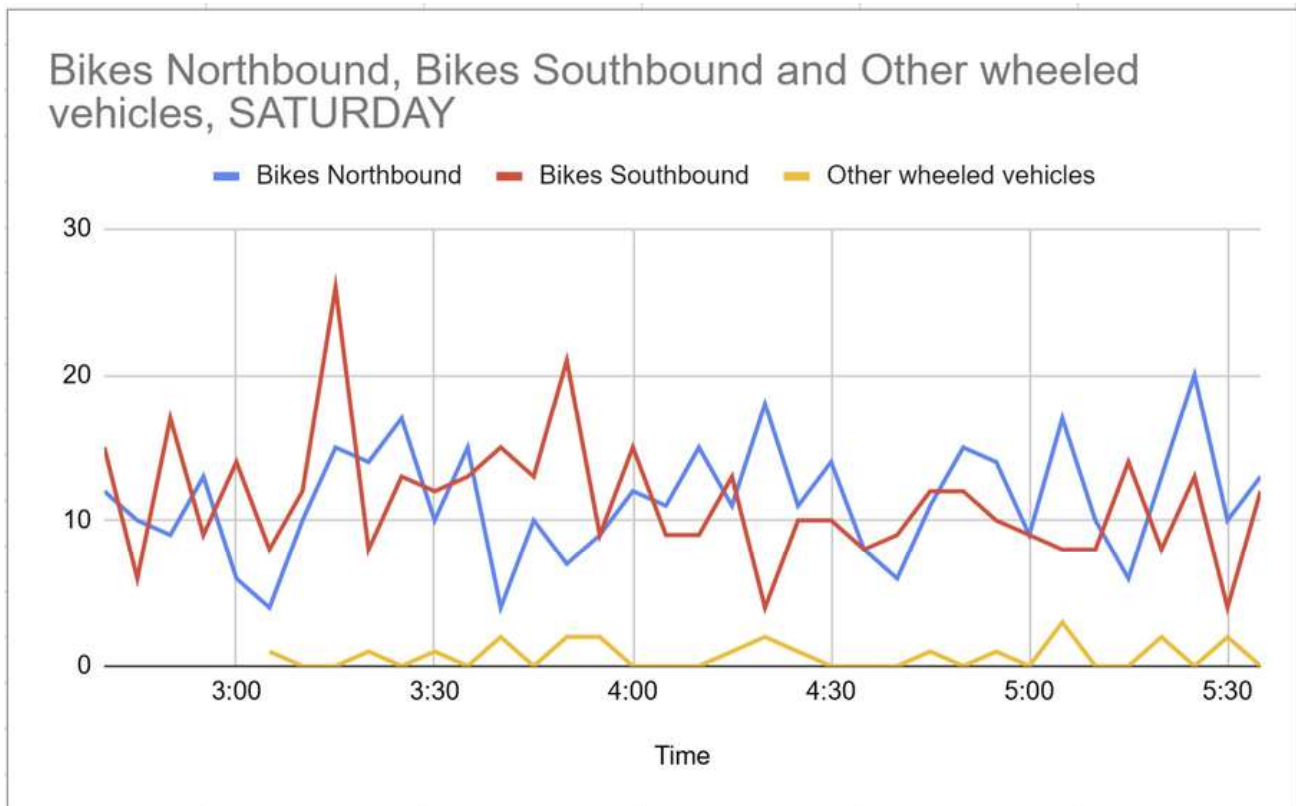
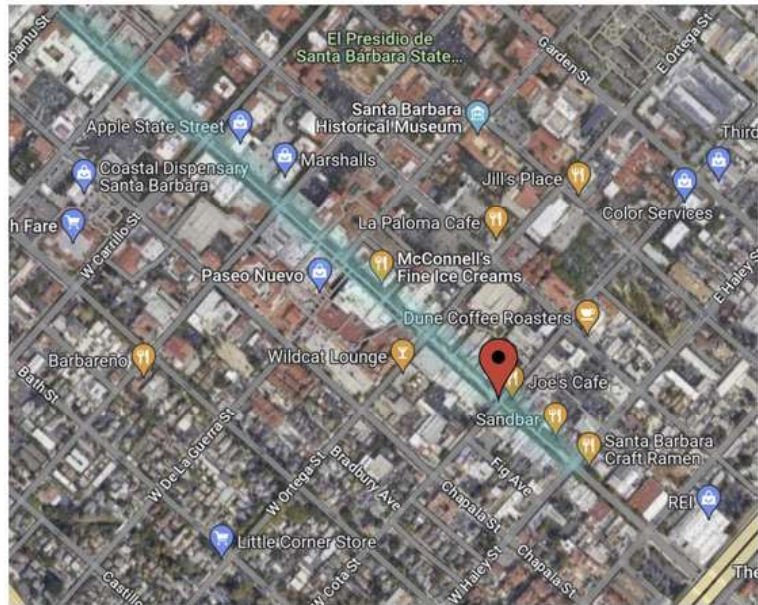


151 People
Surveyed

Results

COUNTS

Bike counts were taken on the corner of Ortega St and State St. Northbound and Southbound vehicles were counted separately. Volunteers began counting other wheeled vehicles, such as skateboards and Onewheels, when it became apparent they were quite common. The data shows us there is a roughly equivalent flow of bikes to the north and south, meaning many different end destinations. Certain spikes on the graph represent more than 20 bikers coming by in under 10 minutes. This many cyclists could not fit onto a traditional bike lane adjacent to vehicles. Below is the graph for Saturday, the 3rd of June. Other dates are available as well.

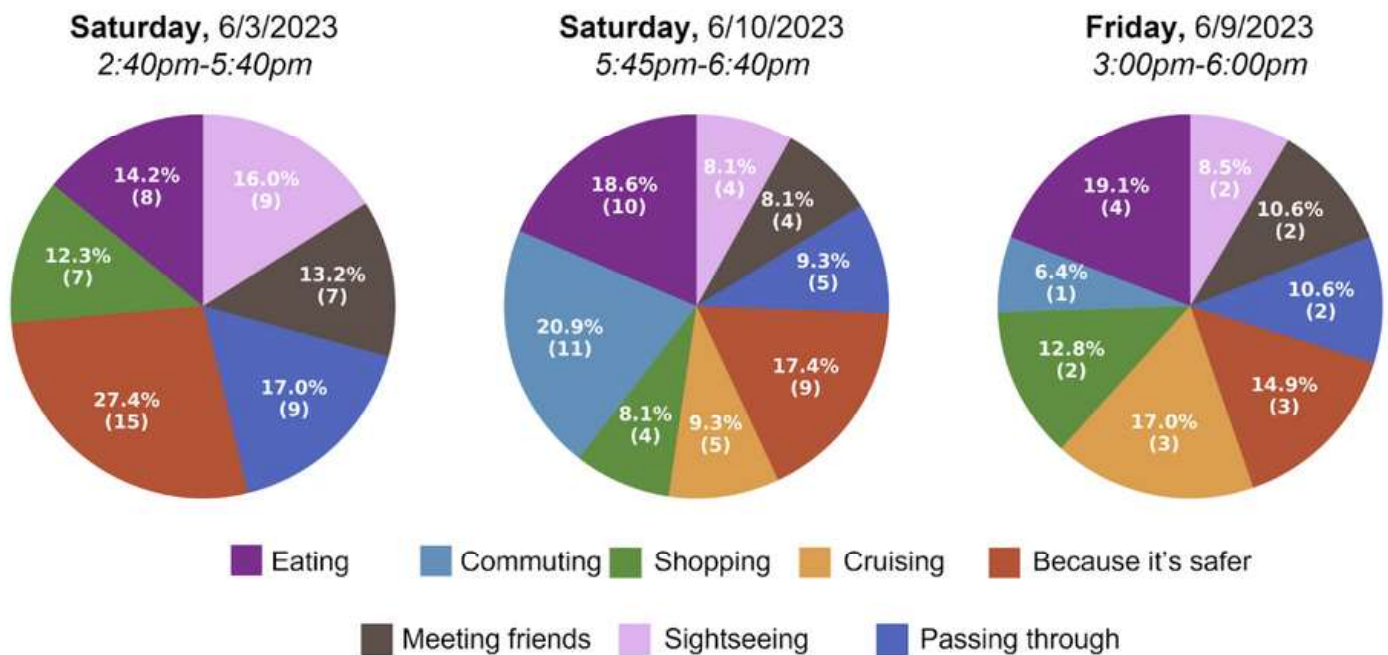


Results and Discussion, Survey Results

Q: WHY ARE YOU ON STATE ST?

In the pie charts below, you can see the answer to perhaps the most important question we asked. 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.

Another important takeaway is how many people are sightseeing and cruising. State St. is one of the most beautiful main streets in America, and tourists and locals alike are coming here to view the sights. That means that if bikes were diverted to Anacapa or Chapala Steets, as some have suggested, bike volume would surely decrease.

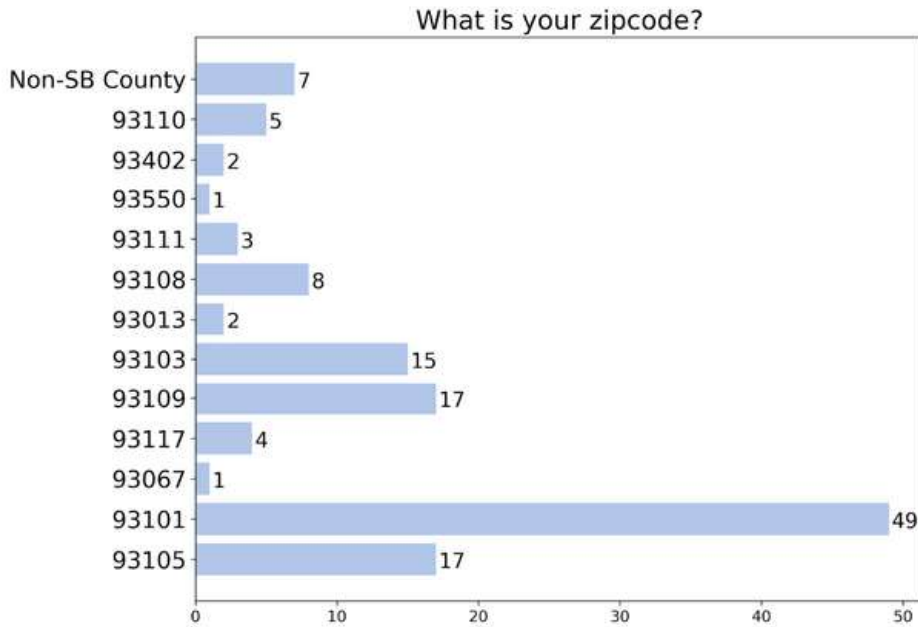


Perhaps the most important result is how many people told us they're biking on State because they feel that it's safer than the alternatives. Many studies have shown that the greatest factor contributing to Americans not biking is a lack of safe infrastructure and a perception of danger. The new State, with its complete lack of deadly automobiles, is the ideal place for cyclists who would be afraid to ride elsewhere, once again providing reason to not divert them to other streets.

These insights show that State is not being used as a "thoroughfare" as one of the SSAC members suggested. Cyclists on State are traveling to local businesses on the corridor, socializing, sightseeing, and feeling safe while they do so.

Results and Discussion

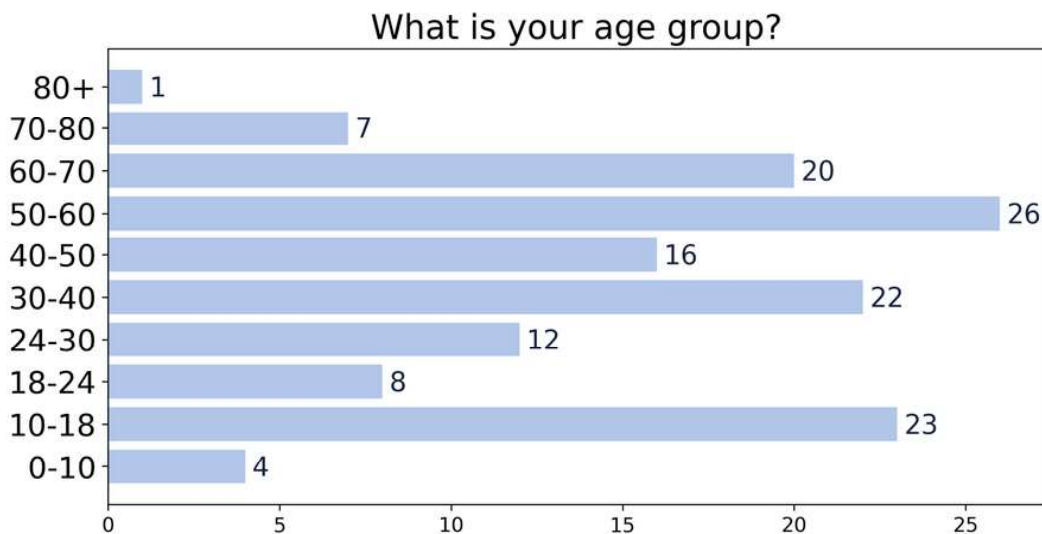
Q: WHERE ARE YOU FROM?



This question was meant to understand the balance of tourists vs locals. It seems that most cyclists live within the same zip code as State St, with the vast majority leaving in Santa Barbara.

Q: HOW OLD ARE YOU?

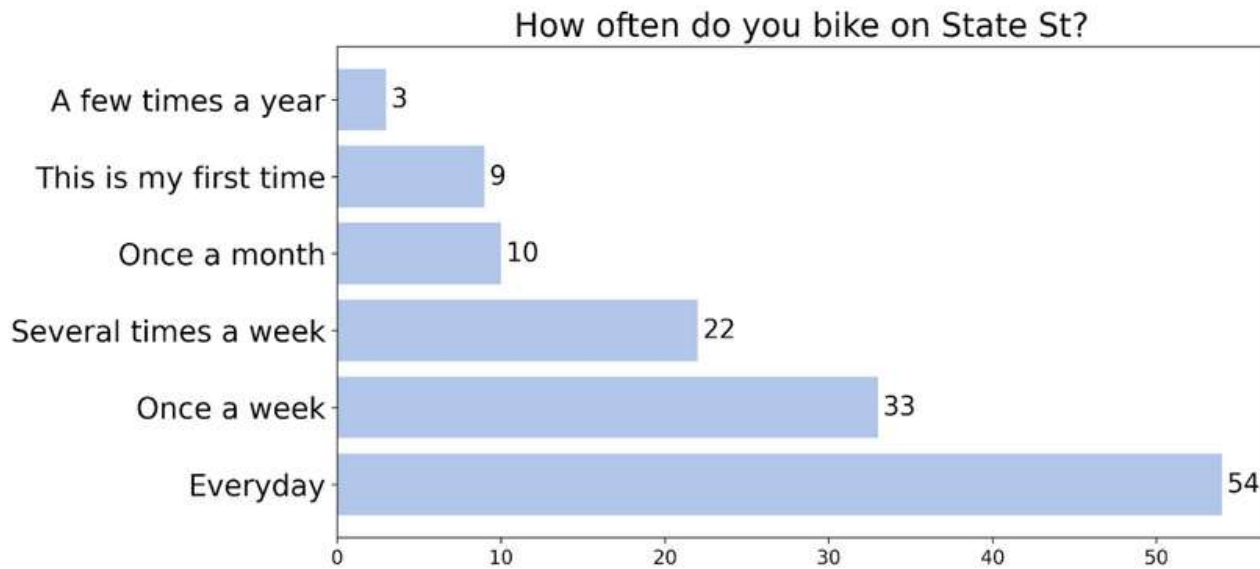
Without getting too personal, you we asked how old the cyclists were. The largest age group was 50-60, with 10-19 second, and 30-40 not far behind. There were also cyclists under 10 and over 80. This spread shows that a variety of people are biking, not just teenagers.



Results and Discussion

Q: HOW OFTEN DO YOU BIKE ON STATE?

Our last question found that a third of users bike on State every day, with frequency decreasing in percent of answers



Conclusion

While our survey was far from perfect, the conclusions are pertinent to the conversation surrounding the future of State St. A bike culture, which includes people of all ages doing various activities from hanging out to commuting, has developed along this beautiful street. In line with many other studies on the subject, we found that cyclists spend money at local shops. These cyclists feel safe here, which is the most important aspect of moving people from their cars to bikes. With about two bikes per minute on average, this bike phenomenon should be celebrated and worked into the permanent plan for State St.



Greta Walters

From: Peter Smith <pmsmith90@gmail.com>
Sent: Wednesday, September 6, 2023 9:10 AM
To: SSAC Secretary
Subject: State Street Bikes

You don't often get email from pmsmith90@gmail.com. [Learn why this is important](#)

EXTERNAL

Dear members of the SSAC:

We need to consider how amazing it is that bikers have come out to cycle for many purposes on State St. Biking is a great way to fight climate change, and the bike volume's we're seeing on State are something any city should hope for.

One of the reasons for this phenomenon is how safe it is to bike on the street. Forcing cyclists to meander onto a dangerous side street, including children, will degrade the bike experience and discourage riding. Don't believe me? An urban planning think tank in Los Angeles did a great study called [Scaling bikes from 1% to 80%: Something Magical Happens When Bike Lanes are Safe](#). They looked at the huge impact safe infrastructure has on riding. I've attached it to this email as a PDF. (Attach using this link: [LCI: Scaling up Bikes from 1% to 80% - Google Docs](#))

I hope you read it and appreciate its findings.

Thank you.

Peter Smith



LIVABLE COMMUNITIES INITIATIVE

Something Magical Happens When Bikes Lanes Are Safe

LCI Discussion Paper - This is part of a series of Discussion Papers to lay out underlying source material for the Livable Communities Initiative – research, data, best practices, expert opinions and ideas, economic feasibility, etc. – to help us as a city and region find an equitable and effective solution to LA’s unique housing and traffic crisis. We welcome feedback, ideas, and everyone’s involvement.

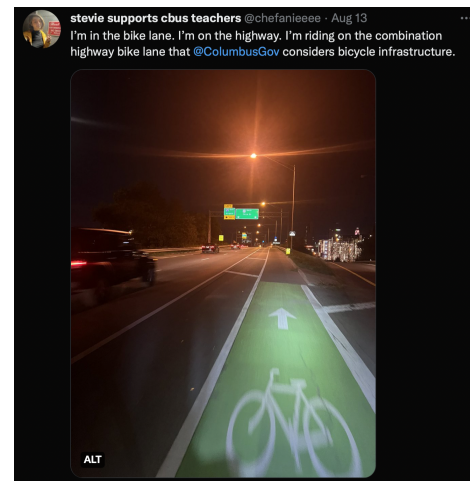
Scaling bikes from 1% to 80%: Something Magical Happens When Bike Lanes are Safe

By Brett Atencio Thomas and Lindsay Sturman

People love to bike, yet bike lanes have been an uphill political battle across the US. Is it because the U.S. is not building them safely?

Dutch engineers have cracked the code of mobility and biking, and of creating bikeable cities – places where 80-90% people bike and only 30% of trips are by car. How do they do it? They design bike lanes for **uncompromising safety**, and then they constantly iterate and improve them to remove every single “conflict zone” – aka, moment of danger.

The Dutch also generously [share](#) their best practices with the rest of the world. But for various reasons, U.S. engineers haven’t adopted them, and we continue to design and implement dangerous and deadly bike infrastructure. It’s not solely the fault of individual engineers and planners: our engineering standards also fail us. Of the California MUTCD’s four classes of bike lanes (I-IV), none have design standards that provide uncompromising safety to users of all ages and abilities. Many would not be considered safe for children. A primary reason is that engineering standards prescribe and allow for treatments that are safe *between* conflict points (like intersections), but drop those standards *at* the intersection - making the facilities so fraught with danger that only the most fearless of riders will use them.





Low safety bikeway design standards arguably feed a vicious cycle. Poorly designed bike lanes get low usage, and since they often take away traffic lanes, it can create push back from drivers. It only takes a few loud voices relentlessly harassing local elected officials and speaking out in public meetings to destroy the political will to expand bike networks – especially when you add the [cynical lawsuits](#) and angry [recall campaigns](#).

Despite the political cost, many politicians and government practitioners bravely fight to keep building bike lanes, and expand and connect bike networks, with the hope that eventually our transportation systems will become more and more like the Dutch. But the data shows it is far more challenging – if not impossible – to get there without addressing safety holistically and uncompromisingly.

Bike lane usage doesn't work in the logical and incremental way that conventional bike planning implies. As bike networks grow, usage doesn't grow in a linear fashion. If you look at the numbers, as cities go from bad to decent bike infrastructure, bicycling's mode share can grow to about 8%, but then it seems to stop – NYC and Portland are examples (mode share of 6-8%). They have spent years putting in hundreds of miles of Protected Bike Lanes that are mostly networked, but have been “stuck” for years at 8%. (Cities with terrible/negligible bike lanes can barely get over 1% – Los Angeles is at 1.2%.)



But something magical happens if bike lanes are safe and built beyond the current engineering standards.

Uncompromisingly safe bike lanes create a quantum leap in mode share – that in the Netherlands has catapulted cities to 80%-90% of people biking at least some times and up to 60% or more of trips being made by bike.

This result intuitively makes sense because people love to bike. Biking is one of our favorite activities across the globe – it is fun and invigorating, relaxing and meditative, gets us exactly where we want to go conveniently and efficiently, it fulfills our need for daily exercise (especially as we age) and keeps us in shape, limber and healthy – and it's free. Biking is an equitable form of transportation and levels the playing field for individuals across the economic spectrum, providing equal access to the richest and poorest alike.

Seniors can bike years or even decades after they lose their [ability to drive](#). More people with disabilities can use an adaptive bike than can drive. Kids love to bike. Dutch children, who almost universally bike



(including biking around their neighborhoods from age 10+), are some of the happiest kids on earth. Biking is some of our happiest memories from childhood and vacation, it is our happiest form of transportation – when it’s safe and convenient, we will opt to bike over driving.

And we have the proof of concept: When the streets are closed to cars – like LA’s wildly successful [CicLAVia](#) – within minutes the streets are filled with bikes – and people on them of all ages, abilities, and socioeconomic background all enjoying the public right-of-way together. This is in stark contrast to non-CicLAVia days when people speed through the same neighborhoods in heavier and heavier cars, not interacting with the residents – or worse, putting those residents' lives in danger.

We are living in a contradiction – which might be funny if it didn’t have catastrophic consequences for climate, our health, happiness, traffic stress, safe streets, our economy (and our housing crisis – which is a complex story in itself): if we all love to bike, why do people fight bike lanes with the fire of a thousand suns? When cities try to put in bike infrastructure – it can become an all out war (with some politicians, engineers, planners and other practitioners becoming increasingly cautious, and afraid to become cannon fodder.) It makes no sense.

In sum: We love to bike, and yet we fight bike lanes.

When you ask people in Los Angeles who fight bike lanes about this contradiction, the response is consistent – “no one uses the bike lanes and they take away car lanes and make our stressful traffic worse.” And then they make a logical leap to: “people don’t want to bike, so therefore we shouldn’t have bike lanes slowing down the traffic.” Many of these drivers also express a fear of hitting a biker – and of course this is real – it’s terrifying to think of injuring or killing someone.

But what if the reason no one uses LA’s unconnected, dangerous bike lanes has nothing to do with desire (people love to bike!), but simply because the bike lanes are not safe enough? (It is worth acknowledging that any fragmented and incremental network of bicycle facilities won’t scale – imagine if we had only two miles of road and then no connection to the next road four blocks over – no one would drive.)

Dutch bike experts like Chris Bruntlett of the Dutch Cycling Embassy consider [LA to be an ideal city](#) for a massive mode shift to bikes – we have perfect year-round weather and huge swathes of the city are flat. What if the simple answer to this Gordian Knot is to make bike lanes uncompromisingly safe?

The Crucial Importance of Conflict Points: Part of Dutch bike lane design is to iterate and improve them constantly to remove “conflict points and zones” – an intersection, transition, or stretch of roadway where people riding bikes are suddenly competing for roadway space with users in other modes of transportation. When these other users are in automobiles, people on bicycles greatly increase their



chance of being in a fatal collision. A scary conflict point prevents people from biking – in fact, scary, dangerous moments along a bike ride (like poorly protected intersections and low stress network gaps) are correlated with the percent of people who will bike: a study done in [Portland](#) shows attitudes towards cycling and how people fall into categories:

- 1% – Strong & fearless
- 7% – Enthused and confident
- 60% – Interested but concerned
- 33% - No way no how

Four Types of Transportation Cyclists in Portland
By Proportion of Population



If you combine the first two categories – 8% of people feel confident and enthusiastic to bike.

Interestingly, the mode share in Portland is 8%. NYC – a very different city – also has a vast, excellent bike network, but one riddled with conflict points and gaps. It has 6-8% mode share.

During a recent KPFK Bike Talk Podcast Brett Atencio Thomas (co-author of this Discussion Paper; now the Active Transportation Coordinator for the City of Costa Mesa) discussed the phenomenon: [both cities got to 8%, and then continued to build bike infrastructure](#), but mode share didn't budge over 8% for a decade, while LA saw "a huge jump after the push of bicycle infrastructure we built in 2000 at the time when Antonio Villaraigosa was mayor. That 1.2% [bike mode share] has stayed about steady for about 10 years. So no matter what infrastructure we've been building, we have not seen an increase in [LA's] mode share."



Meanwhile, Portland, sometimes called the "American Amsterdam," is at 6-8% mode share and has been "stuck at that mode share for about 10, 15 years. You've seen cities – like with Janette Sadik-Khan up in New York City, increase their mode share from around 1.2% to about 6 or 8%. So they took New York from basically Los Angeles to Portland levels of bike usage within about two, three years." But then NYC stayed there.

There are other associated variables in growing mode share and the Four Types of Bicyclists outlined in the Portland study – like fitness, reflexes, fear, age – aka, "the fit and the brave." But there does appear to be a ceiling in the US with most cities capping out at 8% bike mode share (with the exception of a few small college towns and vacation destinations – like Davis, CA and Boulder, CO -- which have a young population on a relatively car-free college campus.)



What if people who don't fit the 8% category of "fit and brave," "strong and fearless," and "enthused and confident" – people that are – cautious, less active, and/or inexperienced – would take up biking in Dutch numbers if offered the uncompromising safety of Dutch bike infrastructure? And what if the quality of infrastructure determines mode share? Then we would expect the Portland categories to translate to mode share by city (when you consider the quality of the infrastructure.)

And in fact it does:

LA - Scary - 1% mode share

NY - Good w/ pinch points - 8%

Dutch - Safe - 80%

In cities with uncompromisingly safe bike lanes, street design, and slow cars – cities like Copenhagen, Amsterdam and Utrecht – 80%-90% of people bike, and of all trips, 58% are by bike (as a point of reference, 90% of trips in LA are by car.)

So if safety of infrastructure is the sole determining factor for mode share, wouldn't we want 80-90% of people biking, and not just 8% or 1%?

If yes, then what does safe infrastructure look like?

It's important to note that bike lanes are like any infrastructure -- a bridge, a freeway, a highway interchange – they are designed and engineered for safely moving people from point to point. Freeways have strict rules around the slope and banking, and are built to precision so you don't flip your car as the road curves. We engineer bridges to never collapse and trains and planes to never fail – and it's extremely rare for those things to happen (because if traveling by plane was as dangerous as traveling somewhere by bicycle, no one would ever fly.) The Netherlands engineer their bike lanes to never be deadly, and to protect the bikers, including children and seniors – "ages 8 to 80" – and to be safe without a helmet (we would never advocate not wearing a helmet, but the secret to a city where everyone bikes is that it's so safe no one needs one.)



How do they do it? According to the Dutch (who are the world leaders in bike mobility, street design and engineering), there are two ways to create bike lanes that people will use:



The first way is a ***separated, protected bike lane*** along streets with more moderate levels of automobile traffic with highly engineered intersections that nearly eliminate the interaction (or conflict) between drivers and bicyclists. Many of these intersections are *Dutch Style Interchanges* or have posted speed limits below 30 kph/18 mph, with speed camera enforcement. Another crucial safety factor is Dutch “drivers are also cyclists” – and their children bike – so they watch for bikes and are extremely careful when driving in cities. (A factor that is not true in the U.S.)



The second way is simply ***little to no cars***. A no car/very low car street called a ***Woonerf*** where “cars are guests” and are going under 9mph. Narrow lanes, cobblestone or pavers, lots of stop signs and speed bumps. And it’s so safe children literally play in the streets.

When we compare Dutch design standards – their Protected Bike Lanes that continue to and through intersections with automobiles and their Woonerfs – to what is allowed by MUTCD Standards in the U.S., it is instinctively and viscerally obvious why they are different and why the Dutch model scales to near universal biking, why most U.S. cities hover around 1% and the most advanced are stuck at 8%.

The Crucial Importance of Speed: If the only factor in bike mode share of 1% vs 8% vs 80% of people biking is ***safety***, the only factor in safety is the ***speed*** of the cars – meaning, slow cars are always safer, and fast cars are never safe.

“Something that Dutch cities figured out a long time ago is speed is everything. And they’re at a point now where 80% of all urban streets in this country are...18 mph or less,” said ***Chris Bruntlett*** of the Dutch Cycling Embassy. 30kph (18mph) is “the speed at which the research shows is basically survivable when it comes to a car human collision.... And once you get above 30 kilometers an hour (18mph), that survival rate drops significantly.... We've prioritized the speed and comfort of drivers over the people that live, work, play, and children that live, work and play on those streets. And so if we do value the lives and livelihoods of those people, we should be looking at reducing speeds.”



Why is speed such an important factor? For one, fast speeds [diminish our field of vision](#), and drivers have less time to stop and avoid an accident altogether. But the greatest issue is the physics – force is a factor of mass (weight) and acceleration / speed – and it becomes exponentially deadly:

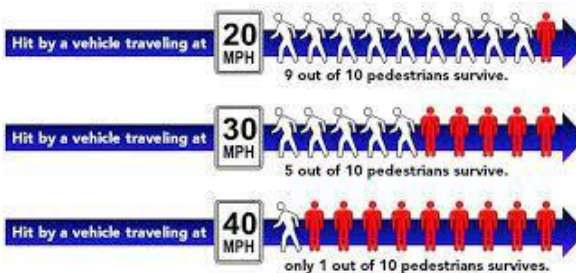
9mph - safe

Under 18mph - serious injuries but most people survive

20mph – 10% chance of dying

30mph – 50% chance of dying

40mph – 90% chance of dying



How fast should our streets be? If we bring empathy and compassion to the debate, and we ask ourselves – how fast do we want a car going when it hits someone – a child, a parent, an elder, someone we know? 20mph, or 9mph? It’s an interesting experiment to ask a few friends. The answer is always the same: “0 mph. If it’s a child I know, I don’t want them to be hit by a car.”

As Dave Campbell, former Advocacy Director for East Bay Bike, shared on [Bike Talk](#), “This mixing of bikes and cars on a busy street does not work. And at least it doesn't work today and it hasn't worked in the 25 years they've been doing this... so we need to figure out a way to officially wrap up these conversations about ‘how do we mix bikes and cars.’ We still spend so much time trying to figure that out and we have to stop... It's like we don't mix sidewalks and cars.”

Dave believes that strict design and engineering standards for bike lanes are key, and thinks that agencies "and the state of California need to adopt a bikeway... and shared mobility design guide that says here are the minimum standards. You cannot lower safety below these standards. The kind of thing that traffic engineers would see and go, ‘okay, I get that.’ It's written in my language, it's written in ways that direct my thinking.”

Leapfrogging: Getting drivers out of cars entirely for at least some trips is essential for traffic, air quality, maintaining our wildlands, and climate – Electric Vehicles (autonomous, shared, or otherwise) won’t solve traffic, pollution, over consumption, highway building, or suburban sprawl. And even if they could, [EVs can’t be adopted fast enough](#) to hit our climate goals. In order to hit Climate goals, people need to drive less – which means walking, transit and micro-mobility, like bicycles.

But even still, transit in California and Los Angeles has a [first mile/last mile problem](#) that necessitates micro-mobility such as bikes and scooters. So unless a city is already dense and walkable (like



Manhattan), the bike-transit combination might be one of the best options beyond land use planning alone to get people out of our cars.

So knowing it might be extremely challenging to get over 8% mode share in an incremental way, an additional strategy would be to leapfrog to Dutch-safe bike infrastructure (8% to 80%) -- and showcase the broad and popular use of safe bike lanes. In the Southern California region, this might occur best by entire communities transforming into a slow car/low car street with Dutch level engineering. In this scenario, when skeptics use a safe bike lane, they will experience the difference of riding in a stress-free environment that is relaxing, meditative and joyful -- along with being more convenient -- and they might become converts to the cause.

Many communities in Los Angeles currently have the potential to incorporate the best practices of experts from around the world: building walkable, bikeable communities around transit, jobs, amenities, and small retail – and incorporating [housing](#) – simultaneously addressing our housing crisis. Culver City, Westwood Village or Main Street in Santa Monica are examples of local communities with the potential to be [15 minute communities](#) where everything you need on a daily and weekly basis is 15 minutes by walk or bike. And if you give residents that option – the data shows that a significant percent of people won't want a car at all. But it's going to take champions like those of you reading this article to push for that infrastructure that we so badly need.

Brett Atencio Thomas previously managed the Open Streets Grant Program and Bike Share Station Siting at LA Metro and is currently the Active Transportation Coordinator for the City of Costa Mesa¹. Lindsay Sturman is the co-host of the podcast “Bike Talk” and the co-founder of the Livable Communities Initiative.

¹ Titles are for identification purposes only