

Kimberly Johnson

From: Corina Svacina <corina.cartoons@gmail.com>
Sent: Monday, June 29, 2026 3:59 PM
To: City Clerk; State Street Master Plan; Info@StrongTownsSB.org
Subject: June 30th Item 26

Dear Council and Clerk,

I want to submit my public comment for tomorrow's city hall meeting, specifically on item 26.

Please do not continue to cave to the landlord lobby that demands that the issue of cars on state street continues to top of mind, because potential car traffic is a stupid, archaic measurement of property worth. Although they could change the way property value is measured and could tie it to reality, they continue to live in an alternative universe where a property that is vacant because of an outrageous expectation of rent is more valuable than a property that is filled at a rate that businesses can reasonably sustain.

The reason why state street is "dead" is because Santa Barbara property owners are vampires that suck the wealth from all of us. We need to introduce a vacancy tax - there are some business fronts that have been empty on State St for over 10 years.

Please continue to keep State Street closed to car traffic. Since the closure, State Street has thrived and businesses are busier than ever. The number of car-pedestrian collisions has been significantly reduced. Before the closure, State St was the 3rd most dangerous street.

As a reminder, state street is still accessible by cross streets at all hours of the day. On March 27th, a drunk Montecito man crashed his car, hitting 2 vehicles and a person on state street and cota. This further exemplifies the need to keep state street closed and displays how accessible state street still is to vehicle traffic.

Parking garages are not accessible via state street and state street is still accessible by cross streets at all hours of the day. State St does not need to be opened up. State Street is the spine of the City's bike network and reopening it to cars makes it a higher-stress ride that families, older adults, and new cyclists are a lot less likely to use.

Lastly, if cars come back, the City may have to remove the Bloomberg-funded asphalt art at State & Carrillo. The grant requires the art to stay in place for two years, so that likely means repainting it elsewhere or repaying the grant money.

Thank you for your time and for reading my public comment.

Best,
Corina Svacina

Kimberly Johnson

From: Strong Towns Santa Barbara <info@strongtownssb.org>
Sent: Monday, June 29, 2026 3:58 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Strong Towns SB Support for Maintaining the State Street Promenade During Interim Operations



June 30, 2026

*Santa Barbara City Council
735 Anacapa Street
Santa Barbara, CA 93101*

Subject: Support for Maintaining the State Street Promenade During Interim Operations

Dear Mayor Rowse and Members of the City Council,

Strong Towns Santa Barbara is writing in strong support of maintaining the State Street Promenade until the State Street Master Plan is implemented. **We urge you to adopt staff's Recommendation A and reauthorize Title 31**, allowing the promenade to remain in its current configuration while the long-term vision moves toward construction.

This item is confusing because it is separate from the Master Plan itself. The Master Plan establishes the long-term vision. This agenda item is much simpler. It asks whether Santa Barbara should continue operating the successful promenade we have today or spend hundreds of thousands of public dollars temporarily returning State Street to its 2019 configuration before rebuilding it again a few years later. Staff estimates that restoring the old roadway would cost approximately \$700,000, while maintaining the promenade requires no new implementation costs.

From our perspective, this should be an easy decision.

Six years ago, closing State Street was an emergency response to an unprecedented pandemic. **Today it has become one of Santa Barbara's defining public spaces.** Families walk here every weekend. Thousands of people bike through it each day. Visitors regularly describe it as the highlight of downtown. Businesses have invested in it. The City has invested in it. Most importantly, the community has embraced it.

The question before Council is no longer whether a pedestrian promenade can work. It already does. The question is whether we continue improving it or spend public resources undoing six years of progress.

We would first like to thank City staff for the thoughtful work that has gone into both the Master Plan and the interim improvements. The Loop shuttle, new landscaping, public art, pedlets, and e-bike safety efforts demonstrate that the City has not simply maintained the promenade, **it has continued making it better**

while gathering valuable information for the permanent design. This is exactly how successful cities approach transformational projects: by testing ideas, learning from them, and steadily improving over time. These interim projects are already helping shape a better State Street.

Safety Must Remain Our First Priority

Before State Street closed to private vehicles, it was the [third most dangerous corridor](#) in Santa Barbara for fatal and severe crashes, especially for people walking and bicycling. The City recognized this through its Vision Zero initiative, Bicycle Master Plan, and Safe Streets for All efforts. Since private vehicles were removed, serious collisions involving people walking and biking have effectively disappeared from the promenade. That is not a coincidence. It is exactly what transportation engineers expect when conflict points between vehicles and vulnerable road users are eliminated.

Staff acknowledges this reality in the agenda report. Reintroducing private automobiles would increase opportunities for vehicle-pedestrian and vehicle-bicycle collisions while creating a higher-stress environment for people who bike. It would also **discourage many of the riders who currently feel comfortable using State Street**, including children, older adults, and people who are new to cycling.

That matters because State Street has become the spine of Santa Barbara's bicycle network. More than one million BCycle miles have been ridden on car-free State Street alone. Our own bike survey found that many riders are not simply passing through: they are shopping, dining, meeting friends, and choosing State Street because it feels safer than surrounding streets.

Safety should not be viewed as a compromise against economic success. It is one of the reasons the promenade has become successful.

The Economic Conversation Has Changed

Much of the opposition to the promenade has centered on the belief that businesses need cars to survive. Six years later, that prediction simply has not come true.

Commercial vacancy rates continue to decline and are now approaching their lowest levels since before the pandemic. Radius Real Estate reports a vacancy rate of just five to ten percent in the core promenade, with fewer vacant storefronts than in 2018. New investment continues to arrive downtown, including adaptive reuse projects, new restaurants, major employers, and more than \$100 million in announced investment.

Equally important, a growing number of business owners are publicly crediting the promenade with bringing customers downtown.

The recent formation of [Businesses for State Street](#) reinforces this point. This group came together quickly over the past few weeks, with the help of Sullivan Israel and Bob Stout, owner of Wildcat Lounge. For years, some have argued that reopening State Street to cars is what businesses want. That is no longer a credible claim. Businesses for State Street was created by downtown merchants who believe exactly the opposite. For years, they have felt left out of the State Street conversation, but with the vote on Title 31 coming up quickly, they decided to organize. Their message is straightforward: **State Street should continue evolving into a safer, more vibrant destination** guided by data, public safety, and the people who use it every day.

Their own survey found that 75 percent of State Street businesses they were able to contact do not want private cars to return. That closely mirrors Strong Towns Santa Barbara's earlier business survey, which reached the same conclusion. Business owners are not speaking with one voice, but many of those operating successful businesses on State Street today are asking the City to move forward—not backward.

In just under two weeks, the [Businesses for State Street Instagram](#) has gained almost 200 followers and thousands of likes.

Ultimately, people do not visit great downtowns because they can drive through them. They visit because they want to spend time there.

That is exactly what the promenade encourages.

Emergency Response: Real Experience Should Carry More Weight Than Hypothetical Modeling

We appreciate the City's effort to better understand emergency access on State Street, and we recognize that emergency response is a legitimate concern. Public safety should always come first.

However, we encourage the Council to view the Fehr & Peers analysis in its proper context. The study is not an evaluation of six years of actual emergency operations on the promenade. It is a model built around hypothetical "worst-case" scenarios. Staff explains that the analysis assumes incidents occur at the midpoint of each block (the maximum possible distance from an intersection) and further **assumes that responders either cannot drive directly onto the promenade** (which they can) and instead walk from the nearest cross street, or that emergency vehicles travel through the promenade at just three miles per hour.

Those assumptions may be appropriate for testing theoretical limits, but they should not outweigh six years of real-world experience.

The staff report notes that during the past six years **police officers, firefighters, and paramedics have successfully responded** to commercial fires, medical emergencies, violent crimes, and many other incidents throughout the promenade.

That history deserves significant weight.

Emergency responders already access State Street when needed. The promenade has never been inaccessible. The question is not whether emergency vehicles can reach incidents—it is whether hypothetical travel time estimates justify fundamentally changing one of the city's safest and most successful public spaces.

We also encourage Council to remember the other side of the safety equation. Reintroducing private vehicles may improve modeled emergency response times in certain scenarios, but it also reintroduces the everyday crash risks that existed before 2020. Staff explicitly acknowledges that returning cars to State Street would increase opportunities for vehicle-pedestrian and vehicle-bicycle collisions. We believe that emergency response times could actually increase, as emergency vehicles could get stuck behind car traffic.

Every policy choice involves tradeoffs. We should not focus solely on theoretical emergency response times while overlooking the demonstrated reduction in serious crashes that has accompanied the removal of private automobiles.

Good Governance Means Staying the Course

Strong Towns has long advocated for incremental, fiscally responsible investment. This agenda item presents a straightforward choice.

Council has already directed staff to complete a Master Plan centered around a pedestrian-oriented State Street. The City has invested years of public outreach, technical analysis, pilot projects, and community engagement. Businesses have made decisions based on that direction. Residents have adjusted to it. New organizations like Businesses for State Street have formed around it.

Now the question is whether Santa Barbara should spend roughly \$700,000 restoring a temporary roadway configuration that everyone understands would itself be temporary.

We do not believe that is a prudent use of public funds.

In addition to the direct construction costs, reopening State Street would require removing or relocating existing improvements, modifying bike share facilities, and potentially affecting the City's Bloomberg-funded asphalt art installation before the grant period expires.

At a time when Santa Barbara faces many competing priorities, spending scarce resources to reverse course (only to rebuild the promenade again later) does not reflect sound stewardship of taxpayer dollars.

The Community Has Spoken

Throughout this process, Strong Towns Santa Barbara has tried to listen as much as we advocate.

Over the past several months, our volunteers have spent countless hours talking with residents, visitors, and business owners while gathering signatures to support a permanent car-free State Street. Those conversations have produced one overwhelming takeaway: most people are surprised this debate is still happening.

Today, [more than 3,100 people](#) (1,000 in-person signatures and over 2,100 digital signatures) have signed our petition supporting a car-free State Street, and that number continues to grow. Just as important as the number itself are the conversations behind it. Parents appreciate having a place where their children can safely walk and ride bicycles. Older adults describe a calmer, more accessible downtown. Business owners tell us people stay longer, shop more, and enjoy spending time on State Street.

Those stories reinforce what broader public outreach has consistently shown. The City's own survey found that **79 percent** of respondents supported keeping State Street closed to private vehicles. Our business survey found that **75 percent** of surveyed businesses do not want cars to return. The consensus may not be unanimous, but it is remarkably consistent.

Council has spent years asking the community what it wants for State Street.

The community has answered.

Keep Moving Forward

The most successful cities do not thrive because they cling to the past. They succeed because they build upon what works.

The State Street Promenade is not perfect. We still need better bicycle calming design, additional shade, more seating, improved landscaping, accessible transportation options, cleaner public spaces, more housing, and continued investment in downtown.

Those are arguments for improving the promenade—not abandoning it.

Strong Towns Santa Barbara respectfully asks the Council to:

- **Adopt staff's Recommendation A and reauthorize Title 31.**
- Maintain the State Street Promenade until the Master Plan is constructed.
- Continue investing in practical interim improvements that advance the long-term vision.
- Reject spending public funds to temporarily restore the 2019 street configuration.

This is a once-in-a-generation opportunity to shape the future of downtown Santa Barbara.

Six years ago, the promenade began as an emergency response.

Today, it has become the heart of our downtown.

Let's continue building on that success instead of spending public money trying to recreate a street we have already chosen to leave behind.

Thank you for your thoughtful consideration.

Sincerely,

Strong Towns Santa Barbara

Sullivan Israel, Local Conversation Leader

And the 500+ members of Strong Towns Santa Barbara

Kimberly Johnson

From: Steven Romofsky <sfromofsky@gmail.com>
Sent: Monday, June 29, 2026 3:53 PM
To: City Clerk
Cc: info@downtownsb.org; Mike Jordan
Subject: Opening State Street

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

Dear City Clerk:

I am submitting the following comments to the City Council for their consideration during tomorrow's Council Meeting:

It is my opinion that State Street should be reopened fully, as soon as possible, and restored to its Pre-COVID 19 condition, with two-way, public, vehicular traffic.

I concur with the points that Cass Ensberg made in her recent opinion piece for Noozhawk.

It is my belief that changes to the Pre-COVID 19 arrangement of State Street should only be considered after the City, at large, has expressed a need for these changes and agreed on the related construction and operating costs and the method(s) for financing these costs. This decision to change the arrangement should not reflect the input of vocal special interest groups.

Regardless of the decision concerning the reopening of State Street to vehicular traffic, the parades on State Street must be restored to help revitalize downtown.

As a further thought, if for some valid reason it is determined that State Street is to remain closed to vehicles, it should also be closed to e-bikes because the operation of them poses a real risk to pedestrians, and the City itself, while providing no benefit.

Sincerely

Steven Romofsky
Mesa Resident

Kimberly Johnson

From: Jeremy Banter <jrmbanter@gmail.com>
Sent: Monday, June 29, 2026 3:45 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from jrmbanter@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Do not open State St. to cars! It's safer and a much more enjoyable experience without cars.
It was always stressful to drive on State anyway. Keep it as is!

Plus, you already voted to keep it closed. Why are we doing this again? Will we just keep re-voting until the other side of the argument gets their way?

Kimberly Johnson

From: Erica Obertelli <erica@sb-designgroup.com>
Sent: Monday, June 29, 2026 3:34 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Santa Barbara is at a pivotal moment. We are in real time shaping the city's next 100 years, and a key element of this is keeping State Street open to pedestrians. You. We lived the version of downtown without Title 31 - before making State Street car-free, vacancy was high, downtown felt like it needed a complete rethink, and State Street had lost its status as a place to go and hang out. Every one of those things has reversed since the closure. The promenade has given us a reason to be downtown again—and the data now backs up what we can all feel.

The evidence points to pedestrian streets being good for business. MIT's Senseable City Lab analyzed retail sales across pedestrianized streets in Spain using a rigorous difference-in-differences method and found that converting streets from cars to people *increases* surrounding retail sales (Yoshimura et al., *Cities*, 2021). Closer to home, the city's own numbers tell the same story:

- State Street's commercial vacancy rate is about **12% today — the lowest in four years — versus 14.8% in 2018**, before the closure. The highest vacancies remain on the blocks still open to cars.
- Yardi Systems is reportedly in talks to convert the old Macy's into a global headquarters — a deal reported at over **\$100 million**. That is not a bet on a failed street.
- The city's own survey found **79% of 5,700 respondents want State Street kept car-free**, and a separate survey of downtown businesses found 75% prefer it that way.
- State Street is now safer. Before the closure, lower State was the city's **third-highest injury corridor for pedestrians and cyclists, recording 45 crashes in the six years before 2020**. Those serious crashes have since dropped sharply.

So the choice tomorrow isn't really about cars. It's about whether the city spends at least **\$700,000—that it does not have—to tear out** the seating, pedlets, and bike lanes. This would be trading away hard-won momentum, public trust, and the goodwill of the thousands of residents and business owners who use and love our newly vibrant downtown — in order to undo the most popular public space we've created in a generation.

That's time, money, and goodwill we can't afford to waste. I respectfully urge you to vote to reauthorize Title 31, keep State Street car-free, and let the Master Plan finish the job. I'm glad to share any of these sources, and I'd welcome the chance to continue the conversation we started a few weeks ago.

With appreciation and respect,

Erica Obertelli

Architect

SB Resident who lives on state street and works downtown

Kimberly Johnson

From: Craig Weiner <craig.weiner29@gmail.com>
Sent: Monday, June 29, 2026 3:31 PM
To: City Clerk
Subject: Keep State Street Car Free!

Some people who received this message don't often get email from craig.weiner29@gmail.com. [Learn why this is important](#)

Walkable public spaces increase everybody's quality of life. Foot traffic in popular public spaces gives us a sense of community, keeps our air cleaner, encourages movement and healthier living, and saves money.

Do not listen to those who say it is killing business. They are misidentifying a cost of living/rent crisis with a lack of cars. Businesses are struggling because costs are high, and indirectly because people have less disposable income (because costs are high).

Driving on a 5 block long stretch of ONE STREET will not fix this problem--that is preposterous.

Please keep State St. car-free!

Best Regards,
Craig Weiner
UCSB Class of 23 and East Side resident.

Kimberly Johnson

From: Bayliss Enns <baylissenns@gmail.com>
Sent: Monday, June 29, 2026 3:30 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

State street is a crucial part of my bike commute! It is safer for pedestrians and bikes without cars. I am willing to ride the extra few blocks just to ride down state street because I feel much safer. Please don't open state street up to cars!

Kimberly Johnson

From: Henry Eckold <henry.eckold@gmail.com>
Sent: Monday, June 29, 2026 3:29 PM
To: City Clerk; Holly Perea
Subject: June 30 Council Meeting Item 26 - Keep State Street Car Free

[Some people who received this message don't often get email from henry.eckold@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

Ahead of the June 30th council meeting I wanted to share my support for keeping state street car free, and continuing Title 31 until the master plan is implemented.

I'm a downtown resident and city planner, and I feel the difference in the safety, localized air quality, and overall ambiance between a state street with cars and one without. Not to mention it is cheaper to maintain the current configuration than convert it back for cars. Keep it car free.

Thank you.

-Henry Eckold

Kimberly Johnson

From: Frank Davenport <frank.davenport@gmail.com>
Sent: Monday, June 29, 2026 3:26 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hi,

This message is in support of Keeping State Street closed to cars.

I've lived in Santa Barbara for 20 years and I've lived in the DT area (a few blocks from State) for the last 16 years. Closing State St. to cars opened it up for my wife, 2 young sons, and me. We go there more often and get more enjoyment out of it than we ever did before the closure.

I can let my kids ride their bikes and scooters there independently knowing they are safer in a car free area. We did not dine or shop much there before because the options and seating were limited and now love to just sit outside and watch SB life go by.

We, and everyone we know, go to State St to shop, eat, and hang out far more now than we did before the closure. PLEASE do not open it back up to cars!! The current situation is not without flaws but is still far more enjoyable and vibrant than it ever was before closure.

Thank you,

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Frank Davenport
Associate Researcher
Climate Hazards Center
UCSB Geography
<http://www.frankdavenport.com/>

Kimberly Johnson

From: Sophie Pelletier <spelletier565@gmail.com>
Sent: Monday, June 29, 2026 3:26 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from spelletier565@gmail.com. [Learn why this is important](#)

Keep State Street open! The common argument that it would “bring more business” to state street makes no sense, as there was never parking for easy access to stores on state to begin with. Having the street open for walkers and bikers makes it accessible to all, and parking on every cross street makes it accessible for those who can’t walk far.

The plan to open it overnight seems like a recipe for disaster between drunk folks walking and biking around state and potential for drunk drivers coming through.

Keep it open! Thank you!

Kimberly Johnson

From: lily.moffett@gmail.com
Sent: Monday, June 29, 2026 3:21 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Decision Makers,

My family and I enjoy biking along state street regularly and keeping it car free seems like the best decision to keep state street feeling friendly and open.

Other points that have come to my attention as reason to keep State street open:

- The City's staff report is clear: reauthorizing Title 31 costs nothing. Letting it expire would cost an estimated \$700,000 just to rip out the current setup and restore vehicle lanes.
- If cars come back, the City may have to remove the Bloomberg-funded asphalt art at State & Carrillo. The grant requires the art to stay in place for two years, so that likely means repainting it elsewhere or repaying the grant money.
- The Loop Shuttle and the expanded sidewalk dining on the 500 block are active pilot programs right now, and both depend on State Street staying car-free to keep running.
- State Street is the spine of the City's bike network. Reopening it to cars makes it a higher-stress ride that families, older adults, and new cyclists are a lot less likely to use.

Our family would be greatly disappointed if state street were to get cars again, please make the decision to keep state street car free.

Thank you,
Lily Wheeler

Sent from my iPhone

Kimberly Johnson

From: Tyler Hurley <tyler@tylerhurley.com>
Sent: Monday, June 29, 2026 3:14 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

SB Officials,

Please keep State Street car-free! It is a material improvement that makes downtown much more accessible and inviting.

Tyler Hurley

Kimberly Johnson

From: K Romofsky <kromofsky@gmail.com>
Sent: Monday, June 29, 2026 3:05 PM
To: City Clerk
Subject: Opening State Street

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

We agree with the points made by Cass Ensberg. State Street should be opened immediately. Thereafter, studies can be undertaken, not just by vocal special-interest groups, to determine the best configurations that will benefit all of the community, primarily the locals. If the locals love their downtown, then others will come and enjoy.

Karen Romofsky
The Mesa

Kimberly Johnson

From: Joseph Dargel <jsdargel@gmail.com>
Sent: Monday, June 29, 2026 3:00 PM
To: City Clerk; State Street Master Plan
Subject: Agenda Item, Title 31 Reauthorization / State Street Promenade (Council Meeting, June 30, 2026)
Attachments: State Street Council Letter.pdf

[Some people who received this message don't often get email from jsdargel@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please see my attached letter of support for Title 31 Reauthorization on tomorrow's agenda.

Joe Dargel

Kimberly Johnson

From: liz brady <lizbradyart@gmail.com>
Sent: Monday, June 29, 2026 2:59 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from lizbradyart@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep state street car free! I love riding my bike and walking down state street. I live downtown and go there a lot. I see first hand how vibrant and alive it is with pedestrians and no cars.
Thank you for your time,
Liz Brady

Kimberly Johnson

From: Andrew Monday <andrew.monday@aptitudemedical.com>
Sent: Monday, June 29, 2026 2:52 PM
To: City Clerk
Subject: State street

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

Hello I am a resident of Santa Barbara and would like to keep state street car free. Specifically item 26 : Reauthorize Title 31 to Keep State Street Car-Free

Kimberly Johnson

From: Chase Brewster <chasewynnsbrewster@gmail.com>
Sent: Monday, June 29, 2026 2:51 PM
To: City Clerk
Cc: State Street Master Plan; Santa Barbara City Council
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hello,

Thanks for taking the time to accept this comment regarding Item 26 and Title 31 to keep State Street car free.

My name is Chase Brewster. I am a marine scientist at a laboratory at UCSB. I live on Sycamore Canyon Road in downtown Santa Barbara. I attended graduate school at the Bren School of Environmental Science at UCSB from 2018-2020, and have lived in Santa Barbara ever since. I love this city and consider it my home.

I have now lived here both before and after the changes to State Street. To me, the closure of State Street to cars was a magnificent adjustment to the life and experience of Santa Barbara. It has been a beautiful transformation that made an already great city even better. It would be a travesty to change this and revert to old ways.

The work in this city to be more bike friendly, pedestrian friendly, and environmentally friendly have made me proud to call Santa Barbara home. Myself, and all of my communities here, would be devastated to see all of this commendable work and effort reversed.

It would be incredibly short-sided to revert the street to become open to cars. Our future should be people-centric, not car-centric. I now use State Street as my main thoroughfare for riding my bike. I feel unsafe on many other up and down streets through the area (De La Vina, Chapala). I love walking safely down the street under the blooming jacarandas, enjoying the plant life, street art, and the happy energy of people enjoying Santa Barbara the way I do.

As a Santa Barbara resident, I use State Street all of the time, and frequent many businesses and restaurants. If the street were to open to cars again, I can absolutely say that I would rarely visit State Street anymore. Not only out of disappointment in the city leadership, but also because of the change of atmosphere in the city as well as the lack of safety I would feel.

I cannot more urgently and sincerely urge our leadership as a proud resident to maintain State Street as car free and to continue the development of the street on the current trajectory, prioritizing our community and health and safety.

Sincerely,
Chase Brewster

--

Chase W. Brewster | he/him/his

Kimberly Johnson

From: Sarah Dahl <sarah@dahlhome.org>
Sent: Monday, June 29, 2026 2:48 PM
To: City Clerk; Eric Friedman
Subject: Item 26- keep State Street pedestrian + cyclist friendly!

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

Hello city council,

Please extend the closure of State Street to cars, and remain in line with the vision of the master plan for a pedestrian + cyclist only State Street!

My partner lives downtown in Distict 6, and multiple times a week we go out on State Street by foot or by bike. Whenever we are itching to get out of the house, our default is to head to State Street. Even without a plan we are drawn to wander over to State because the pedestrian + cyclist only set up makes such a lovely, attractive atmosphere! It is the perfect place to go enjoy the sun, wander around, and spontaneously run into friends who are also out enjoying the Promenade. And inevitably as we meander past so many amazing small businesses and restaurants, we spontaneously get drawn in for an ice cream at Cuso's or a parooze through record stacks at Urban Flea.

We travel from Arrellaga all the way down the State Street corridor, often all the way down to the waterfront or the funk zone. From when we leave the house, I always get excited as we closer we get to the pedestrian only zone. It is so freeing to be able to walk or bike in the middle of the street! It is so freeing to be in a downtown area where cars don't drown out the birds! It is so freeing to have a public free space to gather that prioritizes beauty and community!

I have emailed the council so many times in the past year about how much I love State Street being closed to cars and my experience as a local pedestrian + cyclist. I feel like I'm repeating myself over and over these last months! But since this topic keeps coming up— I am so passionate about raising my voice about the BEST thing in our city, that it's worth it to write a brand new email from scratch every time.

I am begging you, PLEASE keep State Street closed to cars.

Cheers,
Sarah Dahl
Resident of district 5

Kimberly Johnson

From: Mike Mariano <michaeljmariano@gmail.com>
Sent: Monday, June 29, 2026 2:40 PM
To: City Clerk
Subject: No Cars On State Street

[Some people who received this message don't often get email from michaeljmariano@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I work downtown and walk up and down State Street regularly. Doing so is so much better than it was ~7 years ago. Please do not open up State Street to any vehicle traffic.

Mike Mariano
229 W. Islay St. Apt. 4
609-610-3121

Kimberly Johnson

From: Cassandra Ensberg <cassejd@gmail.com>
Sent: Monday, June 29, 2026 2:30 PM
To: Santa Barbara City Council; Holly Perea; Kelly R. McAdoo
Subject: Open State / Repeal Title 31

Dear Mayor, Council, with copy to City Administrator,
Regarding tomorrow's discussion on Title 31, which I will likely miss due to a long ago planned family trip. May I please offer the following in lieu of public comment:

1. Santa Barbara seems to have forgotten something important. That we are a joyful, caring, respectful, creative community that has always been there for each other - our children, our elders, and everyone in between. We value inclusivity to celebrate our traditions for Fiesta, Solstice, I Madonnari, Earth Day. We also come together to address catastrophic events like oil spills, fires, debris flows, and pandemics. We are environmentally aware and we honor our historic heritage.

We, Santa Barbarans need to show who we are at this time of divisiveness that has taken over the world. We need to stop, take a deep breath, and reset our thinking to consider others who need our help - to put them first.

While some downtown businesses are prospering - many are not - especially above Carrillo (and lower down) - **not because they are "unworthy" businesses**, but because State Street access and visibility as a thoroughfare and direct connection to the prime tourist area around Cabrillo is cut off - particularly at Haley Street that creates a "kink in the hose".

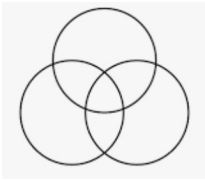
It is urgent that this "structural" problem is recognized and corrected to help our friends with businesses in the upper blocks by opening State Street now while Master Plan work continues. I ask that council probe the details of the \$700,000 estimate. I believe that would also be covering normal maintenance and enabling recovery of businesses and more property taxes to the city not to mention likely increased revenue to the parking lots. Given all these benefits, the cost seems not out of line.

2. Proper ADA accessibility is needed and required and can be met with a MTD low floor kneeling bus running up and down an open State Street.

3. The Historic Landmarks Commission's work needs to be restored to ensure preservation and protection of our important Historic El Pueblo Viejo asset and attraction and as is stipulated by our City Charter.

The current solution is to open State Street to be fully inclusive and flexible as it historically functioned for decades. Wisdom and strong leadership is needed to bring the community together to understand why opening the street now is appropriate and necessary for our current budget crisis and the benefit of the whole. **There should be no blame - just coming together for the greater good** - to allow businesses to recover and to put focus on other pressing issues such as housing and homelessness.

Thank you for your consideration and for your dedication to our Santa Barbara.



Cassandra Ensberg, Artist, FAIA Architect, LEED AP

805 455 8332

<https://www.10westgallery.com/cassandra-ensberg>

<https://cass-ensberg.squarespace.com/>

<http://ensbergjacobsdesign.com/>

Working to serve the community through volunteerism and by promoting collaboration in development that includes Local Art & History, the Natural World, & Santa Barbara Style Poetic Beauty in our Built Environment!

This message is intended only for the individual named and may contain confidential information. If you are not the addressee, please respond via email to notify us that you have received this email by error, and please delete all email and contents permanently.

Kimberly Johnson

From: Paul Atkinson <atkinsonpk@hotmail.com>
Sent: Monday, June 29, 2026 2:29 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Certaines personnes qui ont reçu cet e-mail ne reçoivent pas souvent de e-mail de la part de atkinsonpk@hotmail.com. [Pourquoi c'est important](#)

I like being able to wander along State Street without traffic and cars. I like the sidewalk restaurants and the farmers markets; I loved when the pianos were on the street and people were playing them. I visit State Street fairly frequently and am always impressed with how vibrant and busy it is — vibrant and busy, and yet in a quieter, more relaxed way. It's nice without cars.

Please keep State Street car-free.

Thank you.

Paul Atkinson
48 La Cumbre Circle
Santa Barbara, CA 93105

Kimberly Johnson

From: sjgriggs <sjgriggs@cox.net>
Sent: Monday, June 29, 2026 2:28 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Hi,

I've lived in SB for 50 years and am saddened at the neglect of State street. But I wholeheartedly believe that no cars on state street is the better than allowing them. There are so many lovely towns in the US that are car free and make you feel you are on vacation. Pearl street in Boulder and Santa Monica has one too. Europe is full of them. Cars have never been allowed to stop on state street so I really don't understand any advantage to allowing them. Just to have more looky-loos. More car exhaust. Currently state street is still a mess. Bikes should not be allowed. These motorized bikes are the same as cars and the lanes take up the majority of the road. Remove bikes as well (unless walking them) and allow restaurants to expand out and have more room. Add pop ups in the middle of the street. Flower beds and benches. So much more enticing than allowing cars to drive down the street.

Thx

Sarah

[Sent from Yahoo Mail for iPhone](#)

Kimberly Johnson

From: Patty Volner <pattyvolner@icloud.com>
Sent: Monday, June 29, 2026 2:12 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Santa Barbara,

Please keep State Street care free!

So many cities around the world and here in California have done this to much success, please look at the Promenade in Santa Monica. Business is thriving. Cars driving up and down state street doesn't make it any easier to access the shops, cars still have to park on either side of State Street. I would prefer if bicycles were not allowed just pedestrians, please. Take wheels and machines of of the most beautiful avenue in Santa Barbara.

Patty Volner and Rick Dison
2732 Painted Cave Road
Santa Barbara, CA 93105

Kimberly Johnson

From: Patty Volner <pattyvolner@icloud.com>
Sent: Monday, June 29, 2026 2:10 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from pattyvolner@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Santa Barbara,

Please keep State Street care free!

So many cities around the world and here in California have done this to much success, please look at the Promenade in Santa Monica. Business is thriving. Cars driving up and down state street doesn't make it any easier to access the shops, cars still have to park on either side of State Street. I would prefer if bicycles were not allowed just pedestrians, please. Take wheels and machines of of the most beautiful avenue in Santa Barbara.

Patty Volner and Rick Dison
2732 Painted Cave Road
Santa Barbara, CA 93105

Kimberly Johnson

From: Carolynn Johnson <carolynn.johnson@gmail.com>
Sent: Monday, June 29, 2026 2:10 PM
To: City Clerk; State Street Master Plan
Subject: Reauthorize Title 31 to Keep State Street Car-Free

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

Hi I'm a long-term resident of Anacapa Street, just a block from State.

If businesses want to have cars on State Street they can go to Upper State Street. Or Goleta, or really any other street in Santa Barbara and/or America. The Car-Free area of State Street isn't unique or special to just those blocks of State Street, but all of Santa Barbara County. It's a treasure not just for Santa Barbara, but also the people who come to visit us from all around the world. It is literally an international best-practice. We wouldn't have received a grant from one of the most prestigious funders in the world, Bloomberg Philanthropies, if it wasn't. We should be celebrating and praising this incredible gem rather than constantly be fighting for its existence. People who like to have air-pollution free, vibrant, quiet, safe, open to people streets also deserve a small, small sliver of our city.

Businesses and residents who don't like bicycles or tourists or pedestrians or children or people in walkers or wheelchairs or skateboarders or outdoor seating can literally move any other place in the city. There are thousands and thousands of blocks with busy thoroughfares, speeding cars, inadequate street-side parking and awkward inadequate off-street parking. A car-free State Street isn't responsible for extremely high leasing/ rentals fees that make running a business so difficult. That should be negotiated with landlords and banks, so please leave the rest of out of it. A lack of adequate parking exists literally everywhere across the area, it's even a complaint at giant box stores with giant oceans of parking like Costco.

Furthermore, moving backwards is an incredible waste of money when budgets are very tight. Reauthorizing Title 31 costs nothing. Letting it expire would cost an estimated \$700,000 just to rip out the current setup and restore vehicle lanes.

Please vote and support people, children, and the next generation to enjoy this unique and incredible treasure that we have here in our own backyard. My 8 year old son regularly bikes this street with his Dad, proudly navigating this safe area on his own. Car-free State Street (that's actually an Open State Street) is an incredible gift of safety and vibrancy to our community. I'm going to keep fighting for it and hope you will be too.

Thank you,
Carolynn Johnson

•

Kimberly Johnson

From: Pamela Wilkinson <ppwilkinson@hotmail.com>
Sent: Monday, June 29, 2026 2:05 PM
To: City Clerk
Subject: Keep State St car free

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

I will be unable to attend the City Council meeting tomorrow where the future of State St will be discussed. I have been a resident of SB for many years, and opening up State St as a promenade has brought many more people to State St. I don't like that e-bikes don't follow the rules, but that situation seems to be improving. I spend a lot of time downtown as a volunteer usher at various venues, and I love the more relaxed feeling of being on State St. Keep it as it is.

Pam Wilkinson
1428 W Valerio St

Kimberly Johnson

From: SJ Siedschlag <sjs@ucsb.edu>
Sent: Monday, June 29, 2026 1:49 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

To whom it may concern,

I am writing to urge you to take the necessary steps to **keep State Street car free**. I am an 8 year resident of Santa Barbara, UCSB alum, and visited many times prior to this when car traffic was allowed on state. I cannot emphasize the improvement in the quality of the downtown experience that results from a car-free, walkable State.

As a resident of Eastside, walking and biking through State is not only enjoyable, but it encourages me to support local businesses. Nearly every time I walk down State, I meet community members and explore new shops, something that I would not do if I had to drive and park.

When I am in downtown with my car, I actively wish I was walking or biking, as this is a faster, easier, and more enjoyable way to move about downtown. The parking situation and traffic are bad enough as is, I cannot even imagine what would happen with additional car traffic.

Remember that Santa Barbara is the American Riviera, and nearly a “Blue Zone;” the walkability and people-first design of a city has a direct impact on the physical and social health of its residents. Please continue our city’s journey in the direction of health — no cars on State!!!!

Thank You,
SJ Siedschlag

Kimberly Johnson

From: heather fleming <heatherhagen74@gmail.com>
Sent: Monday, June 29, 2026 1:49 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from heatherhagen74@gmail.com. [Learn why this is important](#)

To City Council,

I think State Street should remain car free. I have lived in Santa Barbara for about 21 years and the shift to an open walkway, additional outdoor restaurant seating, and the ability for pedestrians and bikers to move freely and safely has greatly improved the overall ambiance. The current State Street status quo makes me Much more likely to go to restaurants and patronize local businesses, an opinion shared by friends and visitors with whom I've discussed the matter. I'd be much less likely to go out to dinner if the seating were again crowded by cars with exhaust and State Street were less open and walkable.

Heather

Kimberly Johnson

From: Austin J. Taylor
Sent: Monday, June 29, 2026 1:36 PM
To: City Clerk
Subject: 6/30 Public Comment on State Street
Attachments: Public Comments.pdf

Please find attached public comment delivered to our office in person. It was requested to be added to the record.

Thank you,



Austin Taylor

Deputy City Clerk

CITY OF SANTA BARBARA, City Administrator's Office

(805) 897-2564 | AJTaylor@SantaBarbaraCA.gov

SantaBarbaraCA.gov

Kimberly Johnson

From: Elizabeth Schattle <elizabethschattle@gmail.com>
Sent: Monday, June 29, 2026 1:31 PM
To: State Street Master Plan; City Clerk
Subject: Public Comment – Item 26, State Street Master Plan & Title 31 Reauthorization

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

Dear City Council Members,

I am writing regarding Item 26 on the June 30 agenda. I am a Santa Barbara resident and work at UCSB studying patterns of bicycle and pedestrian safety. I urge the Council to reauthorize Title 31 and maintain the State Street Promenade in its current configuration through the interim period.

Reopening State Street to vehicles before the Master Plan is implemented would require infrastructure modifications only to reverse them again -- a waste of public funds with no lasting benefit. It would also introduce unnecessary confusion to traffic patterns for drivers, cyclists, and visitors alike.

From a safety standpoint, mode separation on State Street meaningfully reduces conflict points between pedestrians, cyclists, and motor vehicles. Reintroducing vehicles into a corridor that has functioned as a pedestrian and bicycle space would increase injury risk and undo the safety gains the Promenade has achieved.

Sincerely,
Lizzy Schattle

Kimberly Johnson

From: Ally Aplin <allyaplin22@gmail.com>
Sent: Monday, June 29, 2026 1:26 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from allyaplin22@gmail.com. [Learn why this is important](#)

Hi,

I'm writing in support of keeping State Street car free. Even when it was open to cars, I never drove on it because parking options are much better on other streets. Since it closed to driving, it has been a much better experience. It has a European feel to it, feels more community-oriented, and also is safer not worrying about cars as I walk around.

I think my visits to state street would decrease dramatically if cars were allowed on the road again. It truly has been one of the best updates to downtown SB in the ~10 years I've been here!

There should be some laws about young folks not driving e-bikes without a drivers license perhaps to make things safer, but that is a separate issue.

Please consider keeping it car free!

Best,
Ally

Kimberly Johnson

From: jen see <jen.w.see@gmail.com>
Sent: Monday, June 29, 2026 1:15 PM
To: City Clerk
Subject: keep state street car-free!

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

Hello! I am writing yet again to express my support for a car-free State Street. In fact, I'm not quite sure why we are still having this conversation. Please, I am begging the City Council to just build the dang thing already. Give us a beautiful, inviting space for our community to thrive in the heart of our city.

I live four blocks from State and am on the street just about every day. It is a far more pleasant, lively place now that it ever was when cars were allowed to drive on it. There are people -- walking, riding bikes, hanging out in parklets, enjoying each other and the outdoors.

Please continue the Promenade and expedite the planning/execution of the master plan for a car-free, people-friendly downtown.

With many thanks,
jen.

jen see
santa barbara, ca

Kimberly Johnson

From: Emily Lacey-Gordon <emilyrlgordon@gmail.com>
Sent: Monday, June 29, 2026 1:06 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Mayor, Clerk, and SB Council Members,

I urge you to reauthorize Title 31 and maintain the current configuration of State Street while the Draft State Street Master Plan moves through the adoption process later this summer.

The City's own staff report makes clear that reauthorizing Title 31 comes at no additional cost. By contrast, allowing it to expire would require an estimated \$700,000 simply to remove the current configuration and restore vehicle lanes—an unnecessary expense for a temporary change.

Reopening State Street to cars would also create additional complications. The Bloomberg-funded asphalt art at State and Carrillo may need to be removed, even though the grant requires it to remain in place for two years. That could mean relocating and repainting the artwork or repaying grant funds.

In addition, the Loop Shuttle and the expanded sidewalk dining pilot on the 500 block both depend on State Street remaining car-free. Allowing Title 31 to lapse would jeopardize these active pilot programs before they have been fully evaluated.

State Street also serves as the backbone of Santa Barbara's bicycle network. Reintroducing vehicle traffic would make it a higher-stress corridor that families, older adults, and newer cyclists are far less likely to use, reducing accessibility and transportation options.

Finally, businesses along the corridor have reported increased revenue since State Street became car-free. Reversing course now risks undermining that progress at a time when downtown continues its economic recovery.

This is a practical, low-cost, no-regrets decision. Reauthorizing Title 31 simply preserves the current conditions while the Master Plan—whose overall concept the Council has already supported—continues through the public process toward adoption.

Thank you for your consideration and for supporting a thoughtful, fiscally responsible path forward.

Sincerely,
Emily Lacey-Gordon

Kimberly Johnson

From: Seán Pierce <seanpenhauer@gmail.com>
Sent: Monday, June 29, 2026 1:01 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Dear council members,

I'm writing to you as a Santa Barbara resident, in support of keeping State Street car-free.

In support of this position, I offer a brief point of comparison. I'm originally from Dublin, Ireland. One of the most iconic streets in Dublin is Grafton street. It's a street filled with shops, cafes, and street entertainment. It would not and could not have this iconic character if it were not pedestrianised.

A car-free state street mirrors the charm of Grafton Street. It invites you to slow down, mingle with locals and visitors, soak in the atmosphere, and enjoy the weather!

Please, keep State Street walkable, happy, and charming.

Sincerely,

Seán Pierce Ph.D

Kimberly Johnson

From: Thomas Mann <mannmademusic@me.com>
Sent: Monday, June 29, 2026 12:56 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from mannmademusic@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Re-authorize the State Street closure. Please. Let's not go backwards. We are business owners on State, and live Downtown. Please for the sake of our businesses and the health of our community keep State Street car free!!!! One Street is not too much to ask.

Brian Mann

Kimberly Johnson

From: Alexandra Schleicher <alexandraschleicher@gmail.com>
Sent: Monday, June 29, 2026 12:56 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from alexandraschleicher@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep State Street car free! It adds to the small town, charm and safety for children to walk and bike the streets.

Kimberly Johnson

From: molly pearson <mollypearson99@gmail.com>
Sent: Monday, June 29, 2026 12:52 PM
To: City Clerk
Subject: Public comment on item 26 of June 30, 2026 City Council Meeting
Attachments: M Pearson Public Comment Item 26 June 30, 2026 City Council meeting.pdf

Hello, please find my comments in the attached file.

Thank you, Molly Pearson

Kimberly Johnson

From: Maximiliano Brau <maxjbrau@gmail.com>
Sent: Monday, June 29, 2026 12:44 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Council Members,

Please consider renewing Article 31. State Street's vibrant and newly found soul would be irreparably damaged if vehicle access were allowed to return, even if temporary. Please help move Santa Barbara's community and economy towards a healthy, sustainable and greener future, one less reliant on cars.

Thank you for considering.

Sincerely,
Max Brau

Kimberly Johnson

From: Katrina Berry <krb35011@gmail.com>
Sent: Monday, June 29, 2026 12:41 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from krb35011@gmail.com. [Learn why this is important](#)

Hello

- If cars come back, the City may have to remove the Bloomberg-funded asphalt art at State & Carrillo. The grant requires the art to stay in place for two years, so that likely means repainting it elsewhere or repaying the grant money.
- The Loop Shuttle and the expanded sidewalk dining on the 500 block are active pilot programs right now, and both depend on State Street staying car-free to keep running.
- State Street is the spine of the City's bike network. Reopening it to cars makes it a higher-stress ride that families, older adults, and new cyclists are a lot less likely to use.
- Businesses along the corridor have already reported higher revenue since the street went car-free. Reverting now risks undoing that momentum right when downtown is trying to bounce back.

Please no cars!
Kate Berry

From: kim haggin rossi <khrossi@me.com>
Sent: Monday, June 29, 2026 12:38 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

keep state street car free!

- **More usable space for businesses.** Restaurants and shops can spread into the street with outdoor seating and displays, which tends to boost foot traffic and sales for hospitality-type businesses.
- **Better experience for visitors and locals.** Santa Barbara's economy depends heavily on tourism, and a walkable promenade plays well with that — people linger, browse, and spend more when they're not dodging traffic.
- **Safety.** Fewer car-pedestrian conflict points, especially with the area's bar and restaurant density at night.
-

Identity and placemaking. Comparable to pedestrian districts in other beach/resort towns — it gives the city a distinct “destination” feel rather than just a drive-through corridor.

kim haggin rossi
khrossi@me.com

khrossi.com
Instagram.com/khrossi/

Kimberly Johnson

From: Zoe Sims <zoe.c.sims@gmail.com>
Sent: Monday, June 29, 2026 12:36 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Please keep state street car free!

The car-free street makes me feel so much more safe as a pedestrian. The quiet and safety from vehicles makes state street one of my favorite places to go, and I always take visitors there.

Cars are noisy, polluting, and lethal and state street is out downtown's only refuge from them, allowing pedestrians to really enjoy the space and small businesses.

I strongly support keeping cars off State Street!

Thank you for your deliberation on this issue and please support our pedestrian community!

Zoe Sims

Kimberly Johnson

From: Liam Horstick <lbradstick@gmail.com>
Sent: Monday, June 29, 2026 12:30 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hi,
Please keep state street car free! State street is more fun, safe, and vibrant without cars.

The current system is working. We have enough parking. We can travel safely and swiftly across state street to get where we need to go. And now the heart of Santa Barbara is a welcoming place for all.

--

Liam Horstick
[Lbradstick@gmail.com](mailto:lbradstick@gmail.com)
805-760-3905
UC Santa Barbara | 2017

Kimberly Johnson

From: Jordan Hitchens <jordanhitchens44@gmail.com>
Sent: Monday, June 29, 2026 12:26 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from jordanhitchens44@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I'm in support of keeping State St. car free!

It makes Santa Barbara's downtown unique to other Southern California cities, because this type of road closure isn't widely offered!

It encourages people to walk around, because it is safe. And brings a certain synergy, especially during our busier months.

Please consider my public comment when making a decision for the future of state street!

Kimberly Johnson

From: Lauren Snead <ldsnead8@gmail.com>
Sent: Monday, June 29, 2026 12:21 PM
To: City Clerk; State Street Master Plan
Subject: Reauthorize Title 31 to Keep State Street Car-Free

Some people who received this message don't often get email from ldsnead8@gmail.com. [Learn why this is important](#)

- The City's staff report is clear: reauthorizing Title 31 costs nothing. Letting it expire would cost an estimated \$700,000 just to rip out the current setup and restore vehicle lanes.
- If cars come back, the City may have to remove the Bloomberg-funded asphalt art at State & Carrillo. The grant requires the art to stay in place for two years, so that likely means repainting it elsewhere or repaying the grant money.
- The Loop Shuttle and the expanded sidewalk dining on the 500 block are active pilot programs right now, and both depend on State Street staying car-free to keep running.
- State Street is the spine of the City's bike network. Reopening it to cars makes it a higher-stress ride that families, older adults, and new cyclists are a lot less likely to use.
- Businesses along the corridor have already reported higher revenue since the street went car-free. Reverting now risks undoing that momentum right when downtown is trying to bounce back.

Kimberly Johnson

From: Rick Longpre <richardjlongpre@gmail.com>
Sent: Monday, June 29, 2026 12:11 PM
To: City Clerk
Subject: Comment Item 26 June 20, 2026 Agenda

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

I am in favor of a "car free" State Street. I agree with the proponents of bringing cars back that there are many things wrong with State Street that prevent a successful merchant corridor....I just don't agree that the lack of cars on State is the cause or the "fix" for those problems. People visiting and walking State St intersecting streets (or lack thereof) IS THE PROBLEM. Cars don't fix that problem. Bring interesting projects into downtown...just take a look at the crowds when there are entertainment events, farmers' market and the like. Cleanliness, safety (control the bikes & ebikes!) and convenience are all important. Transportation alternatives (like e trolly) along State are feasible and effective if they are easy to find and use. Emergency access is solvable. Residential development solves multiple problems and brings people downtown 24/7. Look for solutions that make sense for next 50 years NOT the last 50 years.

--

Rick Longpre, Broker
Commercial Real Estate Brokerage & Management
1227 De La Vina Street
Santa Barbara, CA 93101
(w) & (c) 805.895.1342
CalDRE #01002539

Kimberly Johnson

From: tmac503@gmail.com on behalf of Evan Mullinix <evandmullinix@gmail.com>
Sent: Monday, June 29, 2026 12:02 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Subject: Support Title 31: Maintain State Street as a Pedestrian Zone

Dear City Council Members,

I am writing to urge you to reauthorize Title 31 and maintain State Street as a car-free pedestrian zone.

A car-free State Street is a vital economic driver for Santa Barbara. By prioritizing pedestrians, we maximize foot traffic, eliminate vehicle noise and congestion, and create space for parklets, which increase business capacity and generate tax revenue for our city. Reopening the street to vehicles would not only eliminate this growing revenue stream but would also impose an unnecessary \$700,000 upfront cost on the city.

Arguments to return to a vehicle-centric model often rely on outdated perceptions of retail from 30 to 50 years ago. These arguments fail to account for the modern reality of e-commerce and the shifting dining and shopping preferences of today's consumers. Furthermore, contrary to unsubstantiated anecdotal claims that State Street Promenade has increased vacancies, recent research indicates that commercial vacancies have actually decreased as a result of a car-free State Street.

I urge you to protect our vibrant downtown and choose a safe, quiet, and prosperous pedestrian environment. Please vote to reauthorize Title 31.

Sincerely,

Evan Mullinix
Hitchcock Neighborhood

Kimberly Johnson

From: Finley Hartley <finthehuman628@gmail.com>
Sent: Monday, June 29, 2026 11:40 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from finthehuman628@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello SB Council,

I'm writing to show my enthusiastic support for keeping state street car free. I recently overheard a couple of tourists on bikes turn onto state street "Wow! This is so nice! No cars!" it made me smile.

I love walking down state street with my family, it's even quiet now. Not in the sense that nothing is happening, but in that I don't have to shout over the sounds of revving car engines to have a conversation. It's so pleasant!

I do agree there is room for improvement and I think the golf cart shuttle program should be expanded but putting the cars back would just turn State st into every other boring cookie cutter street in America, it would lose it's charm.

Best,
Finley Hartley
Goleta Resident and frequent State St visitor

PS, Disneyland also has no cars and everyone loves it there

Kimberly Johnson

From: AE <filmsb@icloud.com>
Sent: Monday, June 29, 2026 11:39 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from filmsb@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello. I've only lived in Santa Barbara for 4ish years, so I've therefore only experienced State St as the walkable "Main Street" that it is today. I stroll down there most days, often to the Film Center or my favorite coffee shop. It's one of my favorite things about living here. Like many others, I'd be devastated if it were opened up to cars again. Removing the accessibility, charm, and community a walkable State St gives us would be a huge loss. Please keep State on its feet 🦶🦶

Kimberly Johnson

From: Olivia Mohler <omohler@gmail.com>
Sent: Monday, June 29, 2026 11:34 AM
To: City Clerk
Subject: Subject: Please Vote Yes on Item 26 — Keep State Street Car-Free

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

Dear Mayor and Council Members,

I am writing in support of reauthorizing the car-free ordinance for State Street (Item 26).

My family and I rely on and enjoy State Street as it is today. We love being able to walk, scooter, and bike down the street after going to the library or out to a restaurant. These experiences simply wouldn't be possible with cars running through the street, and they're a big part of why we choose to spend time downtown.

I also want to be direct about the fiscal piece: I do not want my tax dollars spent on reversing something that is working. An estimated \$700,000 to put car lanes back on a street that's thriving without them is hard to justify — especially when our neighborhoods have urgent, unmet safety needs.

As a Westside resident, I see firsthand how dangerous our streets already are. Vehicles regularly travel 40+ MPH in 25 MPH zones, putting children, elderly residents, and animals at serious risk. If the City is going to spend money on street infrastructure, speed bumps and traffic calming on the Westside are where those dollars are desperately needed. The corner in front of our house at Chino and Micheltorena is notorious for accidents, which seem to happen monthly if not more often- and at all hours of the day.

Please vote yes on Item 26, keep State Street car-free, and direct our limited resources toward safety improvements that our neighborhoods are actually asking for.

Thank you for your time.

Respectfully,

Olivia Mohler-Masclet

802 W Micheltorena St

Santa Barbara, CA 93101

Kimberly Johnson

From: Carmen Reid <overhere892@gmail.com>
Sent: Monday, June 29, 2026 11:30 AM
To: City Clerk
Subject: Item #26: I like State St without the cars

Some people who received this message don't often get email from overhere892@gmail.com. [Learn why this is important](#)

Dear Santa Barbara:

I'm a regular walker, shopper, and fan of downtown State Street. I was especially pleased during the period when electric bikes were discouraged from speeding up the middle. But in any case, the air is so much fresher and cooler and the trees and plants are so much healthier without the cars. Drivers have the run of the entire city except for these few blocks -- please allow pedestrians to continue to enjoy them.

Thank you,
Carmen Reid
2801 Puesta Del Sol
Santa Barbara
805-455-4974

Kimberly Johnson

From: j <jd903@verizon.net>
Sent: Monday, June 29, 2026 11:29 AM
To: City Clerk
Subject: State Street public access

[Some people who received this message don't often get email from jd903@verizon.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Santa Barbara City Council:

The street and sidewalks belong to the people, not the adjacent restaurants. If the city wishes to "lease" portions of the public sidewalks and streets to private enterprises, then the public must receive just compensation = rent. The rates should be comparable to those charged by private landowners, with premium for the inconvenience to the public.

The second issue is basic public access: PARADES, with public use of the full width of the street, for the full length.

John Strahler
Santa Barbara
2026/06/29

Kimberly Johnson

From: Kelsey Perry <kelseyjoanneperry@gmail.com>
Sent: Monday, June 29, 2026 11:27 AM
To: City Clerk
Subject: Item 26 - car free, please!

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

Please keep State Street car free. I have visited State Street since I was an infant and I love the comfortable and safe atmosphere that is State St. without cars. I can go without the pollution, smell, noise, and risk while we stroll, bike, shop, and dine. I support a pedestrian and cyclist-centric future.

Sincerely,
Kelsey Perry
Goleta homeowner and mother of two

Kimberly Johnson

From: David Hofberg <hofberg50@gmail.com>
Sent: Monday, June 29, 2026 11:27 AM
To: City Clerk
Subject: Keep State Car Free

[Some people who received this message don't often get email from hofberg50@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I believe State Street being Car-Free is one of the best changes to my city in my 30 years living here.

I work downtown and love that state is a haven for bikers like myself and the new free shuttles.

The people love a car free State street and want to keep it that way.

Returning the street back to a car focused on is a mistake against the people of Santa Barbara

Kimberly Johnson

From: Risa Lewis <risallia@gmail.com>
Sent: Monday, June 29, 2026 11:26 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hello,

I am writing to express my support for reauthorizing Title 31 to keep State Street car-free.

Walking down State Street is relaxing and inspiring, seeing people out and about and specifically their faces--laughing and interacting and living. As someone who struggles with social anxiety, State Street provides comforting encouragement that spending time together is, in fact, good.

Shopping in person is an important place for human connection, especially at a time of such political division. I remember State Street when it was not car-free, and it was not the same place I would want to walk down as an activity to stroll and peruse stores because the car traffic was much louder and more dangerous.

When people come to visit, the first thing I do is bring them to State Street to walk around and visit different stores and restaurants. State Street is one of the core beautiful hallmarks of Santa Barbara. Please keep it alive.

Risa Lewis

Kimberly Johnson

From: surfgirlnancy@icloud.com
Sent: Monday, June 29, 2026 11:20 AM
To: Santa Barbara City Council
Subject: OPEN State Street

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

Dear City Council members,

The following is not my own letter, but was written by Howard Jay Smith. It is exactly what I want to express to you, so I am copying it verbatim to share.

Open up the darn street!!!!

OPEN STATE STREET: The most important and valuable actions an elected official can do is to admit that they were wrong.

Along with a growing coalition of Civic leaders, senior citizens, the handicapped, and just plain old fed up citizens, I urge the council to repeal "Title 31," the 2023 measure that codified the street closure.

The Santa Barbara City Council has continual pushed their hybrid-bicycle dominate plan for State Street for nearly six years now and aside from Mayor Rouse, no one on the Council seems willing to admit that the closure as conceived is a total failure, one that has ripped the very heart of the City by rerouting our favorite parades, creating chaos for businesses and giving priority to large groups of out of control e-bikers who by their very behaviors endanger and terrorize the rest of us.

With vision of being the next generation of "framers and designers of Santa Barbara's future," You promise us this fantasyland of a supposedly revived State Street with happy residents, tourists and bicyclists all blithely cruising our main avenue.

Please, I urge you all to open your eyes and look at the reality you have created. Instead of a beautiful paradise, you have given us this insanity below.

Note that the 153-page State Street Master Plan, which the City Council adopted in principle in April is essentially a classic case of "GARABGE IN, GARBAGE OUT."

Every aspect of it is geared toward the Bicycle Coalitions nonsensical "requirement," that the so called Pedestrian Mall concept must include bicycles on State street.

Nowhere else in the world is this done.

Pedestrians and bicycles are NOT compatible in this same space.

It is a danger.

Open you eyes, day or night, weekday or weekend, no one is using the street to walk as it is too dangerous.

And the bikes on State street are not commuters or shoppers or tourists, all of who could more easily and more safely use Chapala or Anacapa.

They are predominately out of control 12 year olds using our principle street as their "Popping a Wheelie Playground."

Enough is enough.

Open State Street.

Stop the insanity and put away the fantasy.

You have not improved our City, you are effectively destroying it's most valuable part.

And now you want grants or bond issues for \$60 - \$120 Million to further this process of giving over the Heart of Santa Barbara to E-Bikes?

And lose the Solstice Parade, the Fiesta Parade and more of our necessary business?

Open State Street tomorrow and economic recovery will follow.

To continue this idiocy in the face of reality will not bring forth your beautiful fantasy, it will destroy the vitality and safety of the city we all love.

Kimberly Johnson

From: Ole Mikkelsen <ole@gammatile.com>
Sent: Monday, June 29, 2026 11:13 AM
To: City Clerk
Cc: Ole Mikkelsen
Subject: State Street Promenade

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

Good morning, Mayor and Council.

I respectfully ask you to adopt **Option A** and direct staff to maintain the State Street Promenade in its current configuration until the State Street Master Plan is implemented.

As a founding member of Friends of State Street and a local businessman based in the old Lyons Building at 27 East Cota Street, it has been an honor to work alongside city staff and our community to help activate five of the 11 short-term action items this council requested.

That work has brought us to the final stage of this planning phase, which will be brought to you this fall for approval. Pilot projects are underway. Grant applications have been submitted. Private donors are preparing to invest as we move from planning into implementation.

Our community is committed to a pedestrian friendly historic downtown space with supporting data from the community reflecting this future desire. Please Do Not reopen State Street to Vehicular Traffic! That is not progress but would seem to represent a nostalgic step back in time. Choosing **Option A** honors the five years of work this Council initiated, the dedication of city staff, and the thousands of community members who helped shape this plan. This allows the comprehensive planning process to move confidently into implementation.

Respectfully,

Ole Mikkelsen
Chief Operating Officer
GT Medical Technologies
c: 805.708.5629

Improving The Lives of Patients With Brain Tumors



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Kimberly Johnson

From: Clarissa Ersoz <caersoz@gmail.com>
Sent: Monday, June 29, 2026 11:06 AM
To: City Clerk
Subject: Tuesday 6/30 Council Meeting - Public Comment: Keep State Street Car-Free

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

Hi there,

I am providing my public comment for Item 26 for Tuesday's 6/30 council meeting.

I strongly urge city council to re-authorize title 31 and keep State Street car-free.

I am a downtown resident and have lived downtown for many years. State Street is more pleasant, vibrant, and profitable without cars.

Frankly, it's silly that city council has had to have so many votes to consistently keep a State street that prioritizes both residents and tourists, State Street business owners, and a thriving downtown corridor.

1. Reauthorizing Title 31 costs nothing. Letting it expire would cost an estimated \$700,000 - and this is when city council has admitted a budget problem. There is no justification for this waste.
2. Businesses along the corridor have already reported higher revenue since the street went car-free.
3. Having cars on State risks never implementing the true Master Plan and adds an additional hurdle (re-closing to cars) to actually make the master plan a reality. Don't put up unnecessary roadblocks.
4. There is **no** compelling reason that cars need to be on State Street. The best argument that folks make is that they want to "cruise" down State again. This is inane. Cars do not traffic business, buy goods, or eat at restaurants. People do these things and they do so in much greater numbers when they are on bike or foot.

Please make the sane and positive choice to keep cars off State Street.

PS - this message was sent to several emails to ensure it reaches the right recipients.

Thank you,

Clarissa Ersoz

15+ year downtown Santa Barbara resident

Kimberly Johnson

From: raylenec724@gmail.com
Sent: Monday, June 29, 2026 11:04 AM
To: City Clerk
Subject: No cars!

[Some people who received this message don't often get email from raylenec724@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Keep Downtown State Street for people!! I enjoy walking downtown, it's healthier to smell the flowers than to smell gasoline fumes!!

Raylene Crawford
Sent from my iPhone

Kimberly Johnson

From: Jennifer Eubanks <eubanks.jen@gmail.com>
Sent: Monday, June 29, 2026 11:03 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hi,

I am a resident who has lived downtown for decades and I am a firm supporter of keeping State Street Car-Free. It is a much more pleasant experience being able to walk and bike without sharing the space with cars, the street is more vibrant with summer music and dancing events in the street, and dining without breathing exhaust fumes or hearing loud cars is a huge improvement. I have enjoyed and benefited from all of the Closed State Street enhancements and use the BCycles multiple times a week to patronize businesses along the corridor.

I understand that if the street were reopened right now it would be "temporary" until the Master Plan could be implemented permanently and deliberately. However -- especially given the Council budget woes that have recently come to light -- I think it's unconscionable to consider spending ~\$700,000 to temporarily undo the measures already implemented when it would be free to keep things as-is until it's time to implement the Master Plan.

Please vote to reauthorize Title 31.

Thank you,
Jennifer Eubanks

Kimberly Johnson

From: Lisa White <lisawhite5@icloud.com>
Sent: Monday, June 29, 2026 11:03 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from lisawhite5@icloud.com. [Learn why this is important](#)

As a Santa Barbara resident, one of the greatest gifts is a car free State Street. It allows more people to browse, shop, and casually enjoy the beauty of our incredible town. When we have guests come to town the first place we take them is State Street to walk the town, enjoy a lovely meal outside whenever possible. The feedback is always: I wish we had something similar in our town”.

Understanding, some people are against e-bikes on State street, the issues are solvable, and it appears the youth need to be monitored, parents need to be help liable for their behavior, rules and regulations need to be developed, including licensing the e-bikes. We need more lawful patrol on e-bikes to prevent any unlawful behavior and or issue citations.

Please keep State Street vehicle free.

A loving Santa Barbara resident!

Lisa White
Mobile: (714) 397-2130
lisawhite5@me.com

Kimberly Johnson

From: M G <themsg@hotmail.com>
Sent: Monday, June 29, 2026 11:03 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Do not put cars back on State Street. Thank you!

Kimberly Johnson

From: Kara Le <kara.ohlinger@gmail.com>
Sent: Monday, June 29, 2026 11:01 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Santa Barbara has decided, debated, and reaffirmed again and again that State Street is better without cars. I love going downtown and being able to safely walk or bike, dine outdoors, and hang out with friends without breathing exhaust fumes, listening to engine noise, or worrying about being run over by a careless driver. We are slowly but surely making progress toward a revitalized downtown area surrounding a State Street that is human-centered instead of car-centered. Bringing cars back to State Street would reverse all that progress, inhibit future growth, and cost the city tons of money. Please listen to Santa Barbara, renew Title 31, and keep State Street free of cars.

-Kara

Kimberly Johnson

From: Brandon Ristaino <brandonristaino@gmail.com>
Sent: Monday, June 29, 2026 10:52 AM
To: City Clerk
Cc: State Street Master Plan; Misty Orman; Brandon Ristaino
Subject: Reopen State Street

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

Hello Mr. Mayor and City Council Members,

My wife and I are downtown Santa Barbara stakeholders; we own two businesses and real estate on State Street. We support a full reopening of State Street, and an immediate return of all parades which are a major economic driver.

While we like some elements of the State Street Master Plan*, we cannot ignore large concerns surrounding the timeline and budget for the proposed improvements. We all know that the pace of change in Santa Barbara is glacial and the emergency fund is depleted; forcing business owners to remain in this state of flux for an undetermined amount of time is poor policy. We suggest fully reopening the street while the details of any potential future changes are debated and finalized.

**as long as they are implemented equally and fairly for all State Street tenants; which is not currently the case.*

The current layout and configuration of the State Street closure hinder economic vitality. Our two businesses located on State have lower revenue compared to our 2019 numbers. Please give us a chance to succeed and reopen the State while the future configuration remains in limbo.

Sincerely,

Brandon Ristaino
Managing Member Good Lion Hospitality

<https://www.goodlionhospitality.com>

<http://www.goodlioncocktails.com>

<http://www.testpilotcocktails.com>

<http://www.shakermillsb.com>

<http://www.bankofitalycocktails.com>

<http://www.strangebeastbar.com>

<https://www.petitsoleilslo.com>

www.https://lionstalebar.com/

<https://www.jaguarmoonbar.com/>

<https://www.condesabarslo.com/>

Kimberly Johnson

From: Brewer, Marilyn <brewer.64@osu.edu>
Sent: Monday, June 29, 2026 10:53 AM
To: City Clerk
Cc: Brewer, Marilyn
Subject: June 30 City Council Agenda Item 26

Some people who received this message don't often get email from brewer.64@osu.edu. [Learn why this is important](#)

I am writing as a resident of downtown Santa Barbara to ask that the Council vote to direct staff to maintain the State Street Promenade in its current configuration and reauthorize Title 31 so that the Promenade remains closed to cars.

There is no good logic to the argument that somehow moving cars on State Street (with no parking) will revive failing retail businesses. The nature of retail businesses is being affected by factors that have nothing to do with automobile traffic on the street and, in fact, many restaurants, entertainment venues, and small businesses are thriving under the current conditions—more so than before the shutdown. (I have lived here long enough to observe the before and after.).

There is still a great deal to be done to upgrade sections of the Promenade (especially lower State), but the current arrangement of outdoor seating and pedestrian walkways is great for residents in this area and I look forward to moving ahead with the State Street Master Plan and a significant increase in downtown residential housing in the years to come.

Marilynn Brewer
350 Chapala St., #208
brewer.64@osu.edu

Kimberly Johnson

From: Emily Adams <emilyxadams@gmail.com>
Sent: Monday, June 29, 2026 10:50 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from emilyxadams@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please vote YES to keep State Street car-free.

Walking along State Street without the noise, exhaust, and hazards of cars is truly pleasant and makes us want to visit the restaurants, theaters, and bars more frequently. The plan to have retractable bollards to allow emergency vehicles and parades is a good one. Those are the only vehicles that are really necessary on the State Street Paseo.

Thank you for giving us a true gathering space for humans.

Emily Adams

Kimberly Johnson

From: Dean Anderson <deana50@gmail.com>
Sent: Monday, June 29, 2026 10:50 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from deana50@gmail.com. [Learn why this is important](#)

Hello City Council,

State Street is wonderful and very people friendly. Please keep it as is! The Loop shuttle is a great part of State Street. Why would you spend our tax dollars on opening to cars when there are so many needed projects? Please make the best decision for your community.

Thank you,

Dean Anderson

Kimberly Johnson

From: Rob Guevara <rguevara038@mail.com>
Sent: Monday, June 29, 2026 10:50 AM
To: Santa Barbara City Council
Subject: Last Minute Public Comments: State Street Master Plan

Some people who received this message don't often get email from rguevara038@mail.com. [Learn why this is important](#)

On May 23 2026, in a letter to BOTH the Santa Barbara City Council and the State Street Master Plan Committee, I requested a delay of a cutoff date for public feedback and input for the drafted Master Plan of State Street. They did not express an openness for an extended public input - so here we are.

Points of Concern

-

RENT: Who was it that most likely profited from the closure of State Street due to the outbreak of Covid-19 a few years ago? Bars, music clubs and restaurants were more advantageous than most retail businesses on State Street. Did rent dollars for these establishments include sidewalk and street use seats of 'parklets / pedlets'?

E-BIKES: Currently there are no e-bike speed posted on State Street. A speed deterrent would be advantageous with a reactivation of the mid-block crosswalk signals for pedestrians - it will slow down e-bike speeds.

POLICE & SAFETY: Since the closure of downtown State Street of vehicle traffic, the proliferation of e-bikes use has exploded. I have seen the presence of Santa Barbara police about a dozen times or so, and this is during different times of the day/night- this is very disturbing.

The construction of our new Santa Barbara Police Station off Cota Street is perhaps 2-3 years from completion. I would hope a greater police presence will be visible - no matter what the final layout of downtown State Street becomes.

STATE STREET MOVING FORWARD: Traffic flow needs to be reintroduced - even a one-way direction will work for visitors and Santa Barbara citizens alike. The concept of retractable bollards is a great idea. Let's bring back the parades; the mobility of these bollards will do just that.

SIDEWALK DESIGN: In March of last year, I wrote a letter to the Santa Barbara Public Works Department about a future sidewalk design that fits with our city. With this letter, I wrote that State Street sidewalk design had three different design patterns going back since the mid-1970's.

I would hope that any future sidewalk design for downtown State Street use the current corner street name metal plaques that have a wonderful Santa Barbara style letter fonts that match our local street signs. It would be wrong not to include them in any future downtown sidewalk design.

The current pattern that is being used at the 1100 block of State Street, directly in front of the Santa Barbara Museum of Art - this pattern has kept its shape well. Get rid of the red brick sidewalks, they are unsafe and get very dirty.

ART ON STATE STREET: Should be encourage.

- Physical temporary use of artwork on sidewalks
- Pianos-on-State
- Public music events

MAJOR DRAW AT DOWNTOWN: Is our famous downtown intersection of Carrillo & State streets. Perhaps an implementation of a complete X format of pedestrian traffic crossing at this intersection can become viable. With e-bike traffic often does not stop to wait for the green light to proceed. Of course, the Santa Barbara Fire Department will have to be consulted - after all, other larger communities in the United States use these X pedestrian crossing.

Thank you for your time and service to our community.

Robby Guevara
Santa Barbara, CA.
(805)280-3236

Kimberly Johnson

From: Minerva Ringland <minerva.ringland@refed.org>
Sent: Monday, June 29, 2026 10:37 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from minerva.ringland@refed.org. [Learn why this is important](#)

To the Santa Barbara City Council,

RE: Tuesday Jul 29 Agenda Item 26 - I'm writing to urge you to reauthorize Title 31 and maintain the current configuration of the State Street Promenade.

I moved to Santa Barbara in 2019 to attend the Bren School at UCSB, and secured a remote job for an environment nonprofit that enabled me to stay in town for the last 5 years. 90% of my decision to remain in Santa Barbara is proximity to a walkable downtown. I walk to the farmer's market twice a week to shop for groceries, I dine out on State Street at the local restaurants at least twice a week, and the majority of my shopping is conducted by walking to and along State. I ride a Bicycle to the East Beach volleyball courts at least 4 times a week. None of this would be even close to the same enjoyable experience if car traffic returned to State Street. It is significantly safer and more comfortable to travel downtown using the protected spaces, and duplication of accessible routes is particularly important when construction and road work block alternatives (current example: Castillo underpass).

To be clear, I use my car quite a lot - for quick errands, when I have a lot to carry, etc. But my experience is that the cross-street access and availability of parking provided along Chapala and Anacapa are more than sufficient to meet the needs of accessibility by car. If the City wants to support the aspects of downtown that promote accessibility, healthy mobility, a sense of place, and sustainability which attract younger generations who will continue to contribute to Santa Barbara's economy and community, I think keeping State Street car-free is non-negotiable.

Thank you for your consideration,



Minerva Ringland

Senior Manager, Climate & Insights

She/Her/Hers (Why I use pronouns)

minerva.ringland@refed.org

ReFED | *Rethinking Food Waste*

[LinkedIn](#) · [Instagram](#) · [ReFED.org](#)



Kimberly Johnson

From: Randall Fox <RBFox@reetzfox.com>
Sent: Monday, June 29, 2026 10:33 AM
To: City Clerk
Subject: Reopen State Street to Automobiles until the Master Plan is complete.

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

Mayor and Council,

State Street was closed to automobile traffic in response to a public health emergency COVID.

The emergency has long since abated but State Street remains closed. This was done without any environmental analysis or consideration of the short and long term effects on the city. The city did not comply with the requirements of CEQA when it permanently altered city's the street and transportation patterns following the end of the COVID emergency.

The pending Master Plan is designed to consider these issues as it proceeds through the city processes.

Reopen State Street to automobile traffic until a though plan, and a full analysis of it, can be completed.

Randy

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Randall Fox, Esq.
Reetz, Fox & Bartlett LLP
116 E. Sola Street
Santa Barbara, CA 93101
805.965.0523 / 805.564.8675
rbfox@reetzfox.com
www.reetzfox.com

Kimberly Johnson

From: Smokemeowt <mmahn39@gmail.com>
Sent: Monday, June 29, 2026 10:31 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from mmahn39@gmail.com. [Learn why this is important](#)

I am an avid cyclist and enjoy riding State, stopping to explore the shops and restaurants, attending the farmers markets and just strolling about when on foot. Access from Victoria to the Pier and Funk Zone are all easy and enjoyable, whether by foot or bicycle. Whether it's a First Thursday or a Farmers Market day or any time of day, State Street is more fun & interesting without cars. There is frequently music all about, dance demonstrations, pop-up shopping.

If a person is handicapped, the golf cart type transportation provided is perfect!

Please do not take this privilege from us.

Kimberly Johnson

From: Megan Musolf <meganmusolf9@gmail.com>
Sent: Monday, June 29, 2026 10:28 AM
To: City Clerk
Subject: Public Comment- Item 26, June 30, 2026

To the Santa Barbara City Council:

As a resident of downtown SB, I strongly urge you to **reauthorize Title 31 to maintain State Street in its current configuration** until the State Street Master Plan is implemented. There are so many reasons to love and support a car-free State Street, not to mention the unnecessary costs of removing the current setup and restoring vehicle lanes. Reauthorizing Title 31 is a low-cost, simple choice that makes sense while the City works toward the long-term vision of the Master Plan.

Thank you!

Megan Musolf
District 6

Kimberly Johnson

From: Barnesy Barnes <lifesaversb@gmail.com>
Sent: Monday, June 29, 2026 10:27 AM
To: Santa Barbara City Council
Attachments: Dear City Council Members.docx

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

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Barnesy
Deborah Barnes

Kimberly Johnson

From: Sunset Coast Realty <lindoteam@gmail.com>
Sent: Monday, June 29, 2026 10:24 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from lindoteam@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

As a long time resident, (1989) I can attest to the positive move to keep State Street from returning to a drive along passage. The quaint setup of strolling along State street and window shopping at the boutique stores is really a fun walk. The sidewalk restaurants so European and the space to stroll along uncrowded by tourist has proved to be an improvement of turning Santa Barbara into a more walk/bike friendly town. Let us recall the nuisance of those 'out of towners' who drive these suspicious looking cars up and down with sinister looking people staring down tourist, and blasting their 'window shaking' boom boxes that turn a nice stroll into a assault of the senses. I remember those days vividly, and why does anyone want to return to that circus?

Keep the gnagsta modified cars from boom box poison to our ears away from State Street PLEASE!

THank you for hearing my opinion.

Damian Lindo

West side resident

Kimberly Johnson

From: Gary Jensen <archartgary@gmail.com>
Sent: Monday, June 29, 2026 10:21 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from archartgary@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Council Members,

I am a long term resident of Santa Barbara and have seen many changes in my 50+ years living here.

One of the most positive changes has been the closing of State Street to auto traffic.

The absence of noise, dust and fumes from auto traffic certainly helps attract me to the downtown area to shop and stroll.

Once the curb is removed and a uniform surf of pavers installed the entire width of the street, then we can eliminate all the pedlets and parklets, and have outdoor tables with umbrellas for restaurant dining, like they do in Europe.

Regarding parades up State Street, just install removable cross-street barriers or retractable bollards, so that there is free movement up the street for special events.

Let's get it done one block at a time.

Gary Jensen

845 Willowglen Road, Santa Barbara, CA

Kimberly Johnson

From: Bonnie Basnett <bonniebasnett@ucsb.edu>
Sent: Monday, June 29, 2026 10:21 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Hello,

Please keep State Street car-free. For locals, it's nice to have a car-free area and I only wish energy and money was put into beautifying it as a pedestrian use area rather than debating to open or close it to cars. When I have visitors from out of town, they often mention how nice it is and enjoy this aspect of State Street, as well as shock to hear it may open to cars again.

Locals and tourists alike want State Street car-free, please take our comments into consideration.

Thank you,

Bonnie Basnett
PhD Candidate | (she/her/hers)
University of California, Santa Barbara
Bren School of Environmental Science & Management
[LinkedIn](#) | [Google Scholar](#) | [Research Gate](#)
<https://tempo.msi.ucsb.edu/>

I acknowledge that we live, work, and play on the traditional, ancestral, and unceded territories of the Chumash people.

Kimberly Johnson

From: Anabel Ford <ford@ucsb.edu>
Sent: Monday, June 29, 2026 10:16 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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

Keep state st car free

~~~~~  
Dr. Anabel Ford  
President  
Exploring Solutions Past ~ The Maya Forest Alliance  
and Director  
ISBER/MesoAmerican Research Center  
University of California  
Santa Barbara, CA 93106-2150 USA

1-805-893-8191 Office  
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[www.marc.ucsb.edu](http://www.marc.ucsb.edu)  
[www.espmaya.org](http://www.espmaya.org)  
[mayaforestgardeners.org](http://mayaforestgardeners.org)

## Kimberly Johnson

---

**From:** Mark Turner <mtsbca@gmail.com>  
**Sent:** Monday, June 29, 2026 10:14 AM  
**To:** State Street Master Plan; City Clerk; Santa Barbara City Council  
**Subject:** Public Comment on Item 26: Keep State Street Car-Free

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

TO: Santa Barbara City Council

Please reauthorize Title 31 while the full Master Plan continues toward adoption later this summer. The car-free street makes downtown safer, cleaner and more pleasant for all.

Mark Turner  
741 Senda Verde #B  
Santa Barbara, CA 93105

## Kimberly Johnson

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**From:** Davis, Julian R. <JRDavis@mednet.ucla.edu>  
**Sent:** Monday, June 29, 2026 10:10 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from jrdavis@mednet.ucla.edu. [Learn why this is important](#)

Keep State street Car-Free and open to bikes!!!

I commute daily from home on the mesa to hospital & office on the bike, + take the kids on the cargo bike up state on the weekend for lunch, activities & treats. My wife and I ride downtown instead of driving for date nights. So much nicer, more vibrant and safer without cars. I grew up here in SB (1983), and empty retail & business were absolutely present when cars were there before COVID. Cars will NOT increase business revenue.

I plead with SB city council to double down on pedestrian access and good bike lanes. It's a jewel of our town!!

Julian

### Julian Davis, MD, MA

Assistant Clinical Professor

Division of Hematology/Oncology

jrdavis@mednet.ucla.edu

Phone (805) 563-0041

Fax (805) 563-0051

111 E. Victoria St, Third Floor, Santa Barbara, CA 93101

[uclahealth.org/community-cancercare/santa-Barbara](https://uclahealth.org/community-cancercare/santa-Barbara)



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## Kimberly Johnson

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**From:** Valerie Meier <valmeier@gmail.com>  
**Sent:** Monday, June 29, 2026 10:03 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Council Members,

I walk downtown almost every day, and for the last five years I've enjoyed doing so on a car-free State Street. Strolling, shopping, eating and drinking, people-watching, catching up with friends, biking — everything you can do on State Street is better without the noise, pollution, commotion, and dangers generated by cars. Opening State Street to car traffic won't address the root causes of retail vacancies, but creating a pedestrian-centered promenade rich in third spaces will help support a vibrant downtown. I urge you to reauthorize Title 31 and keep lower State Street car-free.

Valerie Meier

## Kimberly Johnson

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**From:** William W. Goldsmith <wwg1@cornell.edu>  
**Sent:** Monday, June 29, 2026 10:02 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from wwg1@cornell.edu. [Learn why this is important](#)

Dear Mayor Rouse and Members of Council:

In reference to Item 26, I am writing in favor of maintaining State Street downtown as a car-free zone! As the city enables the building of new housing and as enterprises such as Yardi add office jobs, the car-free zone will help with downtown revival.

We are all painfully aware that activity has been shrinking in downtown Santa Barbara, as it has shrunk even more severely in other cities. But the shrinkage likely would have been worse had we not established the car-free zone. The absence of cars on State Street helps to bring people downtown to stroll, to shop, to visit galleries and museums, to attend concerts, and to dine.

Across the nation for many years, retail commerce has declined, but some cities have bounced back. Despite growth of suburban malls, closing of downtown anchor stores, growth of on-line shopping, and the absence of office employees who now work remotely, downtowns that have established car-free zones do better, and many small shops and restaurants have regained walk-in traffic.

With the elimination of auto and truck traffic on State Street, the decline in activity downtown has been slowed. Evidence from cities across the nation and Europe shows that establishing pedestrian areas encourages shopping and dining. The closing of areas to traffic nearly always helps to maintain patronage. With Santa Barbara's nearby parking garages and parking lots immediately east and west of State Street, pedestrian access works well. Please keep State Street car free!

Sincerely,

Bill Goldsmith

William W. Goldsmith  
Professor Emeritus  
City and Regional Planning  
Cornell University

1224 E de la Guerra St  
Santa Barbara, CA 93103  
(607) 257-1888

## Kimberly Johnson

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**From:** Diane Watson <dianewatsons@gmail.com>  
**Sent:** Monday, June 29, 2026 9:59 AM  
**To:** City Clerk  
**Subject:** Keep state street car free and don't give parking garages to developers.

Hello- please do not vote to let cars back on state street. The final state st enhancements will make a beautiful walking and biking which will be a great tourist attraction.

Please also do not give all the parking garages to developers. Having great parking options is a bonus.

All the best,

Diane Watson  
805-883-8185  
Let's brighten the world together!

Website  
[www.katbleudesign.com](http://www.katbleudesign.com)

Instagram  
[@dianewatsonart](https://www.instagram.com/dianewatsonart)



"Sweet Disposition", 2025

## Kimberly Johnson

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**From:** Kevin Heim <heimkev@gmail.com>  
**Sent:** Monday, June 29, 2026 10:00 AM  
**To:** City Clerk  
**Subject:** Public Comment - Item 26 - Interim Implementation of the State Street Master Plan

Dear Mayor Rowse and Members of the City Council:

I am writing regarding the interim implementation of the State Street Master Plan. I strongly urge the Council to direct staff to maintain the State Street Promenade in its current configuration and return with amendments to reauthorize Title 31 until the Master Plan is implemented.

State Street between Victoria and Haley has now operated as a pedestrian- and bicycle-priority promenade since May 2020, and it has become a defining feature of downtown drawing locals, tourists, and their dollars, to our most iconic street. Reopening the corridor to private vehicles before the Master Plan is funded, designed, and built would reverse the City's adopted direction, create unnecessary expense, and undercut the long-term vision Council has already advanced.

The case for keeping State Street closed is strong. There are no costs associated with reauthorizing Title 31, while allowing it to expire and restoring the pre-2020 street configuration would cost approximately \$700,000, not including possible additional costs associated with impacts to the Bloomberg-funded asphalt art installation at State and Carrillo. It would also require removing on-street business facilities, expanded sidewalk dining, and pedlets, relocating B-Cycle stations, grinding off roadway markings, slurry sealing, and restriping the corridor. Spending substantial public funds to undo the current promenade, only to later spend far more money rebuilding State Street in a pedestrian-priority form under the Master Plan, would be a wasteful and counterproductive interim step.

More importantly, the promenade has produced real public benefits. The draft Master Plan and staff reports state that average annual collisions in the downtown area fell from over 17 to 6, and annual injuries fell from 10 to 5 after State Street was converted to a promenade. Reauthorizing Title 31 maintains a pedestrian- and bicycle-priority corridor that supports active transportation, reduced vehicle miles traveled, and a low-stress bikeway that serves people of all ages and abilities. By contrast, allowing Title 31 to expire would reintroduce vehicle conflicts, increase stress and danger for cyclists and pedestrians, and represent a clear de-prioritization of alternative transportation in the downtown core.

The Council should also be very cautious about relying on the Fehr & Peers emergency response memo as a basis for reopening State Street to private traffic. The Fehr & Peers memo is flawed in a fundamental way. It assumes that the existing planters and barriers prevent emergency vehicles from driving onto State Street and therefore models responders stopping at the nearest cross street and walking to the scene. That is not how the promenade is actually designed or operated. Emergency access has been intentionally preserved in the interim condition, and it is explicitly preserved in the draft Master Plan through a 20-foot clear emergency access corridor and a bollard system designed to allow emergency

access rather than prevent it. Council should not make a major policy decision based on a study that begins with a false premise.

Even apart from safety and operations, reopening State Street now would send exactly the wrong signal at exactly the wrong moment. One of the clearest signs that the current direction is working is the positive development momentum now emerging as the Master Plan has come into focus. Recent downtown redevelopment proposals are not betting on a return to a conventional street. They are betting on a people-first State Street.

Yardi Systems is moving forward with a plan to bring roughly 600 employees downtown into the former Macy's building at Paseo Nuevo, a move widely described as catalytic for State Street because it would bring hundreds of workers into the heart of downtown on a regular basis. At the same time, DSP is moving forward with a proposal to convert the former Nordstrom building into 80 to 112 apartments, adding new housing and an estimated 120 to 220 residents in the Paseo Nuevo area. These are exactly the kinds of investments downtown needs: more workers, more residents, more daily foot traffic, and more reasons for local businesses to invest in the corridor.

What businesses and developers crave most is consistency. They can adapt to a clear direction, even when implementation takes time, but they hesitate when the future feels unstable. The City's own Master Plan and staff reports emphasize that the permanent plan is intended to provide the confidence needed to attract long-term investment, quality tenants, and housing development in and around the corridor. Reopening State Street to car traffic now, in the gap before the Master Plan is implemented, would inject fresh uncertainty into that picture. It would tell businesses, property owners, and developers that Santa Barbara may still reverse course on the core identity of its most important downtown street.

Keeping State Street open for people, by contrast, signals that the City is serious about following through on a people-first vision and that investors, employers, merchants, and housing developers can plan around that direction with confidence. If Santa Barbara wants more game-changing developments like Yardi's downtown office commitment and DSP's adaptive reuse housing proposal, it should provide the stability and policy consistency that those kinds of decisions rely on.

For these reasons, I urge the Council to choose Option A, direct staff to maintain the State Street Promenade in its current configuration, and return with amendments to reauthorize Title 31 until the Master Plan is implemented. I also urge the Council not to rely on the Fehr & Peers memo as a justification for reopening State Street, because the memo's central assumption about emergency access does not reflect the way the corridor is actually designed and operated.

Thank you for your consideration.

Sincerely,  
Kevin Heim  
Santa Barbara, CA 93108

## Kimberly Johnson

---

**From:** Barbara Peters <barbaraannpeters@gmail.com>  
**Sent:** Monday, June 29, 2026 9:57 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from barbaraannpeters@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I'm writing to urge you to keep State Street closed to cars.

I live downtown at 18 W. Victoria Street and I walk and bike on State Street practically every day. Since the street has been closed to cars it seems safer and much more of a vital neighborhood. More housing downtown is desirable, and it's a much more enjoyable place to live with the street closed.

Some days there are so many visitors along many blocks that it's hard to stay on the sidewalk. I observe many more people going in and out of shops and restaurants than when the street was open to cars. Granted, more should be done to stop reckless bike riding, which seems to mostly be kids. Still, it's great to see families, seniors, locals and visitors all enjoying the experience of visiting State Street.

Since the DSBIA began, the area is much cleaner than before. As an assessed member of the DSBIA, I object to their position on opening the street to cars, especially since I haven't seen any survey that they've done on the opinion of all of their assessed members.

Please support a car-free State Street.

Thank you  
Barbara Peters  
18 W. Victoria Street

## Kimberly Johnson

---

**From:** Smokemeowt <mmahn39@gmail.com>  
**Sent:** Monday, June 29, 2026 9:57 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from mmahn39@gmail.com. [Learn why this is important](#)

The notion of allowing cars back on State Street is foolish and would cost taxpayers an estimated \$700,000.

The 2020 ordinance has worked well to establish a true European atmosphere to downtown Santa Barbara. After all, we ARE known around the world as the American Riviera.

In the past 5 years countless tourists have enjoyed the relaxed feeling of strolling & cycling State Street. The word has doubtless spread throughout the world and certainly to our neighbors in CA, bringing in vitality and revenue to the City.

So why break what works, and have the nerve to charge taxpayers for the reversal?

There are plenty of well situated parking garages up and down State and also Anacapa for easy access to those who insist on driving.

There is no excuse for this asinine proposal to allow cars on State.

## Kimberly Johnson

---

**From:** Say <sayartlover@gmail.com>  
**Sent:** Monday, June 29, 2026 9:56 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hello:

Please keep State Street free of car traffic. Encourage people to be safe while shopping.

Thank you,  
Say

## Kimberly Johnson

---

**From:** David Beaver <david.beav@gmail.com>  
**Sent:** Monday, June 29, 2026 9:56 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from david.beav@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I love car-free State Street. and although it's not perfect, we can make it better.

I don't understand the argument of the (few) business owners who want to bring cars back, I simply don't see how cars driving past their stores (and still having to park in the public lots) will do anything to increase their business.

Please reauthorize Title 31 and keep moving toward a long term goal of a beautiful, car-free promenade.

David Beaver  
1014 Santa Barbara St.  
david.beav@gmail.com

## Kimberly Johnson

---

**From:** Tony Schreiner <tony.schreiner@gmail.com>  
**Sent:** Monday, June 29, 2026 9:55 AM  
**To:** City Clerk  
**Subject:** Title 31 reauthorization

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

Hello

I continue to support car-free State Street, and everybody I know does as well. Letting the regulation expire and making the changes to possible allow cars at this point, specially if it the changes will be reversed later.

Thanks very much  
Tony Schreiner  
1809 Cliff Drive, #1  
Santa Barbara

## Kimberly Johnson

---

**From:** gary and kate <ggandkate@aol.com>  
**Sent:** Monday, June 29, 2026 9:54 AM  
**To:** City Clerk  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

We so enjoy car free State Street. We go downtown much more often now, discovering stores and restaurants and enjoying the atmosphere. And we're looking forward to the car-free enhancements.

Gary & Kate Belanger  
93103

[Sent from AOL on Android](#)

## Kimberly Johnson

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**From:** Mary Anne Masterson <masterson.maryanne@gmail.com>  
**Sent:** Monday, June 29, 2026 9:54 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from masterson.maryanne@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I am a Santa Barbara resident writing in support of keeping State Street car free. Santa Barbara is such a unique and wonderful destination and State Street has the potential to be a stand out global attraction that thrives with both local community traffic & tourism.

If there are additional funds to spend on the area, I would strongly prefer they be spent on community improvements or events that make the area safer or more desirable versus continuing to repeat studies that reconfirm that the community prefers a walkable space, or worse using the funds to tear out progress that has been made.

While there are improvements needed to ensure the downtown area is thriving and safe, returning cars to the area solves neither problem. Nor will it make any difference in the empty storefronts, predatory rents, or homeless issues that have plagued State Street in the past several years. These are the areas to focus on.

This is an extraordinary and vibrant community and it deserves a downtown space that lives up to the true potential of the city. State Street should be the thriving heart of the city and all plans should be focused on healthy walkable and successful destination.

Thank you,

Mary Anne Masterson

## Kimberly Johnson

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**From:** Sadie Cwikiel <sadiecwikiel@ucsb.edu>  
**Sent:** Monday, June 29, 2026 9:48 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear SB City Council,

I enthusiastically encourage you to please reauthorize Title 31 to keep State Street car-free. One of my absolute favorite parts about Santa Barbara (third only to the beach and the mountains) is the lively, safe, and car-free State Street area. I absolutely love walking around State Street with my friends and family, not having to worry about cars, smell exhaust, or hear loud trucks rolling by. The expanded outdoor eating areas are so perfect for a place with as great of weather as SB. The electric shuttles seem like a perfect solution for those who have limited availability, and I think solutions like that are far smarter and community-oriented than just opening up the whole street to cars again. Logistically, it's also more affordable to keep State Street car-free compared to ripping out the new sidewalk infrastructure and bike lanes that have been developed.

It's also WAY safer. It is the only place downtown that I actually feel safe biking. This issue in particular is deeply personal to me. Last fall, my fiancé was hit by a car while he was biking downtown. He suffered a severe concussion, broken clavicle, broken neck, and broken ankle. His helmet saved his life. Biking around SB is incredibly dangerous, and drivers do not pay enough attention while driving around town despite the high number of pedestrians and bikers. A car-free State Street is essential to the safety of bikers and pedestrians who want to enjoy downtown SB without having to worry about getting run over by a careless driver.

Please, for all of us in Santa Barbara who love spending an afternoon wandering around State Street with our loved ones, reauthorize Title 31. Thank you for taking the time to read public comments, and thank you for serving our community on the City Council.

All the best,  
Sadie Cwikiel

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**Sadie Cwikiel** (she/her)

PhD Candidate | Bren School of Environmental Science and Management  
University of California, Santa Barbara

[Past and Future Climates Group](#)

[sadiecwikiel@bren.ucsb.edu](mailto:sadiecwikiel@bren.ucsb.edu) | 231-838-1254 | [LinkedIn](#) | [sadiecwikiel.com](http://sadiecwikiel.com)

UCSB is situated on the unceded lands of the Barbareño Chumash people

## Kimberly Johnson

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**From:** Sam Carey <samuelmcarey@gmail.com>  
**Sent:** Monday, June 29, 2026 9:46 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Please keep State Street car free and bike friendly. When I think of the amount of joy it has brought my personal family, I could not imagine going backwards.

From a socio-economical perspective, it can only help bolster tourism and hospitality numbers since it creates a space people actually want to visit and walk.

## Kimberly Johnson

---

**From:** Neil Nathan <neilnathan@ucsb.edu>  
**Sent:** Monday, June 29, 2026 9:43 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hi,

I would like to voice my strong strong support for keeping State Street Car-Free and reauthorizing Title 31. Having a car-free space to safely walk around one of the liveliest parts of our city is absolutely essential to the vitality of this community. I have not met a single person who prefers to have cars driving, and everyone loves being able to safely explore, shop, eat, and drink without the threat of cars.

I speak from experience as someone who was recently hit by a truck in a hit-and-run, just one block off of State Street. Cars are dangerous, and drivers in this city are some of the least aware of pedestrians. There is plenty of parking available near state street, plenty of side roads to take, and I have never had an issue transporting myself to downtown and would receive no benefit by being able to drive on this one additional street.

It would add a lot of cost to opening up State Street, and I personally think it would hurt business. I am excited to walk around on State St. now, but if it became a street for cars again, I would not come down there as often. Please maintain this vibrant part of our city, it is really one of the best aspects of our town to both locals as well as those visiting. Anyone who suggests it would bring businesses back to bring cars back has no idea what they are talking about, and I'm sure you can tell.

Cheers,  
Neil

--

**Neil Nathan**

**Project Scientist**

Benioff Ocean Science Laboratory

Email: [neilnathan@ucsb.edu](mailto:neilnathan@ucsb.edu)



## Kimberly Johnson

---

**From:** isaac@cousinisaac.com  
**Sent:** Monday, June 29, 2026 9:41 AM  
**To:** City Clerk  
**Subject:** Public Comment Item 26: Keep State Street Car-Free and Carefree

[Some people who received this message don't often get email from isaac@cousinisaac.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council Members,

I hear there is a vote coming up to determine whether or not State street should remain car-free or not. It absolutely should.

There's a reason downtown walking areas are common in Europe and other places. In fact, there are several. They support local retail businesses which rely on foot traffic, citizen health through decreased air pollution and increased movement, and social cohesion by removing the physical and mental barriers that exist between passengers and pedestrians.

But all that aside, it's just nice to be able to walk around the downtown business district without the noise, smell and danger of cars. In fact, if I had my druthers, bikes would be disallowed as well, so that pedestrians could mill around in the middle of the street at will, car-free and carefree.

But you know, baby steps. For now, let's at least keep out the cars.

Thanks for your consideration,

Isaac Feldman

## Kimberly Johnson

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**From:** Zoe Hunt <znbh21@gmail.com>  
**Sent:** Monday, June 29, 2026 9:35 AM  
**To:** City Clerk  
**Subject:** Please Vote Yes on Item 26 — Keep State Street Car-Free

Some people who received this message don't often get email from znbh21@gmail.com. [Learn why this is important](#)

Dear Mayor and Council Members,

I am writing in support of reauthorizing the car-free ordinance for State Street (Item 26).

My family and I rely on and enjoy State Street as it is today. We love to be able to access state to walk, shop and dine out. Being able access state street safely in my wheelchair having space between people, bikes and being away from cars with two children is life changing for someone bound to a wheelchair. These experiences simply wouldn't be possible with cars running through the street, and they're a big part of why we choose to spend time downtown.

I also want to be direct about the fiscal piece: I do not want my tax dollars spent on reversing something that is working. An estimated \$700,000 to put car lanes back on a street that's thriving without them is hard to justify — especially when our neighborhoods have urgent, unmet safety needs.

As a Westside resident, I see firsthand how dangerous our streets already are. Vehicles regularly travel 40+ MPH in 25 MPH zones, putting children, elderly residents, and animals at serious risk. If the City is going to spend money on street infrastructure, speed bumps and traffic calming on the Westside are where those dollars are desperately needed.

Please vote yes on Item 26, keep State Street car-free, and direct our limited resources toward safety improvements that our neighborhoods are actually asking for.

Thank you for your time.

Respectfully,  
Zoe Hunt  
1714 Hillside Rd Santa Barbara, CA 93101

## Kimberly Johnson

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**From:** Rich Appelbaum <richappelbaum@ucsb.edu>  
**Sent:** Monday, June 29, 2026 9:32 AM  
**To:** Randy Rowse; Kristen Sneddon; Wendy Santamaria; Eric Friedman; Oscar Gutierrez; Meagan Harmon; Mike Jordan; City Clerk; Tess Harris  
**Cc:** Laurence Severance; Lisa Carlos  
**Subject:** CLUE-SB 06.30.26 public comment on agenda item 26, interim implementation of State Street Master Plan.pdf  
**Attachments:** CLUE-SB 06.30.26 public comment on agenda item 26, interim implementation of State Street Master Plan.pdf

Dear Mayor Rowse and Councilmembers,

CLUE-SB's letter is attached. For quick reading:



**CLUE Santa Barbara**  
**Clergy and Laity United for Economic Justice**  
1500 State Street, Santa Barbara, CA 93101  
[clue@cluesb.org](mailto:clue@cluesb.org)

June 29, 2026

|                                             |                                                                                    |
|---------------------------------------------|------------------------------------------------------------------------------------|
| Mayor Randy Rowse                           | <a href="mailto:RRowse@SantaBarbaraCA.gov">RRowse@SantaBarbaraCA.gov</a>           |
| Mayor Pro Tem/Councilmember Kristin Sneddon | <a href="mailto:KSneddon@SantaBarbaraCA.gov">KSneddon@SantaBarbaraCA.gov</a>       |
| Councilmember Wendy Santamaria              | <a href="mailto:WSantamaria@SantaBarbaraCA.gov">WSantamaria@SantaBarbaraCA.gov</a> |
| Councilmember Eric Friedman                 | <a href="mailto:EFriedman@SantaBarbaraCA.gov">EFriedman@SantaBarbaraCA.gov</a>     |
| Councilmember Mike Jordan                   | <a href="mailto:MJordan@SantaBarbaraCA.gov">MJordan@SantaBarbaraCA.gov</a>         |
| Councilmember Oscar Gutierrez               | <a href="mailto:OGutierrez@SantaBarbaraCA.gov">OGutierrez@SantaBarbaraCA.gov</a>   |
| Councilmember Meagan Harmon                 | <a href="mailto:MHarmon@SantaBarbaraCA.gov">MHarmon@SantaBarbaraCA.gov</a>         |
| Santa Barbara City Council Clerk            | <a href="mailto:Clerk@SantaBarbaraCA.gov">Clerk@SantaBarbaraCA.gov</a>             |

Re: June 30, 2026 agenda item 26, interim implementation of State Street Master Plan

Dear Mayor Rowse and Councilmembers:

Clergy and Laity United for Economic Justice - Santa Barbara (CLUE-SB) urges you to follow *Staff Recommendation A: Direct staff to maintain the State Street Promenade in its current configuration until the Master Plan is implemented and return to Council with amendments to reauthorize Title 31.*

This is a critical moment in the future of our downtown core. Do you abandon years of careful planning, for which this City has spent approximately \$900,000 in outside consultant contracts since 2022 (not to mention city staff time); or do you let Title 31 expire, returning State Street to its pre-COVID form, at an additional cost of \$700,000?

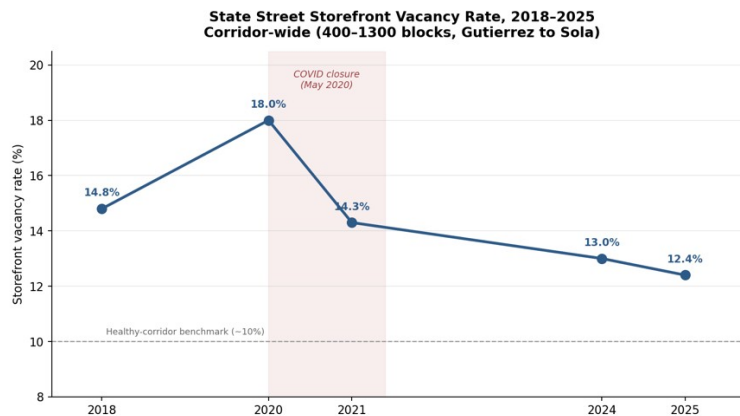
Proponents for letting Title 31 expire, and immediately reopen State Street to vehicular traffic, argue that the closure has been responsible for State Street retail vacancies. The data do not support this.

For example, Radius Commercial Group’s [April 2026 Q1 report](#) (p. 6) concludes that “vacancy along State Street between Gutierrez and Sola Streets (400– 1300 blocks) has declined significantly. After peaking at 48 available storefronts in Q4 2020 [due to COVID], vacancies have returned to approximately 30—on par with mid-2019 [pre-COVID] levels.

### State Street Retail Vacancy

|                                       | Q1.26 |
|---------------------------------------|-------|
| Total Storefronts                     | 24    |
| Storefronts Available For Lease       | 31    |
| Vacancy Rate of Available Storefronts | 12.0  |
| Vacant Storefronts                    | 7     |

Hayes Commercial Group year-end report tracks vacancies since 2018. Its data show a similar pattern (asreported in [Molina, 2025](#); [Strong Towns, 2024](#)).



The cause of vacancies long predate the State Street closure. They reflect national changes in retailing, including the rise in on-line shopping. The City has done a heroic job of addressing these changes. The Master Plan, currently under discussion and review, envisions a partially open, partially closed State Street Promenade. Staff will be refining the Plan, based on extensive feedback, late this summer. It makes absolutely no sense – from either an economic or planning standpoint – to reopen State Street while the final Plan is being prepared for City Council discussion and a final vote.

CLUE-SB urges you to reauthorize Title 31 and let the process proceed as planned.

/s/

Richard Appelbaum

/s/

Laurence Severance

**Kimberly Johnson**

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**From:** Gesa Kirsch <gesa.kirsch@gmail.com>  
**Sent:** Monday, June 29, 2026 9:26 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Council members:

I urge you to keep State Street car-free and keep the magic of the pedestrian/ bike corridor alive. State Street has become a destination for many of my friends and family. We meet up to listen to live music, watch World Cup soccer matches, stroll the Farmer's Market, dine al fresco in the parklets, and go to the movies. What I love most about the car-free street is that I can relax in a peaceful environment, catch up with friends and neighbors, not worrying about noise, traffic, cars. We also love the little golf carts that provide free rides, connecting the different ends of the street. I feel safe riding my bicycle and have switched to running almost all errands on two wheels. Please keep the magic of State Street going and keep it a pedestrian zone.

Many thanks for your consideration.

Gesa Kirsch  
1809 Cliff Street, SB 93109

## Kimberly Johnson

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**From:** Allison Fore <allijo77@gmail.com>  
**Sent:** Monday, June 29, 2026 9:21 AM  
**To:** City Clerk  
**Subject:** Public Comment June 30, Item 26 Reauthorize Title 31

Some people who received this message don't often get email from allijo77@gmail.com. [Learn why this is important](#)

Hello Council members,

I'm writing to urge you to keep State Street car free now and into the future. All the data available to us shows that making State Street pedestrian-only has improved public safety and increased business engagement in that corridor.

I live in Santa Barbara and work downtown, and spend a lot of time eating and shopping on State Street all throughout the week, and I can tell you how much more vibrant and busy it is there since cars have been removed. I have a Bcycle membership, and it feels so safe to ride those bikes up and down State to get lunch or meet friends because there are no cars to make that experience scary.

The argument to allow cars back on State Street makes no sense to me -- how do people think that will promote downtown businesses? You'd have to find parking off State Street to get to the shops anyway. Having more people walking around downtown obviously increases foot traffic into shops and restaurants, and I think more downtown businesses would agree. Changing it back to allowing cars just trades away the lovely festive vibes for a street that looks like any other street in any other boring town.

I really hope you will listen to the voices of the people who live and work here and keep State Street open to pedestrians and closed to cars.

Thank you,  
Allison Fore

## Kimberly Johnson

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**From:** writerlea@icloud.com  
**Sent:** Monday, June 29, 2026 9:12 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from writerlea@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Oh, for the love of God, could we put this nonsense to rest? Keep State St closed!

Want to drive? Plenty of street available to you.

Too lazy to get out of your car? Not a reason for others to be stuck breathing your nasty exhaust fumes.

Think it's "bad for business"? Think of solutions. Businesses were closing long before State St did.

Categorically allergic to change? Too bad. Grow up.

Having grown up here, I can assure anyone that having a clean, fresh-air State St is long overdue.

Thank you.

Lea Williams  
Santa Barbara

## Kimberly Johnson

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**From:** Jessica Judd <jessjudd113@gmail.com>  
**Sent:** Monday, June 29, 2026 9:11 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from jessjudd113@gmail.com. [Learn why this is important](#)

Hi City Council,

Please reauthorize Title 31 and keep State Street car-free. I skate through downtown after work almost every day, and it's honestly become one of my favorite parts of the city—safe, easy to move through, and full of people actually using the space.

It would be a real loss to bring cars back and undo something that's working well for everyone on foot, bike, and board.

Thank you for your time and consideration.

Jessica

## Kimberly Johnson

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**From:** Barbara Wishingrad <bwishingrad@gmail.com>  
**Sent:** Monday, June 29, 2026 9:11 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

To Whom It May Concern, Santa Barbara City Council,

Please keep State St. car free! It's so refreshing to have a car-free downtown for so many blocks. I am an avid bicyclist and use State St. often. I am concerned about reckless e-bicyclists and I think this should be dealt with, perhaps by aggressively giving citations. Don't penalize all of us for the mistakes of a few. Bringing cars back will not bring more business and fill vacant stores on State St- those need to be addressed in another way.

Thank you for your time.

Barbara Wishingrad  
she/her/ella  
1218 Castillo St, Apt 3  
Santa Barbara, CA 93101

## Kimberly Johnson

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**From:** Abbey Fragosa <abbeyfragosa@gmail.com>  
**Sent:** Monday, June 29, 2026 9:10 AM  
**To:** City Clerk  
**Subject:** Keep State Street open

[Some people who received this message don't often get email from abbeyfragosa@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello sb city council,

I am in favor of keeping State St closed to car traffic.

I was just on State St yesterday while I charged my electric vehicle in Lot 11 for a couple hours and walked a foster dog I got from the county shelter for the day. We dined on sandwiches from SB Pizzahouse for The Independent Sandwich Week and enjoyed the company of many families enjoying lunch and watching sports on the wide patio which spanned the whole sidewalk.

We also watched a young bride and groom snap pics with their photographer with State St as their backdrop.

This is a regular scenario every time I visit State St. Storefronts are open and packed with people of all ages and abilities. The pace is slow and leisurely which I know shop owners love!

Please vote to keep State St closed to cars!

Abbey Fragosa  
709 Bond Ave, 93103

## Kimberly Johnson

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**From:** Nicole Caldwell <nicole@sbthp.org>  
**Sent:** Monday, June 29, 2026 9:10 AM  
**To:** City Clerk  
**Subject:** Title 31 State Street

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

How many times does the majority of the population have to write in and say we don't want cars back on State Street?

I have never seen a city bend over backwards to pander so much to a handful of landlords who intentionally keep spaces empty and hike rent to unsustainable heights. We all know car traffic increases the value of their buildings, and honestly the rest of us don't care. We want a safe, clean, stress free and car free State Street with affordable rent to keep businesses around. Both tourists and the majority of locals and small businesses here like the stress-free accessibility of a carless State Street. E-bikes haven't killed a single person on State Street, but cars have. It's frustrating how many times I have had to write in on this and how it keeps coming up despite the public feedback.

Respectfully,



### NIC CALDWELL

Director of Visitor Experience

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MSt University of Oxford (She / Her / Hers)

Sent from Chumash land.

P (805) 961-5377

[nicole@sbthp.org](mailto:nicole@sbthp.org)

123 E. Canon Perdido St.

Santa Barbara, California, 93101

[sbthp.org](http://sbthp.org)

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[WEBSITE](#) • [UPCOMING EVENTS](#) • [BECOME AN ADVOCATE](#) • [VENUE RENTALS](#)



## Kimberly Johnson

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**From:** james collins <collinsatlarge@gmail.com>  
**Sent:** Monday, June 29, 2026 9:10 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

who is it exactly that believes state st. needs car traffic? do those believers ever go downtown? I live 2 blocks from state street and spend a lot of happy times there with friends at outside tables. we like it the way it is. the tourists like it? very few places in this whole country have this important amenity. why do so many travelers love Europe? no car traffic streets is part of it. does anyone remember state st. before COVID? endless processions of young drivers down state and up chapala and countless repetitions. if you live in a small town in Iowa you might like this endless movement.

A crucial change is needed right now! battery bikes must be licensed? anyone who knows state st. will agree with this. many of us would like to see a complete ban, but that will not happen. there are some adults who enjoy this ride.

right now walking on state st. is life threatening. 15 year old kids doing a wheely at 35 miles an hour or racing down sidewalks is the norm. there is no control?

those who want to bring back car traffic do not know state st

## Kimberly Johnson

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**From:** Becca Best <best.rebeccal@gmail.com>  
**Sent:** Monday, June 29, 2026 9:09 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Council Members,

My name is Becca Best, and I have been a resident of Santa Barbara for the past 16 years. I am writing to urge you to maintain State Street as a permanently car-free zone. Our entire society has been designed around cars for far too long. It seems like a reasonable ask to keep State Street (literally the only area in town that prioritizes pedestrians) as a permanent car-free corridor.

Having lived here since 2010, I can personally attest to the fact that State Street was already in decline prior to the pandemic. Returning cars to State will not magically reverse the shift toward online retail, whatever Mayor Rowse wants to believe. Every time I walk downtown along State, I'm reminded of how valuable it is to have a space dedicated to people rather than vehicles. My family and friends who visit consistently remark on how welcoming and pleasant our pedestrian zone feels compared to typical commercial strips.

I strongly oppose the proposed compromise solution that would allow partial vehicle access, particularly the plan to reopen the street to cars during prime commuting hours in the morning and at night. There is no logical reason why State Street should accommodate vehicles during certain hours when it functions well without them entirely. This appears to be an attempt to please everyone without considering the consequences.

I also want to highlight critical safety data that the current plan ignores. **Before 2020, the section of State Street that is now the Promenade was the third most dangerous street in the entire city in terms of traffic fatalities and severe, life-altering injuries.** This was significant enough that the city's own Vision Zero plan identified State Street as requiring serious infrastructure interventions to address the safety crisis.

Here is the most alarming part: **60% of crashes involving a pedestrian on State Street occurred under street light conditions** (at night). The current proposal to reopen State Street to cars specifically during nighttime hours directly contradicts the evidence on when pedestrian and bike safety are most at risk. This is not a minor oversight; it is a decision that puts lives in danger by reintroducing vehicle traffic precisely when the data shows pedestrians are most vulnerable.

Furthermore, all businesses on State Street already have delivery access via Chapala and Anacapa Streets. There is no practical necessity for reopening State to through traffic at any hour.

I strongly oppose the proposed compromise solution that would allow partial vehicle access during certain times of the day.

Please do not rely on anecdotal, non-data-driven "vibes" opinions. The available data shows that the

majority of business owners on State Street and the broader community do not support these half-measure compromises. The safety data alone should make this an easy decision.

I urge you to vote to keep State Street completely closed to all vehicle traffic, day and night. Put your stated commitment to community safety into action and follow the evidence your own Vision Zero plan has already laid out to put your stated commitment to community-centered urban planning into action

Thank you for your consideration.

Sincerely,  
Dr. Becca Best, PhD  
Santa Barbara Resident Since 2010

## Kimberly Johnson

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**From:** Wesley Mills <wslymlls003@gmail.com>  
**Sent:** Monday, June 29, 2026 9:10 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public comment: Please Reauthorize Title 31 — Keep State Street Car-Free

Some people who received this message don't often get email from wslymlls003@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and Members of the City Council,

I'm writing to urge you to reauthorize Title 31 and keep State Street car-free.

What makes this stretch of Santa Barbara special? it's one of the only places around here where you can walk, bike, or sit at a table without a line of cars rolling past. Anyone who wants gridlock, noise, and traffic doesn't have to look far (just down the 101). People who want that experience have endless options. What they don't have endless options for is a place like car-free State Street, and once it's gone, it's gone. I don't think we should give up the one thing that sets us apart to become a little more like everywhere else.

A few other points worth keeping in mind as you deliberate:

- **Fiscal responsibility.** The City's own staff report shows reauthorizing Title 31 costs nothing, while letting it expire would cost an estimated \$700,000 just to tear out the current setup and rebuild vehicle lanes. In addition, reopening the street to cars would likely force removal of the Bloomberg-funded asphalt art at State & Carrillo — the grant requires it to stay in place for two years, meaning the City would have to repaint it elsewhere or repay the grant.
- **Current pilot programs.** The Loop Shuttle and the expanded sidewalk dining on the 500 block are active pilots right now, and both depend on State Street staying car-free.
- **Our bike network.** State Street anchors the City's bike routes. Reopening it to cars makes it a higher-stress ride that families, older adults, and newer cyclists are far less likely to use.
- **Local businesses.** Businesses (Wildcat Lounge, Antique Alley, Bungalow West, and plenty others) along the corridor have reported higher revenue since the street went car-free. Reversing course now risks undoing that momentum.

I hope the Council will vote to keep State Street the vibrant, car-free heart of downtown that residents and visitors alike have come to love.

Thank you for your time and consideration.

Sincerely,  
Wesley Mills

## Kimberly Johnson

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**From:** Joe Story <joe@joestory.com>  
**Sent:** Monday, June 29, 2026 8:59 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan; Oscar Gutierrez  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Council and State Street Master Plan team,

I'm writing as a Santa Barbara homeowner to ask the Council to reauthorize Title 31 and formally commit to a permanently car-free State Street Promenade from Haley to Victoria.

First, the safety case is clear and well documented. The 2020 closure transformed one of Santa Barbara's most dangerous corridors for serious and fatal collisions into a street with a significantly lower rate of incidents involving pedestrians and bicyclists. Reauthorizing Title 31 is directly consistent with the city's adopted Vision Zero policy, the Bicycle Master Plan, and the forthcoming Safe Streets for All Action Plan. Letting Title 31 expire would walk back real, measurable gains. I frequently walk and bike from my home on the Westside down State from the Granada down to the 100 block, and beyond to the Funk zone. Allowing cars back at any time of day directly impacts safety.

Second, the city's own [survey](#) finds that 79% of participants prefer a car free State st. Businesses agree, with [75% saying](#) they do not want cars to return. These are the people whose livelihoods depend on what happens on the street. Out of town visitors marvel at the promenade and the community environment it promotes. Letting Title 31 expire would cost \$700K to restore vehicles that residents do not want.

Third, the public process has already done its work. The State Street Advisory Committee, after years of public input, voted in strong support of the Flat and Flexible design for the 500-800 blocks, and the Draft Master Plan reflects that direction. Allowing Title 31 to expire now - after years of staff time, consultant work, and community engagement - would set the entire master plan back to the starting line without the underlying conditions having actually changed.

Finally, I want to push back on the framing that Title 31 is an emergency measure that has overstayed its welcome. The initial 2020 closure was an emergency response, but Title 31 itself was a deliberate, debated codification by Council in 2023, after the community had already lived with the new street for three years. Reauthorizing it is not extending an emergency. It is acknowledging that the city looked at the evidence and chose the better street.

In short: the safety data, the business data, and the years of advisory committee work all point in the same direction. Please reauthorize Title 31 and commit to a permanently car-free Promenade from Haley to Victoria, paired with the housing density and transit investment the Master Plan envisions.

Thank you for your work on this and for considering this comment.

Sincerely,  
Joseph Story  
District 3 Homeowner

## Kimberly Johnson

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**From:** William Prothero <prothero@ucsb.edu>  
**Sent:** Monday, June 29, 2026 8:58 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

I strongly support keeping State Street car free, as it is now. The current plan is working well and I read that merchants support it. I also read that some folks, on NextDoor, comment that they don't feel safe with e-bikes going fast and prefer cars. To me, this doesn't make sense. The "good old days" are not going to return. eBikes won't go away, but will still go down State Street, but with cars to avoid at the same time, the danger of collisions will only increase. The solution to eBike danger is education and enforcement and I really doubt that adding cars to the mix on State Street will make things better.

Please continue with the master plans that are now receiving wide support. There will always be "naysayers".

Best,  
Bill Prothero

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

## Kimberly Johnson

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**From:** Rosa Johnson <rosagracejohnson@gmail.com>  
**Sent:** Monday, June 29, 2026 8:54 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from rosagracejohnson@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Downtown Santa Barbara is safer, more inviting, and an overall better experience when we don't have cars. When state street blocked off cars it was a signal that we are trying to invest in our community. Cars create wasted space that's taken from pedestrians. It would be a true shame to open state street back up.

## Kimberly Johnson

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**From:** Jen Lemberger <jenlem19@gmail.com>  
**Sent:** Monday, June 29, 2026 8:51 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

To the Santa Barbara City Council,

My name is Jen Lemberger, a resident of the City of Santa Barbara for over 20 years. I am emailing today in support of reauthorizing Title 31 to keep State Street car-free.

This is a low-cost, no-regrets decision: Title 31 only needs reauthorizing in the interim, while the full Master Plan (which Council already voted to support the concept of on April 28) continues toward adoption later this summer.

Besides the overarching reasons to keep State Street car-free (to continue the increased amenities like sidewalk dining, higher foot traffic, safety of cyclists), there would be an immediate financial cost that the City cannot afford right now.

Allowing cars back on State Street would, according to City staff, cost an estimated \$700,000 to pull out the current setup and restore vehicle lanes. The City also might have remove the art at State & Carrillo and repaint elsewhere or return the grant funds. This could mean a combined cost of possibly \$800,000 to the City at a time of major budget concerns.

And if the City reauthorizes Title 31, there are no additional costs, as well as this smartly being in line with the considerations of the Master Plan.

Reauthorize Title 31 to keep State Street car-free.

Thank you,

Jen Lemberger

Man cannot discover new oceans unless he has the courage to lose sight of the shore.  
- Andre Gide

## Kimberly Johnson

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**From:** Kristin Larson <klarson@telluslawgroup.com>  
**Sent:** Monday, June 29, 2026 8:49 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free  
**Attachments:** Transparent\_Tellus\_FlyingPortrait\_logo.pdf

Some people who received this message don't often get email from klarson@telluslawgroup.com.

[Learn why this is important](#)

As a 10th generation Santa Barbarian (direct lineal descendant of Ortega on one side and homesteaders at Painted Cave on the other side), and from a long line of civic leaders, medical practitioners and active volunteers, and finally as a parent of a young adult, I urge and deplore the City Council to do the right thing, and KEEP STATE STREET CLOSED TO TRAFFIC!!!

It is finally coming back to life from a moribund 5 years. Maybe it was a good thing to let it marinate for a while but the new plan presented last month, finally shows the right direction. We do not need traffic cruising on that street. A car-centric model for civic life and enjoyment is an old model. A multi-modal, pedestrian-friendly future with cars on the periphery is the way to go. Look no further than central Amsterdam. It is the mix that makes the magic! Residences, hotels, food, retail and entertainment, all butt-to-butt, and it's fabulously fun and festive!

Our State Street can attain this.

Get some great high-end residential in place all along the corridor, put in some bespoke grocery pantries, and keep up with the great events and we are there! Lower cost housing downtown is also important but the State Street corridor should be targeted for beautiful, lux condos and plenty of family sized units.

**You owe it to upcoming generations**, who care much less about cars and cruising. Be bold, move beyond regressive thinking and influences, and look to the future. I am down on State Street nearly every day, and it is getting better all the time..better, better, bettttterr. Getting so much better all the time.... 🎵 🎵 😎

DO NOT OPEN UP STATE STREET IN ANY SIGNIFICANT WAY. PLEASE AND THANK-YOU. [On the other hand, we need a vacancy ordinance for commercial properties so it is not more profitable for store fronts to sit empty, and we also need to get the bicycle situation way calmed down. There are plenty of other bike paths on the parallel streets for going fast and commuting. If bikes stay on State Street, it must be calmed way down in order to induce a festive pedestrian space.

Sincerely-

Kristin Larson

Kristin Larson, Esq.  
351 Paseo Nuevo, 2nd Floor  
Santa Barbara, California 93101  
Telephone (805) 258-7758

Email: [klarson@telluslawgroup.com](mailto:klarson@telluslawgroup.com)  
[www.telluslawgroup.com](http://www.telluslawgroup.com)

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## Kimberly Johnson

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**From:** Tess Harris  
**Sent:** Monday, June 29, 2026 8:48 AM  
**To:** City Clerk; Mayor & City Council  
**Cc:** Kelly R. McAdoo; Sarah Clark  
**Subject:** FW: State Street thoughts

Please see below for public comment addressed to Mayor and City Council members that was originally sent to Kelly and me.

Best,  
Tess

### **Tess Harris, AICP**

*State Street Master Planner*  
CITY OF SANTA BARBARA, City Administrator's Office  
(805) 564-5307 | [THarris@SantaBarbaraCA.gov](mailto:THarris@SantaBarbaraCA.gov)

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**From:** Anthony Grumbine <agrumbine@harrisonsdesign.com>  
**Sent:** Monday, June 29, 2026 6:13 AM  
**To:** Randy Rowse <rrowse@santabarbaraca.gov>; Kelly R. McAdoo <KMcAdoo@SantaBarbaraCA.gov>; Kristen Sneddon <KSneddon@SantaBarbaraCA.gov>  
**Cc:** Tess Harris <THarris@SantaBarbaraCA.gov>  
**Subject:** State Street thoughts

Dear Mayor and City council members,

I am writing to you as an individual, and not chair of HLC, and wanted to express my thoughts on the upcoming meeting regarding State Street.

While I have lots of thoughts on the issue, I just want to hit on some of the key points, and give a recommendation for your consideration.

- From an HLC perspective, as you probably can guess, I've been very frustrated with the closure and changes to State Street without having HLC's proper review of the project (which I was promised over six years ago by the previous mayor and city administrator, would only be closed for "a few months").
- One of the biggest problems I see of the current use, is that the wide width has created a bike-freeway, which many bicycles like, but is not ideal, and certainly not pedestrian oriented (which is the ideal).
- While not as bad as places like Ventura's Main Street (with giant metal car-stopping barricades, and porta potties in the middle of the road), the aesthetic changes to State Street have been a serious blight on the city's #1 visited area.

- I also understand the counter-argument (and think it is probably true) for keeping the status quo until the Master Plan has been fully adopted and is in the process of implementation, since it will probably be hard for the city to re-close the street.

- I can see arguments for going back to the original State Street set up, as well as arguments for keeping it as it is for a little while longer. The reality, however, is that this *should* only be a short term problem, since the solution proposed in the master plan would allow for easy flexibility and trying out different schedules of open and closed to cars (“*both, and*”, not “*either, or*”), allowing the city to optimize the street for various uses, and ending the 6 year war of “Bikes vs Cars”.

**The most important thing in my mind, however, is to make sure that whichever way the council decides, the motion includes:**

- 1) the statement that this condition (open or closed to cars) continue only as an *interim* solution, until the implementation of the master plan.**

And:

- 2) that the implementation of the Master Plan continues forward as expeditiously as possible, as a top priority for the city.**

Thank you for your consideration!

Best,

**Anthony Grumbine, AIA** | Senior Principal

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## Kimberly Johnson

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**From:** Kyle Richards <richards.kyle@gmail.com>  
**Sent:** Monday, June 29, 2026 8:46 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment: Please Keep State Street Car-Free

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

Dear Mayor & City Council:

I'm writing to express my support for keeping State Street car-free.

While I don't live in the City of Santa Barbara, I visit frequently, especially State Street. I often drive, and sometimes I visit on my bike. Either way, having this section of State Street closed to cars makes visiting a more pleasant experience. To re-introduce cars to State Street would still not increase parking, and it would not increase accessibility to the businesses in this area. What it would do is make this area less safe for all and a less desirable place to visit.

I encourage you to preserve the pedestrian and bicycle safety improvements that have been a part of the current configuration. This is a major corridor for the city's bicycle network, providing a relative safer and low-stress route for families, seniors, and new cyclists of all ages.

Keeping the existing car-free environment also makes economic sense. Most businesses along the corridor have already reported higher revenue since the street went car-free; reverting now risks undoing the positive changes that are already in motion. Reauthorizing Title 31 costs nothing. Letting it expire would cost an estimated \$700,000 just to rip out the current setup and restore vehicle lanes. The City may also have to remove the Bloomberg-funded asphalt art at State & Carrillo.

With the car-free configuration of State Street, visiting and shopping there are much more pleasant experiences. It's easier to walk around. It's easier to cross the Street. It's safer to spend time and shop there. Please reauthorize Title 31.

Sincerely, Kyle

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~~~~~  
KYLE RICHARDS

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has."

~Margaret Mead

~~~~~

## Kimberly Johnson

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**From:** Meyers, Gina <Gina.Meyers@Sothebys.Realty>  
**Sent:** Monday, June 29, 2026 8:44 AM  
**To:** City Clerk  
**Subject:** Open State Street

Some people who received this message don't often get email from gina.meyers@sothebys.realty. [Learn why this is important](#)

Please open State Street once again to its vibrant self, welcoming for all.

**Gina M. Meyers**  
**Senior Commercial Associate**  
**Sotheby's International Realty**

1290 Coast Village Road  
Montecito, California 93108  
Private: 805.898.4250  
Private FAX: 805.898.4251  
Mobile: 805.403.4298  
Gina.Meyers@SIR.com  
#00882147

### **Local Knowledge - Global Network**

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## Kimberly Johnson

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**From:** Ben Werner <benwerner18@gmail.com>  
**Sent:** Monday, June 29, 2026 8:41 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from benwerner18@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council,

Thanks to the decision to keep cars off State Street several years ago, the thoroughfare has become my family's preferred route when we're out on weekday evenings and during the weekend. On our bikes, we make the to detour several blocks over to State Street because it feels that much safer, and because we want to be where things are happening. Please keep it this way and keep building on this the trend that started when State Street was closed to cars.

Thank you,  
Ben Werner  
1611 Olive St. 93101

## Kimberly Johnson

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**From:** Maya Fiorello <mayafiorello@gmail.com>  
**Sent:** Monday, June 29, 2026 8:40 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from mayafiorello@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear SB City Council,

I am writing to ask, with deepest sincerity and urgency, to please keep State street car free!

As a Santa Barbara local, an elementary school teacher and soon to be parent- I'm very invested in this issue.

State street becoming car free was by far the best thing to come out of the covid era. Emerging from a time when things were, scary, uncertain and isolated, to having a place to see community, be outside and enjoy our beautiful town makes a huge difference. I want my students and my yet to be born child to be able to enjoy riding their bikes on State, enjoying family meals, people watching and enjoying local businesses.

Please don't spend taxpayer money to put cars back on State. We do not want that. We want our beautiful car free street that I get to commute by bike to work on, and be reminded of Barcelona.

Thank you,

Maya Fiorello

## Kimberly Johnson

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**From:** Adele Hubbard <hubbard5150@me.com>  
**Sent:** Monday, June 29, 2026 8:38 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from hubbard5150@me.com. [Learn why this is important](#)

Hello,

Please do not reopen State Street to cars! As a local business owner for 45 years of a retail store on State Street, I can tell you that we need the street to remain a promenade. Reopening will reduce our much-needed foot traffic, and since we have been in business with and without cars, we can assure you that foot traffic has increased significantly since the street became a promenade. We will not survive with less foot traffic.

Here is the part that makes this an easy call: keeping State Street car-free **costs the City nothing**. Reversing it will cost taxpayers an estimated **\$700,000**.

Sincerely,  
Adele Spalluto  
Italian Pottery Outlet  
929 State Street.

**Kimberly Johnson**

---

**From:** Jeff McFarlane <jlm97@cox.net>  
**Sent:** Monday, June 29, 2026 8:31 AM  
**To:** City Clerk  
**Subject:** Reauthorize Title 31 to Keep State Street Car-Free

**REGARDING AGENDA ITEM #26**

Please pass on my statement to the Mayor and all City Council Members:

**Direct staff to maintain the State Street Promenade in its current configuration until the Master Plan is implemented and return to Council with amendments to reauthorize Title 31**

I'm sure others will present the numerous arguments in favor of keeping the State Street Promenade car free.

I love what State Street has become.

Regards,

Jeff McFarlane  
3007 Hermosa Road  
Santa Barbara

## Kimberly Johnson

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**From:** Todd Grappone <grappone@ucsb.edu>  
**Sent:** Monday, June 29, 2026 8:26 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Mayor and Members of the Santa Barbara City Council,

I am writing in support of **Item 26** and urge you to reauthorize **Title 31** to keep State Street car-free while the State Street Master Plan moves toward adoption.

The City's own staff report makes this an easy decision. Reauthorizing Title 31 costs the City nothing, while allowing it to expire would require an estimated **\$700,000** simply to remove the current configuration and restore vehicle lanes. Spending hundreds of thousands of dollars to undo a temporary arrangement that Council has already indicated it intends to replace with a permanent vision makes little fiscal sense.

There are also practical consequences to reopening the street to cars. The Bloomberg-funded asphalt art at State and Carrillo is subject to grant requirements that it remain in place for two years. Reintroducing vehicle traffic could require relocating the artwork or repaying grant funds. In addition, both the Loop Shuttle and the expanded sidewalk dining pilot on the 500 block currently depend on State Street remaining car-free.

State Street has also become the backbone of Santa Barbara's bicycle network. Returning cars to the corridor would create a significantly higher-stress environment that discourages families, older adults, and less experienced riders from using it. Preserving safe, connected transportation options should remain a priority as the City continues to invest in a more accessible downtown.

Finally, businesses along the corridor have reported increased revenue since State Street became car-free. While downtown still faces challenges, restoring vehicle traffic now risks disrupting the positive momentum that many businesses have worked hard to build.

This is a low-cost, no-regrets decision. Reauthorizing Title 31 simply maintains the current conditions while the comprehensive State Street Master Plan—whose overall direction the Council already supported on April 28—continues through the public process and toward adoption later this summer.

I respectfully urge you to vote **yes on Item 26** and keep State Street car-free during this interim period.

Thank you for your service to our community and for your thoughtful consideration.

Sincerely,

Todd Grappone

27 E. Gutierrez St #415

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\* \* \*

**Todd Grappone, MLIS**

**University Librarian**

Library - Room 3589

Tel. (805) 893-3256

Email: [grappone@ucsb.edu](mailto:grappone@ucsb.edu)



## Kimberly Johnson

---

**From:** Tim Fitzpatrick <fitzpatrickt25@gmail.com>  
**Sent:** Monday, June 29, 2026 8:20 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from fitzpatrickt25@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Please keep state street car free. It's safer, more welcoming and creates a more vibrant Santa Barbara.

Sincerely,

Tim Fitzpatrick  
16 W mission St

Sent from my iPhone

## Kimberly Johnson

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**From:** Daniel Hennessey <danielhennessey1212@gmail.com>  
**Sent:** Monday, June 29, 2026 8:20 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from danielhennessey1212@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

State Street should remain car free! It doesn't make sense to open cars on state street since there's not even parking on state street. You have to walk if you take a car no matter what.

## Kimberly Johnson

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**From:** Michael Arnold <michaelaarnold@gmail.com>  
**Sent:** Monday, June 29, 2026 8:19 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

I live about a mile from the car-free blocks of State and I walk or bike to work there every day. My "commute" gets immeasurably more pleasant the moment I stop having to navigate noisy, stinky, dangerous cars. I love taking breaks mid-day to stroll State and grab a pastry or lunch at a nearby restaurant, or to come down at sunset for a drink at Dusk.

I know there are design challenges to be overcome, but re-opening to cars would be a tragic step backwards. I first moved to Santa Barbara more than 20 years ago, and State St is so, so, so much more pleasant to be on than at any point I can remember. Please don't let a small but vocal set of people dissuade you from the right thing: keep State car-free!

Thank you,  
Adlai Arnold

## Kimberly Johnson

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**From:** Brendon Bolin <Brendon.Bolin@arthrex.com>  
**Sent:** Monday, June 29, 2026 8:17 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from [brendon.bolin@arthrex.com](mailto:brendon.bolin@arthrex.com). [Learn why this is important](#)

It's absurd this keeps even being a debate. Cars on State Street benefits close to no one. Using State Street for car traffic is inefficient for driving or accessing parking. If going to State Street via car, already the parallel streets are used for accessing public parking. For actually being on State Street, having it car free is immensely more enjoyable, safer, and healthier. Why are we debating risking the health, safety, and enjoyment of the many to allow cars on the road shows a naive a short sighted mindset of caving to car culture even in instances where it is an overwhelmingly negative proposition. It speaks to how out of touch people can be with reality. The people clamoring to have cars again on State Street are the people that rarely if ever frequent it and are in principle against any changes that put pedestrians and bicycles above the car.

**Brendon Bolin** - *Systems Engineer*



749 Ward Drive  
Santa Barbara CA 93111

Email: [Brendon.Bolin@arthrex.com](mailto:Brendon.Bolin@arthrex.com)  
Phone: 805.964.8104 ext. 79204

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## Kimberly Johnson

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**From:** Holly Perea  
**Sent:** Monday, June 29, 2026 8:12 AM  
**To:** Santa Barbara City Council  
**Subject:** FW: written comment re: City Council agenda of July 2, Item #26  
**Attachments:** letter to city.pdf

Message forwarded as requested



**Holly Perea**  
*Executive Assistant to the Mayor & City Council*  
CITY OF SANTA BARBARA  
(805) 564-5318 | [hperea@santabarbaraca.gov](mailto:hperea@santabarbaraca.gov)  
[SantaBarbaraCA.gov](http://SantaBarbaraCA.gov)

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**From:** Karl Hutterer <[klhutterer@gmail.com](mailto:klhutterer@gmail.com)>  
**Sent:** Sunday, June 28, 2026 4:04 PM  
**To:** Holly Perea <[hperea@santabarbaraca.gov](mailto:hperea@santabarbaraca.gov)>  
**Subject:** written comment re: City Council agenda of July 2, Item #26

Dear Holly

Please find attached a written comment regarding Item #26 on the Agenda of the City Council meeting on July 2. Would you please distribute it to the appropriate people.

Many thanks.

Karl

--

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

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

"Anybody who thinks that exponential growth can go on forever in a finite world is either a madman or an economist."

*Kenneth E. Boulding*

## Kimberly Johnson

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**From:** Chris Silverstein <chris.silverstein@gmail.com>  
**Sent:** Monday, June 29, 2026 8:12 AM  
**To:** City Clerk  
**Subject:** Keep cars off State Street

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

Please make State Street a beautiful community space without cars in perpetuity. The challenge is finding the money to do this and dealing with the biking community to reduce the conflict between bikers and pedestrians.

## Kimberly Johnson

---

**From:** Geoff Brown <gbrown72@gmail.com>  
**Sent:** Monday, June 29, 2026 8:03 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from gbrown72@gmail.com. [Learn why this is important](#)

Please keep State Street closed and proceed with the master plan

## Kimberly Johnson

---

**From:** Kristy Odermann <kristyodermann@gmail.com>  
**Sent:** Monday, June 29, 2026 7:56 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hello,

I am a resident of downtown Santa Barbara. I have lived in the heart of downtown for the last 15 years. I walk and bike through downtown, using the state street corridor, almost daily. I often stop at a restaurant or a local store to make a purchase. My friends and family members and I attend downtown events because we can do so easily and enjoy the pleasant car free atmosphere. I use the state street loop shuttle 1-2 times per week and utilize the state street ebike stations several times a week.

If street opens to cars I, and other residents, will be less likely to spend time and money downtown because it will be less appealing. There is no parking on state street and the cars only bring hazards, noise, traffic, and pollution. It is undeniable that the small businesses and restaurants have increased patronage and visibility because of the foot traffic increase caused by the street closure.

I hope that you will take the widespread public support of the state street closure into consideration and avoid the costly process of reopening the street to cars. Please consider the negative impacts that increased car traffic would have on our downtown community and small businesses. Please keep state street community and business friendly.

Thank you,  
Kristy Odermann

## Kimberly Johnson

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**From:** Bill Batchelor <bill.batchelor@kedy.com>  
**Sent:** Monday, June 29, 2026 7:37 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Mayor and Council members,

One wonders if Council members have time to read all of these comments. At times, it must be overwhelming. I appreciate the consideration each of you brings to the conversation.

I am writing to urge you to keep State Street car-free while the State Street Master Plan moves toward final adoption.

I understand the argument that some businesses are struggling because customers cannot park directly in front of them. But if front-door parking were the difference between success and failure, La Cumbre Plaza should be booming. Traditional malls are not dying because they lack front-of-store parking. They are struggling because the business model for brick-and-mortar retail has changed dramatically over the last twenty years. *The internet, not the absence of cars, changed the business model.*

State Street's future should not be built around trying to recreate a version of 1990's retail that no longer exists. State Street's strength is that it can become something online shopping cannot provide: a beautiful, social, walkable public place where people want to linger, meet friends, eat outside, hear music, browse shops, take in art, and feel that they are somewhere distinctly Santa Barbara.

Other cities have shown this can work. Boulder's Pearl Street Mall converted from a vehicle street into a pedestrian mall *in 1977*, is still described by the City of Boulder as a nationally renowned public space and major attraction nearly fifty years later. The American Planning Association similarly recognizes Pearl Street as an example of the social and economic vitality that can come from a focused shift toward pedestrian-only space.

The City has already done the hard work: years of public engagement, planning, technical review, and refinement. The direction is clear. State Street should be a people-first public space, with access managed for emergency vehicles, deliveries, ADA needs, maintenance, bicycles, and pedestrians. Reopening the street to cars now, even temporarily, would spend public money to move backward just as the long-term plan is coming into focus.

Please reauthorize the current car-free configuration, keep the promenade in place, and focus the City's energy on making it better: safer bicycle behavior, better accessibility, better signage, cleaner and more consistent outdoor dining, more shade, more seating, and a stronger mix of local businesses and events.

Sincerely,  
Bill Batchelor

Lower West Side

## Kimberly Johnson

---

**From:** Sarah Roberts <sarah.el.roberts@gmail.com>  
**Sent:** Monday, June 29, 2026 12:23 AM  
**To:** City Clerk  
**Subject:** State Street, from 1925 to 2026

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

Dear City Council,

Nearly one hundred and one years ago, Santa Barbara was devastated by the historic 1925 earthquake. In the aftermath of this disaster, prominent community members reimagined and advocated to rebuild the city in the Spanish Colonial Style. While the architectural charm that defines our town is now widely celebrated, this unique vision was met with significant controversy at the time. Without strong leaders such as Pearl Chase and Fredrick Forest Peabody, our town would have been rebuilt to look like every other turn-of-the century town in America.

In 2020, a different natural disaster devastated not just our town, but the entire world. The COVID19 pandemic birthed a new version of State Street that now included relaxed outdoor dining, a pedestrian-only promenade, and a safe, centralized bike lane.

As both a nurse practitioner and a patient who was on crutches for three months last year, I support making our downtown businesses more accessible to those with mobility limitations. Can't our City leader envision more creative solutions to accessibility, without making the street open to all cars? Perhaps movable partitions with sensors for those with disabilities? Or ADA-friendly shuttles servicing a reliably serviced handicapped parking area?

In summary, I urge our city council to keep State Street closed to cars. Why revert to again being like many downtowns in America with cars polluting our main promenade? Our predecessors were able to turn something devastating into a lasting, beautiful legacy. Perhaps this most recent disaster will be the genesis of our town into a more environmentally-conscious, elegant and safe place for locals and tourists alike.

Sincerely,

Sarah Robbins, NP

## Kimberly Johnson

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**From:** Nick Alward-Saxon <nalward+saxon@gmail.com>  
**Sent:** Sunday, June 28, 2026 10:46 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Members of City Council,

State Street serves the people of SB better car-free. It's premature to allow Title 31 to lapse when the master plan is still being actively worked on. Please vote to protect this important part of downtown SB by keeping it car free!

Best,  
Nick Alward-Saxon

## Kimberly Johnson

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**From:** Natalie Jones <nmjones.cc@icloud.com>  
**Sent:** Sunday, June 28, 2026 10:02 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from nmjones.cc@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello Mayor Rowse and City Council,

Let's be frank: drivers have gotten worse, and I don't think that trend will stop any time soon. Allowing car traffic back on State Street reintroduces a lot of risk, and for what benefit? It's not easy to recognize businesses at a glance due to HLC's signage rules, unless drivers are driving drastically below the speed limit of 25mph. If drivers are going the speed limit but looking at businesses, they're distracted and not watching the road and their surroundings—which include cyclists, pedestrians, and pets.

I'm younger than most of the "reopen State Street" crowd, but I empathize with the people in our community who would like to see downtown go back to "the way it was." My hometown has also changed a lot in the past decade, in many ways that I don't love. But in addition to those changes, I'm constantly learning about new shops, restaurants, and community organizations that have opened since I moved away, and they give me a great sense of pride for my hometown.

It's not the end of the world when things change—it's inevitable. I feel lucky to live in a city where everyone cares so much about shaping these changes together. We have a chance to see the Master Plan through to completion, making State Street a world-class destination and a community hub for all ages.

Please reauthorize Title 31 and keep car traffic off of State Street.

Best,  
Natalie Jones

## Kimberly Johnson

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**From:** Dennis Allen <dallen4191@aol.com>  
**Sent:** Sunday, June 28, 2026 9:31 PM  
**To:** City Clerk  
**Subject:** Letter to Council Members  
**Attachments:** City's Title 31 letter.docx

Some people who received this message don't often get email from dallen4191@aol.com. [Learn why this is important](#)

Dear Clerk,

Attached is my letter to members of the Council related to item #26 on this Tuesday's agenda.

Thank you for sharing it with them.

Dennis Allen

## Kimberly Johnson

---

**From:** Zachary Elgart <zachary.elgart@gmail.com>  
**Sent:** Sunday, June 28, 2026 7:33 PM  
**To:** City Clerk  
**Subject:** Item 26 - Reauthorize Title 31

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

State Street is perfect without cars. It's safe for me to ride my bike as I explore town or go get groceries and its safe for me to take my nieces to because they can focus on being kids and not on whether they'll survive the walk or ride. Plus, its free to reauthorize Title 31 while not doing so is going to cost us around \$700,000 as well as put grants (Bloomberg) and pilot transit programs (Loop) at jeopardy because they both rely on a car-free State. Finally, businesses on State report more revenue without cars so not reauthorizing Title 31 will reduce sales tax revenues while incurring additional expenses. Please vote to reauthorize Title 31.

## Kimberly Johnson

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**From:** Bungalow West <hello@shopbungalowwest.com>  
**Sent:** Sunday, June 28, 2026 7:24 PM  
**To:** City Clerk; Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Mayor and Council Members,

I grew up in Santa Barbara, and I raised my family here. I remember Piccadilly Square. I remember when La Cumbre Plaza and Paseo Nuevo were thriving and fully occupied. Like many lifelong residents, I have seen downtown retail rise, shift, and change over time. My perspective has shifted significantly since becoming a business owner on State Street, because now I experience it every single day. In fact, I am right in the heart of it on the 700 block of State Street, directly across from De La Guerra Plaza.

I am here seven days a week, at least eight hours a day. I do not see State Street occasionally. I live its reality. Every day, we hear from visitors from all over the world who tell us they are stunned by the beauty of Santa Barbara and make a point of mentioning how much they love that our street is free from traffic, noise, and exhaust.

We also hear from people who have not been downtown in years. They are often surprised by how vibrant it is now, how many new shops have opened, and how enjoyable it is to walk the street again. More now than ever since the sidewalks, trash cans, and foliage are clean again after years of neglect.

Reopening State Street to cars will not bring back the department stores and chains that left long ago. Take a fresh look at all the recent premium brands that have invested in a car-free State Street: Vuori, Sephora, Alo, and more, right alongside new and existing vibrant local shop owners. It's amazing to see.

It will not add parking. Cars on State Street and a parade (and I loved those parades) was never the solution, and it will not be the solution now.

Retail has changed everywhere, not just here. But State Street is coming back quickly and more beautifully.

Today, people come to downtown Santa Barbara for the experience: to shop, explore, dine, and discover.

What is concerning is that many business owners and employees, including myself, experience a limited, if not non-existent, visible police and public safety presence. This contributes to ongoing concerns about day-to-day comfort and confidence in the downtown environment for both locals and visitors. In contrast, Montecito is increasingly perceived as having strong conditions of safety and cleanliness and is benefiting from positive word-of-mouth, which we hear referenced regularly. This is the direction we need to head in.

Invest in what is already working. Keep State Street clean, safe, vibrant, pedestrian first and car-free.

And finally, I hope that twenty years from now we can look back on this moment and say this Council had the courage to build on what makes Santa Barbara special, not the decision to return State Street to conditions that are sure to fail businesses or simply no longer exist.

Kindly,

Brooke Hansen  
Owner - Bungalow West

## Kimberly Johnson

---

**From:** jacque@impulse.net  
**Sent:** Sunday, June 28, 2026 7:24 PM  
**To:** City Clerk  
**Subject:** Reopen State Street to Traffic and Parades to Revitalize Our Community

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

### **Reopen State Street to Traffic and Parades to Revitalize Our Community**

Dear Mayor and City Council,

As a concerned member of the Santa Barbara County community, I am writing to strongly urge the City Council to reopen State Street to vehicular traffic and return our downtown to the vibrant, flowing corridor it once was.

While the pedestrian promenade served its purpose as a temporary emergency measure during the pandemic, that era is long over. Today, nine blocks of our historic downtown look like a ghost town compared to what it once was. The extended closure has caused a noticeable loss in economic vitality, foot traffic, and natural flow. Many longtime businesses are struggling, and storefronts sit empty. We need to bring life and accessibility back to our city's core.

Furthermore, closing State Street has broken a beloved Santa Barbara tradition: parades. The historic Fiesta parade and other community celebrations can no longer pass through the heart of our city in the traditional way, severing a crucial link in our local cultural heritage.

I respectfully ask the Council to reconsider current pedestrian-only policies and revert the street to a layout that accommodates cars and allows parades to wind their way once again through our downtown.

Thank you for your time, your public service, and your continued dedication to the economic and cultural health of Santa Barbara.

## Kimberly Johnson

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**From:** Marcel Hemp <marcelinsb@gmail.com>  
**Sent:** Sunday, June 28, 2026 6:05 PM  
**To:** City Clerk  
**Subject:** Car free State Street

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

As a 37-year retail business owner at 531 State Street, I have directly observed the positive impact that a car-free State Street has on retail sales. Unlike other cities where seasonal extremes of heat or cold limit outdoor activity, Santa Barbara's climate remains ideal for year-round outdoor engagement.

We must leverage our unique environment to create a plaza-like shopping and dining experience free from the noise and exhaust pollution of motor vehicles. Transitioning away from the constant disruption of revving engines and peeling tires allows visitors to enjoy our downtown in peace.

My position is supported by direct feedback from our clientele: out of hundreds of visiting customers surveyed, 238 expressed strong support for the car-free initiative, while only 5 individuals opposed it due to parking concerns.

Sincerely Marcel Monsivais  
Marcel Monsivais Inc.  
Marcel Hemp  
531 State Street

## Kimberly Johnson

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**From:** Michael Filson <mikefilson1@gmail.com>  
**Sent:** Sunday, June 28, 2026 5:44 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from mikefilson1@gmail.com. [Learn why this is important](#)

### Keep State Street Closed

My wife and I ride our bikes there every weekend. There is always a ton of people shopping and eating at the restaurants. We have also driven there, parked, and walked the area. For anyone to say that it's too far to walk from a corner or another street is ridiculous. Walking or riding the downtown area adds to the atmosphere and creates a safe place of all to enjoy.

I do believe that downtown should be opened up for parades.

There are also street vendors that would be forced to sell on a crowded sidewalk if downtown were to open back up which would create chaos.

And the thought of the amount of e-bikes on a sidewalk that travel downtown is unimaginable.

I am all for keeping State St closed to traffic !

\* \* \* \* \*

Michael Filson

\* \* \* \* \*

## Kimberly Johnson

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**From:** caitlylinehan@umail.ucsb.edu  
**Sent:** Sunday, June 28, 2026 5:29 PM  
**To:** City Clerk; State Street Master Plan  
**Subject:** A MUST READ: Public Comment, Item 26: Please Reauthorize Title 31 and Keep State Street Car-Free

Some people who received this message don't often get email from caitlylinehan@umail.ucsb.edu. [Learn why this is important](#)

Dear Mayor and City Council,

I'm writing in support of Item 26 to urge you to reauthorize Title 31 and keep State Street Car-free. I love State Street, and I say that as someone who does not drive. I grew up in New York City, where getting around on foot is simply how life works, and being in a walkable place is vital to me. Santa Barbara has built exactly that on State Street. That walkability is a big part of what made me feel welcomed here into the community. I'm also a PhD student researching how we make cities more walkable and liveable, and State Street is one of the top examples I point to in my own work. When I explain why features like outdoor dining, open-air markets, and spaces for community gathering matter, this is the place I describe. It isn't hypothetical for me, this is a concrete example of a successful walkable feature in a city, it's right here. And State Street does so much more than just look nice.

A car-free street keeps these areas open for community, for the small, ordinary moments that matter: passing a neighbor and stopping to talk, running into people, having room to just be around each other. From my research, those things are real. Walkable public space supports our physical and mental health, it's better for the environment, and it strengthens the social ties that hold a neighborhood together. Santa Barbara has built something that many cities are still only planning for.

The practical case is just as strong. The City's own staff report shows that reauthorizing Title 31 costs nothing, while letting it expire could cost around \$700,000 to tear out the current setup and put vehicle lanes back. State Street is also the spine of the City's bike network, and reopening it to cars makes it a higher-stress route that families, older adults, and newer cyclists are far less likely to use. The Loop Shuttle and the expanded dining on the 500 block are current, and both depend on the street staying car-free. Businesses along the corridor have even reported higher revenue since the change. Reverting now would undo that momentum just when downtown is bouncing back.

This is a low-cost, no-regrets decision. Title 31 only needs reauthorizing for the interim, while the full Master Plan (which Council already voted to support the concept of on April 28) keeps moving toward adoption later this summer.

Thank you so much for your time, and for the work you're doing on the future of State Street.

Sincerely,  
Caitlyn Jeri Linehan  
Resident of the 93117

**Kimberly Johnson**

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**From:** NANCY FERGUSON <nancyferguson@cox.net>  
**Sent:** Sunday, June 28, 2026 5:23 PM  
**To:** City Clerk  
**Subject:** State Street downtown

Return State to cars in both directions with bike lanes also.

## Kimberly Johnson

---

**From:** Andrew Robbins <andrew.robbins805@gmail.com>  
**Sent:** Sunday, June 28, 2026 4:56 PM  
**To:** City Clerk  
**Subject:** master plan for downtown

Some people who received this message don't often get email from andrew.robbins805@gmail.com. [Learn why this is important](#)

Dear Clerk of Santa Barbara,

I am writing to express my support for keeping State street **closed** to cars. Back when State street was open to cars, I personally was almost hit by a car speeding up State street. State Street is much safer and more pleasant without cars. I use the bike lane to commute to my job in the funk zone, and it is a very safe way to get across town.

Related, I have two safety concerns with how the bike lane has been working:

- 1.) I have seen a lot of kids on e-bikes who ride dangerously. They don't stay on their side of the bike lane, ride multiple riders across, swerve back and forth, pop wheelies, and ride at unsafe speeds. My personal opinion is that the only way to improve this dynamic is for the police to write tickets and educate them on safe riding.
- 2.) There are also always pedestrians walking in the bike lane. I've personally had close calls when young kids in a group next to the bike lane suddenly running into the bike lane. Perhaps, striping a third lane, just for pedestrians, similar to the butterfly beach area could improve this problem? I would also say that the Cabrillo bike lane is dangerous for the same reason.

Lastly, thank you to all the people at the City who have put so much thoughtful time and energy into this issue.

Thanks, Andrew Robbins

## Kimberly Johnson

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**From:** Kian Ghodoussi <ghodoussikian@gmail.com>  
**Sent:** Sunday, June 28, 2026 4:50 PM  
**To:** City Clerk  
**Subject:** Item 26: Title 31 Renewal

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

Hello,

I'm a local Santa Barbara resident and small business owner on upper State st. I sincerely urge the council to vote in favor of reauthorizing Title 31. There are a number of arguments that I feel have been misrepresented by a number of the advocates of "opening" State street that I wanted to discuss.

**Accessibility:** This is a major talking point of the Open State street crowd. However, the State st shuttle enables handicapped individuals access not to a single location, but the entire promenade. Furthermore, they do not discuss a major branch of accessibility: *financial*.

A car requires massive upfront payment to purchase, monthly payments, gas, maintenance, repairs, and insurance. The requirements of cars for jobs and transportation is a vicious cycle, making cities less and less walkable, more spread out, and even more car required. As a result, in order to even attempt to get a job, individuals must take out car loans.

**Density:** Walkable cities are not just for tourists. They enable residents to live without the excessive financial burden required by cars. A car free State street provides a foundation for dense housing to be built without excessive parking requirements and without congesting our already strained freeway capillaries and arteries. We can flip the urban sprawl cycle on its head and we have a head start many cities would be envious of. Our tourism industry has supported a lively downtown; with more housing, less cars, we can have a built-in workforce and economy to bolster each other up.

**Business:** Open State st. seems to argue that cars give businesses more foot traffic. Are you more likely to stop by a random store if you drive by it for a brief second, or walk by it and are intrigued. I think the answer is obvious. Driving requires patrons of a business to actively choose to go to that business. Walking enables discoverability. Instead of spending money on advertising and flyers, a business can simply start on State street and receive immediate foot traffic and opportunity. This will lead to a different set of businesses succeeding, opening the door to high quality local business.

E-commerce is clearly here to stay. The way to combat it is to look to Spain, New York, France, Norway, all countries and cities with thriving brick and mortar stores that have been resilient to e-commerce because people walk by stores every day. Making purchases in person becomes more convenient not less.

**Vacancies:** E-commerce has hit the town hard. Property values have gone down (at least in reality, despite the landlord's resistance to lower rent prices). The real estate companies behind open State st. want to spend city funds briefly enabling cars to pass through so they can diversity their assets at a higher value. They fear monger with the crime statistics associated with vacancies. However, there are

many other solutions. The one I would propose is an elevated tax on vacant properties. This will accelerate the free market process, forcing landlord to lower rates until a property is filled rather than hold the city hostage to all the negative effects they argue vacancies cause.

**Opportunity:** Santa Barbara has an incredibly opportunity to build on State streets existing foundation. We can build a dense accessible and productive downtown that supports the cities economy and workforce for years to come. Thank you for your time and I appreciate the work and thoughts you have put into this process.

Best,  
Kian

## Kimberly Johnson

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**From:** Kristen Johansen <kristen@littlecastlepress.com>  
**Sent:** Sunday, June 28, 2026 4:50 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

As someone who lives and works downtown, I implore you to keep state street closed to cars. I feel safe letting my kids walk downtown with their friends. I enjoy eating outdoors without the stink of car exhaust. I have found I spend so much more time downtown than I did pre-Covid because it's just so much nicer to walk around and just be.

I grew up here and remember State Street with cars, even State Street with parking. It was not the Shangri-La that some people are making it out to be, in fact it was pretty much a wasteland that struggled to hold on to local businesses (anyone remember before Paseo Nuevo?!)

Make downtown not just a place to go but a place to live. Please go all in on making State a true pedestrian plaza and stop pretending like going backwards is going to be anything but yet another boondoggle that makes the City Council lose credibility and is a huge missed opportunity for Santa Barbara.

Please vote to keep downtown SB car free.

Thank you,

Kristen Johansen



**Kristen Johansen**  
Little Castle Press  
Studio by appointment  
128 W Ortega St #5  
Santa Barbara California 93101

Phone: 805 729 2424  
Instagram: @littlecastlepress  
Web: [littlecastlepress.com](http://littlecastlepress.com)

## Kimberly Johnson

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**From:** carol shaw <sosboschi@gmail.com>  
**Sent:** Sunday, June 28, 2026 4:14 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Dear Mayor, City Council, and those who call Santa Barbara their home,

Please do not re-open State Street to cars. This is an important ongoing experiment. A pedestrian mall, a cultural paseo, revitalizes our downtown. Incubating organic development gives this City an opportunity to develop a unique downtown character and become a destination for locals and visitors alike.

Already, the area is becoming somewhere people want to linger; dine and shop as evidenced by the higher revenue reported by local businesses since the street went car-free. Currently, the Loop Shuttle and the expanded sidewalk dining on the 500 block are active pilot programs. Their continuing success depends on State Street staying car-free.

A car-free corridor is key to the City's bike network which, with the creation of separated pedestrian and bike lanes would make the downtown a healthier and, a more viable public space. The reduction in accidents has made the area demonstrably safer.

There is no downside to reauthorizing Title 31. It benefits everyone and costs nothing. In contrast, according to the City's staff report, letting it expire would cost an estimated \$700,000 just to rip out the current setup and restore vehicle lanes.

The budget to re-open State Street to cars only further accelerates depletion of Santa Barbara's coffers. And, to what end? A familiar urban ghost town that is unable to compete with Goleta's shopping malls?

Please thoughtfully exercise your decision making power for the good of this community. It's a wonderful life, if you have the vision to see its future.

Sincerely,  
Carol Shaw

Sent from my iPhone

## Kimberly Johnson

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**From:** Aurora Meadows <a4meadows@gmail.com>  
**Sent:** Sunday, June 28, 2026 4:02 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from a4meadows@gmail.com. [Learn why this is important](#)

Kid safe streets please

Aurora



Aurora Meadows



[a4meadows@gmail.com](mailto:a4meadows@gmail.com)



805.637.3177

**Kimberly Johnson**

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**From:** Jake Perdue <jakeperdue111@gmail.com>  
**Sent:** Sunday, June 28, 2026 4:00 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from jakeperdue111@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

DO NOT ALLOW CARS ON STATE STREET!!!

Sent from my iPhone

## Kimberly Johnson

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**From:** Hanna Workman <hkatworkman@gmail.com>  
**Sent:** Sunday, June 28, 2026 3:56 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

I vote to keep Santa Barbara car free

## Kimberly Johnson

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**From:** Ilan Macadam-Somer <ilan@interwovenpath.com>  
**Sent:** Sunday, June 28, 2026 3:46 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hi there,

I'm a Santa Barbara local and I implore you to keep the current pedestrian and bike only areas of State Street car free! My friends and I love walking, biking, and eating outside on the promenade. Please keep the cars out!

Thank you,

**Ilan MacAdam-Somer**

Environmental Consultant | Meditation Instructor | Musician  
Pacific Time (US) | He/Him



## Kimberly Johnson

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**From:** Maya Schoop <mayaschoop@gmail.com>  
**Sent:** Sunday, June 28, 2026 3:08 PM  
**To:** City Clerk  
**Subject:** State Street

**Importance:** High

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

Dear City Council Members,

I am writing as a Santa Barbara resident since 1982 to thank you for the State Street Master Plan vote this April, and to urge you to hold firm against the renewed push to bring private vehicles back to the street.

The opening of Paseo Nuevo Mall in 1990 changed State Street long before COVID-19 entered the picture. Higher rents pushed out small businesses, and chain stores moved in — Santa Barbara lost a meaningful piece of its small-town character well before any pandemic closures. COVID-19 has often been blamed for the businesses that later closed on State Street, but in my experience, most of those closures were chains struggling against online shopping. I had already stopped frequenting State Street years before the pandemic, simply because it had lost the personality I once loved.

State Street should be built for people, not cars. Cities around the world — large and small — have shown that pedestrian-first streets can be vibrant, charming, and economically successful. We have ample parking structures within a few blocks of State Street with clear signage; getting downtown without a car is not the burden some suggest.

I recognize that the accessibility and safety concerns some residents have raised — around parklets, e-bikes, and clear wayfinding — are real and deserve continued attention as the Master Plan moves into its implementation phases. But these are solvable design problems, not reasons to reopen the street to vehicle traffic.

If pressure to reverse the Council's decision continues, I hope you will at minimum preserve several blocks as fully car-free — a place with trees, native plants, outdoor dining, and room for families to gather without the noise and exhaust of traffic. That is the heart and soul of State Street I remember, and the one I hope future Santa Barbarans get to know.

Thank you for the opportunity to share my perspective, and for your continued work on this plan.

Sincerely,

Maya Schoop-Rutten

## Kimberly Johnson

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**From:** Nansie Chapman Douglas <nchap805@gmail.com>  
**Sent:** Sunday, June 28, 2026 2:10 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from nchap805@gmail.com. [Learn why this is important](#)

Please keep State Street closed to cars but include: NO MOTORIZED VEHICLES EXCEPT THOSE WITH A LICENSE TO MOVE PEOPLE FROM POINT A TO POINT B.

E-bikes are dangerous in the areas where people are walking and these bikes are out of control! There is no reason they should be allowed in the areas that are setup for pedestrians. There are currently no regulations governing the use of these bikes that should include an age limit, speed, helmets, test etc. They are no different than a motorcycle! Personally I would prefer not seeing bikes or skateboards either but that might be a harder to pass.

Thank you  
Nansie Douglas  
Santa Barbara Resident

## Kimberly Johnson

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**From:** Meriwether Clarke <meriwether.clarke0@gmail.com>  
**Sent:** Sunday, June 28, 2026 1:37 PM  
**To:** Santa Barbara City Council  
**Subject:** Please Open State Street to some vehicular traffic

Hello,

I've email y'all before about this. As an SB resident and someone who runs a downtown State Street business, I ABSOLUTELY would love to see car traffic return to State Street in some capacity. This endless, stagnant closed street is devastating crucial elements of our local economy by reducing visibility and accessibility. DSBIA data shows almost a reduction of one million visitors downtown between 2024 and 2025. The Master Plan Appendices note that, on a good day, 2000 cyclists are on State Street. This is anywhere from 3-4.5 times LESS than car traffic (between 7000-9400, depending on the block) pre-closure.

This clearly isn't working. It's great that so many young people, most of whom I'm pretty sure are students and won't live here in a few years, want the street to remain closed before the master plan is funded. I do not think that is the opinion of many others who live here or visit here (who actually spend money downtown!).

-Meriwether Clarke, Lewis & Clark

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Meriwether Clarke | [www.meriwetherclarke.com](http://www.meriwetherclarke.com)

**Kimberly Johnson**

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**From:** Lessandro Morales <lessandro.m@gmail.com>  
**Sent:** Sunday, June 28, 2026 11:21 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from lessandro.m@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Cars are pretty useless on state street. All it does is attract inconsiderate people to drive their loud vehicles on the weekends. Please do not open it back up to cars.

Enviat des del meu iPhone

## Kimberly Johnson

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**From:** filter.bistros\_5u@icloud.com  
**Sent:** Sunday, June 28, 2026 10:20 AM  
**To:** City Clerk  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from filter.bistros\_5u@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Keep state street free of cars! Instead, spend a little energy and budget to permanently transform the promenade. Ie: dd dedicated bike lanes with curbing - this has all been done before, take a trip to the Netherlands or Denmark and copy the pros.

## Kimberly Johnson

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**From:** dr.dannyzamir <dr.dannyzamir@gmail.com>  
**Sent:** Sunday, June 28, 2026 8:47 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

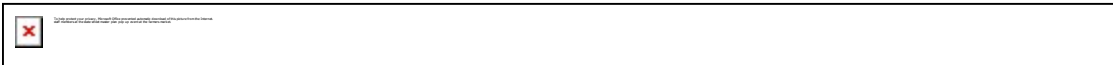
Some people who received this message don't often get email from dr.dannyzamir@gmail.com. [Learn why this is important](#)

Please keep state street open. It's the obvious choice. And has made downtown more vital. I own a business just off state street and the car free street has made life so much better.

Danny Zamir, Psy.D.

**From:** City of Santa Barbara <communications@santabarbaraca.gov>  
**Sent:** Sunday, June 28, 2026 8:02 AM  
**To:** Austin J. Taylor  
**Subject:** Reminder: State Street Master Plan Public Comment Closes Tuesday, June 30 (ENG/SPA)

[View as Webpage](#)



## State Street Master Plan Public Comment Closes Tuesday, June 30

### **Desplácese hacia abajo para obtener información en español**

The City's public comment period for the State Street Master Plan closes on Tuesday, June 30, 2026. Written comments may be emailed to [StateStreetMasterPlan@SantaBarbaraCA.gov](mailto:StateStreetMasterPlan@SantaBarbaraCA.gov).

Following the public comment period, staff will be finalizing the Master Plan, and the final State Street Master Plan will be presented to City Council in August 2026.

In addition to the State Street Master Plan, the City Council will be discussing the interim implementation of the State Street Master Plan on Tuesday, June 30, 2026. Staff will be requesting direction from Council on whether to maintain the State Street Promenade in its current configuration until the Master Plan is implemented and return to Council with amendments to reauthorize Title 31 or to allow Title 31 to expire and return to Council to appropriate funds necessary to effectuate the re-configuration of the roadway for vehicular traffic until the Master Plan can be implemented.

### **Interim Implementation of the State Street Master Plan Presentation at City Council**

Tuesday, June 30, 2026

Begins at 2:00 p.m.

City Hall, Council Chambers (735 Anacapa St.)

[Event Info](#) | [Add Event to Your Calendar](#)

For more information, visit [Create State](#).

### **Documents to Review:**

- [Draft State Street Master Plan](#)

- [Draft State Street Master Plan Appendices](#)

## El periodo de comentarios sobre el Plan Maestro de State Street finaliza el martes 30 de junio

El período de comentarios públicos de la ciudad para el Plan Maestro de State Street finaliza el martes 30 de junio de 2026. Los comentarios por escrito se pueden enviar por correo electrónico a [StateStreetMasterPlan@SantaBarbaraCA.gov](mailto:StateStreetMasterPlan@SantaBarbaraCA.gov).

Después del período de comentarios públicos, el personal finalizará el Plan Maestro y el Plan Maestro final de State Street se presentará al Concejo de la Ciudad en agosto de 2026.

Además del Plan Maestro de State Street, el Concejo de la Ciudad hablará sobre la implementación provisional del Plan Maestro de State Street el martes 30 de junio de 2026. El personal solicitará la dirección del Concejo sobre si mantener la State Street Promenade en su configuración actual hasta que se implemente el Plan Maestro y regresar al Concejo con enmiendas para reautorizar el Título 31, o permitir que el Título 31 expire y regresar al Concejo para asignar los fondos necesarios para llevar a cabo la reconfiguración de la vía para el tráfico vehicular hasta que se pueda implementar el Plan Maestro.

### Implementación provisional de la presentación del Plan Maestro de State Street ante el Consejo Municipal

Martes, 30 de junio de 2026

Comienza a las 2:00 p.m.

Alcaldía, Cámara del Consejo (735 Anacapa St.)

[Información del evento](#) | [Agregar evento a su calendario](#)

Para obtener más información, visite [Create State](#).

### Documentos para revisión:

- [Borrador Plan Maestro de State Street](#)
- [Borrador Plan Maestro de State Street - Anexos](#)



**City of Santa Barbara**  
City Hall  
735 Anacapa Street,  
Santa Barbara, CA 93101  
[SantaBarbaraCA.gov](http://SantaBarbaraCA.gov)



City of Santa Barbara | City Hall 735 Anacapa Street | Santa Barbara, CA 93101 US

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## Kimberly Johnson

---

**From:** Sharyn Alexander <alexander.sharyn@gmail.com>  
**Sent:** Sunday, June 28, 2026 7:50 AM  
**To:** City Clerk  
**Subject:** Keep State Street Open

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

Please keep State Street Open to cyclist and pedestrians. It should be the landlords that should be penalized for not leasing out their spaces. There are other towns and cities in California that if landlord doesn't rent their spaces between six months and a year they get penalized. Why should the people get penalized because the landlords overcharge for their spaces in Santa Barbara? It makes it almost impossible for small businesses to be successful. Santa Barbara used to be about the people now it seems to be about the developers and what City council thinks is right. Why don't we put this to vote without any funding or anybody coming in from outside of Santa Barbara ask the people what they truly want. I think if you looked at the demographics, you would see that most of the people that don't want to open State Street are either older people or might've had a bad encounter with young people. Who like all young people think they're invincible. Penalized the parents not the people. Or the developers and landlords. When State Street was open, it was a gridlock on the weekends. It was almost impossible to get down State Street in 10 to 15 minutes. I don't understand why driving your car and not utilizing your body would make it a better situation. It would be really nice of the Santa Barbara city council to listen to the people who live here. I'm 65 years old love riding my bike with my husband and my friends. It's a joy to be able to ride down State Street. Our biggest concern in Santa Barbara is Clean-Up the homeless that should be your number one priority. It's very sad to go to State Street a beautiful place in a beautiful city and be inundated with people laying on the sidewalk with all their stuff, harassing people walking by and scaring grandchildren.  
Thank you, Sharyn Alexander.

Sharyn Alexander-Weir  
Alexander Landscape & Designs  
Mobile: 319.863.0050  
[designsbysharynsb@gmail.com](mailto:designsbysharynsb@gmail.com)

## Kimberly Johnson

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**From:** Kyle Finger <kyleefinger@gmail.com>  
**Sent:** Sunday, June 28, 2026 7:39 AM  
**To:** City Clerk  
**Subject:** June 30th Meeting, Item 26

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

Hello City Council members,

Regarding item 26 for the June 30th meeting, please vote to keep State Street car free. This part of the street has never had parking, just loading zones, so access has not been impeded in any way since this change was originally made.

Sincerely,  
Kyle Finger

## Kimberly Johnson

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**From:** Ivan Bercovich <ibercovich@gmail.com>  
**Sent:** Sunday, June 28, 2026 7:34 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from ibercovich@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I've been living in Santa Barbara since 2010 and I've never encountered a political issue more unreasonable than the reopening of state st. I simply haven't seen any credible evidence for opening the street to traffic. I feel bad for businesses, but there is no evidence traffic will help them. Meanwhile, there's a lot of evidence and direct statements of locals enjoying the state st promenade. The strength of the polarization simply makes no sense! I think it's great that the debate happened, and that some people took the stance to reopen, and that we had such discussions and commissioned such studied. But what should happen next is that we all learn from the experience and evolve our viewpoints. Rather, what is happening is that those on one side do the debate feel like they are losing and continually try to regroup to heal their ego. I love their energy. We need more debate! But go focus on something new, something where they still have a chance to be right and have an impact!

By the way, I don't see this as a right/left issue. I'm anti rent control, and I think our current city council position on that matter is misguided. But I still think it's dumb that reopening state street is somehow a conservative-leaning position in our town. Move on!

## Kimberly Johnson

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**From:** Lesley Torgeson <ltorgeson@cox.net>  
**Sent:** Sunday, June 28, 2026 6:32 AM  
**To:** City Clerk; Santa Barbara City Council  
**Subject:** Public Comment Item 26: Please Reopen State Street

**Importance:** High

Dear Santa Barbara City Council Members,

Colleen Macey and Cassandra Ensberg's recent Noozhawk opinion piece, "The Road to Downtown Recovery Runs Through a Reopened State Street," makes an important point: State Street was closed as an emergency measure, not as a permanent surrender of Santa Barbara's main public thoroughfare.

What began in 2020 as a temporary COVID-19 response has become an expensive, prolonged experiment affecting taxpayers, business owners, residents and visitors. State Street belongs to the public, and decisions about its future should be guided by transparency, accountability and practical community needs—not shifting plans, consultant reports or political preferences.

For years, the city has spent public money trying to "fix" something that was not broken. Residents deserve a full accounting of how much has been spent, who has been paid and what measurable benefit the public has received.

Before committing another dollar to reimagining State Street, the city should restore it to its pre-pandemic function and evaluate the result honestly. Reopening it would not prevent future improvements; it would simply return the discussion to a fair starting point grounded in normal civic process.

Reopen State Street first. Account for the money already spent. Then, and only then, should city leaders ask taxpayers to fund a long-term vision for downtown.

Sincerely,

Lesley Torgeson  
805-570-3999

## Kimberly Johnson

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**From:** Nel <nrodriguezsepulveda@ucsb.edu>  
**Sent:** Sunday, June 28, 2026 3:40 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

To all it may concern:

Please keep cars off State Street. If you've ever been there and really looked around, you've noticed how beautiful it is to see people walk around feeling safe. Families with their children, visitors and tourists that marvel at a carless street because its so rare in the US. I have never seen someone unhappy walking down state street. And every time I meet someone that is visiting, my 1st recomendation is to come walk down State.

I think there are enough economic reasons to keep State Street carless. And someone who has actually taken the time to stroll down it can easily tell how much people enjoy it. Why take that away?

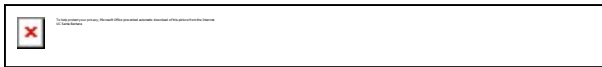
Thanks,  
-Nel

Nelmary Rodríguez Sepúlveda

**M.Sc.**

Geography

Email: [nrodriguezsepulveda@umail.ucsb.edu](mailto:nrodriguezsepulveda@umail.ucsb.edu)



University of California, Santa Barbara  
Santa Barbara, California 93106  
(805) 893-8000

## Kimberly Johnson

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**From:** Andrew Peacock <peacocka@rocketmail.com>  
**Sent:** Sunday, June 28, 2026 12:17 AM  
**To:** City Clerk  
**Cc:** State Street Master Plan  
**Subject:** Reauthorize Title 31 to Keep State Street Car-Free

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

PLEASE PLEASE PLEASE keep State St free of cars. The car free zone has been one of the best changes to SB in my time living here. It's quiet and pleasant to stroll and bike the length of this lovely street.

Thank you.

Dr. Andrew Peacock  
2837 Serena Rd  
Santa Barbara, 93105

## Kimberly Johnson

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**From:** Randy Wilson <randy4w@gmail.com>  
**Sent:** Saturday, June 27, 2026 11:05 PM  
**To:** City Clerk  
**Subject:** Keep State Street car-free

Some people who received this message don't often get email from randy4w@gmail.com. [Learn why this is important](#)

City Council:

Regarding Item 26, please extend State Street's car-free status until the master plan is complete.

It makes no sense to change it now, when we're so close to finalizing the master plan. It would be a huge wasted expense, disrupt the main artery I use to bike around town several times a week, and probably increase accidents and injuries back to the levels from before it was closed off.

I've read much of the Master Plan for State, and I think it describes a beautiful and practical plan to achieve vitality. The retractable bollards make it flexible if the city changes its mind in the future. And the varying ground textures will go a long way to reducing bicycle speeds through simple, effective psychology as Europeans know well from their long experience.

Please don't screw it up just before we have the plan in place. Just keep the status quo by extending State Street's car-free status for now.

Thank you.

Randy Wilson  
3411 Calle Noguera  
Santa Barbara, 93105  
805-215-0741

## Kimberly Johnson

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**From:** Linda Jones <lindahjones@gmail.com>  
**Sent:** Saturday, June 27, 2026 10:48 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from lindahjones@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Re: Item 26

I'm an elderly woman living downtown and State Street is a lifeline for me. I sold my car and walk most everywhere I need to go. Having State St car-free allows me to do my errands, have lunch with friends, shop at local merchants, and use the shuttle to get down to the waterfront. It is an oasis, and it draws many residents and visitors because of the camaraderie and energy that exists there. It just needs some clean-up, improved landscaping, and a few more State St Ambassadors.

It would be very short-sighted to open the street to cars. Cruising in a car does not encourage shopping...Pedestrians do.

Regards,  
Linda Jones

## Kimberly Johnson

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**From:** William Prothero <prothero@ucsb.edu>  
**Sent:** Saturday, June 27, 2026 10:41 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from prothero@ucsb.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I support the Strong Towns" viewpoint on whether cars should be allowed on State St. I think it's reasonable to guess that the indecision in an actual plan has caused a negative effect on investments made in the no cars downtown. Please act on this now and don't let it drag on further.

Best,  
Bill Prothero

William A. Prothero, PhD  
Prof Emeritus, Dept of Earth Science  
University of California, Santa Barbara

## Kimberly Johnson

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**From:** Kal Kadlec <kalkadlec@gmail.com>  
**Sent:** Saturday, June 27, 2026 10:17 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hello Mayor Rowse and city council members,

I know it has been a long time and there has been a lot of heated discussion, but hopefully you can put that all to an end on Tuesday by decisively supporting a people-first State Street.

The poll done by the city shows that a majority (79%) of Santa Barbara residents like the street closed to cars (used by the general public). It is definitively safer as it is no longer a high risk corridor which helps get closer to the city's vision zero and safe streets for all goals. 75 % of businesses want to be near a car-free State Street. I look forward to seeing the city proceed with keeping it car-free and executing on the master plan to improve upon an already safe, people-first and business friendly State Street and Santa Barbara.

Thank you for your time,  
Kal Kadlec

## Kimberly Johnson

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**From:** Barnesy Barnes <lifesaversb@gmail.com>  
**Sent:** Saturday, June 27, 2026 9:58 PM  
**To:** City Clerk  
**Subject:** my vote on State Street

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

Dear City Council Members.

Here is my response to The State Street conundrum.

The Council did what they thought best in Covid 19. But, us pedestrians are fine on sidewalks where we belong. We have plenty of room on our sidewalks. It actually brings us closer to the windows of shops.

Bikes belong in a bike lane, just like traffic. We pedestrians have not felt safe with bikers riding all over amidst us. Many times, situations and near misses have been encountered. Having bike transport is great on one side of the street, but they can go around the block just like cars if they need to go back up the street.

I think this would help solve the e-bike gangs by making them conform to more safe rules. E-bike riders aren't generally purchasing food or shopping. In fact, most bikers are going from point A to point B, just like car drivers. Not shopping, not eating.

Taking into the study you posted, about City fire, EMTs, PD- first responders, I would Like to see a one lane north to the beach for cars back on State Street. Responders could use the other portion of the street maybe marked for that in some way.

I also would like to see a free city people mover transport that helps prevent so many cars.

Originally, I thought long about having right hand parking with meters (Like many other cities) where they could back out into the one lane again to drive on. The meters would be an option to often packed-out parking lots. Usually, meters are short term visits. They might have a discrete sign on them saying long term parking available behind blah blah. It's kind of a quaint come-back. There are new pretty meters.

The pop outs of cafes could be narrower. We pedestrians can still walk by them. HOWEVER, ours are ugly, not charming like Europe or Canada. They need to fit the charm of SB; the Mediterranean theme. So many look like hippie 70's pop ups at an Earth Faire.

I have always felt SB needed pretty hanging baskets of flowers like Europe or Canada. They could even be mixed with succulents. As a landscape designer, this style was my specialty. If you think about the feel of Petersen's, La Arcada Plaza, at Figueroa and State Street, they have captured the feeling of the theme of SB pretty well. The planter displays, wall fountains, hanging baskets---charm. SB needs to enhance its beauty and not try to be something it isn't with pop art, etc

So there is my vote. I can easily envision it, can you?



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***Barnesy***  
*Deborah Barnes*

“There is something delicious about writing the first words of a story. You never quite know where they'll take you.”  
—*Beatrix Potter*

## Kimberly Johnson

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**From:** Robert F Else <robert.else@gmail.com>  
**Sent:** Saturday, June 27, 2026 9:52 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Keep State Street car-free. I like the Master Plan. I love State Street.  
Let it evolve into something wonderful, without cars.  
Don't go backwards - don't put the smelly, noisy, crawling cars back again.

Thank You,  
Robert Else, 50-year SB resident  
1914 Santa Barbara St

## Kimberly Johnson

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**From:** Finn Huggs <finnhuggs@icloud.com>  
**Sent:** Saturday, June 27, 2026 9:48 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from finnhuggs@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To whom it may concern,

I am vehemently opposed to cars ever returning to State Street. Having a car free cycling and walking thoroughfare in the center of town has been life changing, making my daily commute safer, our city more lively, and our downtown more beautiful. Not only do I hope that state street continues to be car free, I hope that the city goes forward with a master plan which strives to make this car free street a more permanent feature of our city. Furthermore, I encourage you to investigate other streets in our town which could be shut down to car traffic, careless streets are the way to go!

Thank you and best,

Finn Huggs.

**Kimberly Johnson**

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**From:** John Douglas <jed805@gmail.com>  
**Sent:** Saturday, June 27, 2026 7:23 PM  
**To:** City Clerk; State Street Master Plan; Kristen Sneddon; Wendy Santamaria; Meagan Harmon; Oscar Gutierrez; Mike Jordan; Eric Friedman  
**Subject:** Tuesday June 30 item 26 Keep State Street Car-Free

City Council: I urge you to reauthorize the ordinance keeping cars off the portion of State Street in its current configuration. Who needs the dangers of cars vs. pedestrians/bikes, the noise of car and truck engines and the air pollution? State Street is much more inviting for residents, not to mention visitors, as is.

Thanks for considering my views.

Sincerely,

John E. Douglas  
4th Council Dist.

## Kimberly Johnson

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**From:** Akim Babenko <akimbabenko@gmail.com>  
**Sent:** Saturday, June 27, 2026 7:23 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear Council,

My wife, my dog, and I are deeply concerned about the possibility of reopening State Street to cars: we've loved it so much since we moved here last year and can't imagine walking there on a weekend and have to constantly wait for cars when we want to go from a coffee shop to an ice cream place. Just consider that the sidewalks are already quite crowded on a weekend without the cars and imagine what it would look like when the cars are back. We moved here from Pasadena where the Colorado Blvd was always open to cars and we never enjoyed it there. Please keep it closed to cars.

Thank you,  
Akim

## Kimberly Johnson

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**From:** Lily Heidger <lilyheidger@gmail.com>  
**Sent:** Saturday, June 27, 2026 6:56 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: No Cars on State Street! Please!!

[Some people who received this message don't often get email from lilyheidger@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council Members,

As a resident of downtown, I am begging you to please extend Title 31 to keep State Street Car-free in the interim as we determine the details of the Master Plan. Despite what some groups have been saying without sufficient data to support their claims, State Street is doing well, especially during the difficult era of online shopping. Rent vacancies are down, foot and bicyclist traffic is up, and tourists and locals alike have absolutely glowing reviews of the street in its current condition. Additionally, wasting \$700,000 to convert the street back into a car thoroughfare just to spend additional costs to complete the master plan is pointless, especially considering the hidden costs to public safety, health, and wellbeing that come with bringing back cars. Please keep State Street Car-free and preserve this gem of a downtown!

Thank you,  
Lily Heidger

## Kimberly Johnson

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**From:** Sheri Calandra <sher.calandra@gmail.com>  
**Sent:** Saturday, June 27, 2026 5:19 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Please keep State Street car free!

For the environment, for the businesses and for the patrons.

This makes Santa Barbara unique. It encourages walking and biking.

Thank you,

Sheri Calandra

## Kimberly Johnson

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**From:** Daniel McLoughlin <dan@dmcloughlin.com>  
**Sent:** Saturday, June 27, 2026 4:06 PM  
**To:** City Clerk  
**Subject:** Support for Option A on Item 26 - Interim Implementation of the State Street Master Plan

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

To the Mayor and City Council, City of Santa Barbara  
735 Anacapa Street  
Santa Barbara, CA 93101

Dear Mayor and Councilmembers:

I am writing to strongly urge the Council to select Option A regarding Item 26 on the June 30 agenda, and direct staff to maintain the State Street Promenade in its current configuration by reauthorizing Title 31 until the State Street Master Plan is fully implemented. While the initial closure was born out of an emergency response, it has evolved into a defining feature of our downtown.

Allowing Title 31 to expire and returning State Street to its pre-2020 vehicular layout would be detrimental to our community for several key reasons:

1. Reauthorizing Title 31 is the Most Fiscally Responsible Choice According to the City Administrator's Office, there are no costs associated with reauthorizing Title 31. By contrast, allowing the title to expire would cost the City an estimated \$700,000. This exorbitant cost would cover the physical alterations required to return vehicles to the roadway, including grinding off existing markings, slurry sealing, re-striping, moving B-Cycle stations onto sidewalks, and purchasing new traffic barriers for events like the Farmers Market. Furthermore, grinding the street could destroy the newly installed Asphalt Art at State and Carrillo Streets, potentially violating the terms of a \$100,000 grant from Bloomberg Philanthropies and forcing the City to refund the money or incur further costs to replace the art. With the General Fund already facing a structural deficit of roughly \$8.7 million, spending hundreds of thousands of dollars on a temporary street reconfiguration is fiscally imprudent.
2. The Promenade Protects Public Safety and Promotes Sustainability State Street currently serves as the spine of the City's bike network, creating a safe, low-stress facility for cyclists and pedestrians of all ages and abilities. Reintroducing two-way vehicle traffic would fundamentally deprioritize alternative transportation and increase the opportunities for collisions between vehicles, pedestrians, and cyclists. Re-opening the street to cars would create a "higher-stress" environment that is highly likely to discourage families, older adults, and new riders from using bicycles. As a result, these individuals may revert to driving, which directly contradicts the City's climate action objectives by increasing local traffic and greenhouse gas emissions.
3. Returning Vehicles Would Destroy Thriving Downtown Pilot Projects Over the last few years, the City and local organizations have invested heavily in pilot projects that have revitalized the downtown corridor. If Title 31 expires, all on-street business facilities, expanded sidewalk dining, and the recently installed \$528,000 modular "pedlets" on the 500 block would have to be completely removed.

We would lose the unified, ADA-accessible dining spaces that businesses have successfully utilized. In addition, the Promenade currently supports highly popular community activations, such as the weekly Bubbles on State Street, the Saturday Farmers Market, and the upcoming Fiesta Mercado planned for August 2026. Reintroducing private vehicles would critically disrupt these community gathering spaces and the vibrant outdoor dining culture that has kept downtown economically afloat.

While I understand the concerns regarding emergency vehicle response times—which studies show take 45 seconds to nearly 3 minutes longer depending on the scenario—the overwhelming financial, environmental, and community benefits of the Promenade justify maintaining the status quo.

I strongly encourage the Council to extend Title 31 and preserve the State Street Promenade as a safe, vibrant, and pedestrian-priority space while we await the final construction of the Master Plan.

Sincerely,

Daniel McLoughlin  
258 Cloydon Circle  
Montecito, CA 94558  
[dan@dmcloughlin.com](mailto:dan@dmcloughlin.com)

## Kimberly Johnson

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**From:** Jan Ziegler <director@10westgallery.com>  
**Sent:** Saturday, June 27, 2026 2:33 PM  
**To:** City Clerk  
**Subject:** Tuesday, June 30, 2pm, council meeting

Mayor and City Council,

I urge you to vote to OPEN STATE STREET to 2 way car traffic and minimize restaurant outdoor seating, which impedes foot traffic for those browsing retail storefront windows.

I rent a storefront window to promote my gallery on Anapamu (3 ft deep x 10 ft wide) in between Old Navy and Mosaic and have watched pedestrians look away from my window to negotiate a path around Mosaic's sidewalk tables.

Please walk the streets and ask store owners before you vote to leave State Street closed to car traffic. We need to be visible to all, not just pedestrians and kids on e-bikes! Driving down the street is the best way to keep up to date on new stores and restaurants. The street is too long to depend on foot traffic alone for that.

I've been told there is group called Strong-Towns, who are said to be lobbying you all to keep the street closed. Why listen to them above those of us with skin in the game?

Thank you for listening,

Jan Ziegler  
10 West Gallery Director  
10 W. Anapamu St.  
Santa Barbara CA 93110  
805-770-7711  
10westgallery.com

## Kimberly Johnson

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**From:** Ken Hershberg <ken.hershberg@gmail.com>  
**Sent:** Saturday, June 27, 2026 1:27 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Dear City Council Members,

I have written to you many times over the years and spoken in person at your meetings. I'm downtown on a regular basis as I'm the President of the Santa Barbara Friends of the Library and I'm involved with Gallery 113 in La Arcada. "The car-free State Street is in a **stronger economic position than before the pandemic**, with a current [commercial vacancy rate of 12.4%](#), the lowest in four years. This contrasts with a 14.8% vacancy rate in 2018 (two years *before* the street closure). [Studies show](#) that urban spaces designed with aesthetics and walkability in mind are more [economically productive](#), more enjoyable to walk through, [promote healthier lifestyles for their residents](#), and are associated with greater reported levels of happiness." I stand with Strong Towns SB.

I'm thrilled to hear Yardi will be developing work spaces for their employees in the old Macy's building. This is going to be amazing. Hang in there. Please don't give into the misinformed that think we need cars on State Street to thrive.

Thanks for your work and dedication.

Barbara Cronin Hershberg

## Kimberly Johnson

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**From:** Natalie Anthony <natalieanthonypdx@gmail.com>  
**Sent:** Saturday, June 27, 2026 12:09 PM  
**To:** City Clerk  
**Subject:** Keep State Street Car Free Item 26

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

Please keep state street car free! I've lived in downtown Santa Barbara for over 5 years and I'm a patron of multiple businesses downtown every single day because state street is such a pleasant place to be without cars. The atmosphere of community, music, culture, arts, is all thriving without cars and it is one of the reasons I choose to live in Santa Barbara.

Tourists flock to town on weekends to spend the day walking up and down state street because it is such a nice atmosphere without cars. I walk this street every day and marvel at the beauty of the trees, architecture and culture that state street creates. It's the most unique part of the town and it makes Santa Barbara special.

There is ample parking to get to businesses in parking decks right on the street - parking should not be a reason for needing to reopen state street to cars. There wouldn't even be even be that many parking spaces on the street if it opened. Also, reopening state street would make it much more dangerous for pedestrians and bikers!

Thank you!

Natalie Anthony  
322 W Canon Perdido St, Santa Barbara, CA 93101

- via iPhone

## Kimberly Johnson

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**From:** Mary E. Ferris <marye.ferris@gmail.com>  
**Sent:** Saturday, June 27, 2026 10:52 AM  
**To:** City Clerk  
**Subject:** Comment for city council meeting 6/30/26

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

Please let the City Council know that I strongly support continuing title 31 to allow State Street to continue in its current configuration as a promenade with outdoor restaurant seating and as a pedestrian-focused street, with possibilities for experimentation to create more seating and slow down e-bikes.

I am a long time resident of Santa Barbara City and I frequently visit the businesses on State Street. I have no problem parking my car in the city owned lots and I also frequently ride my electric bicycle on the bypass.

Thank you,  
Mary Ferris, 3731 Brent St, Santa Barbara, CA 93105

## Kimberly Johnson

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**From:** Steven Ulrich <steven.v.ulrich@gmail.com>  
**Sent:** Saturday, June 27, 2026 8:41 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

This is just silly at this point. The data is clear, state street is doing better than it was pre- pandemic, when cars were allowed. Car on State Street was not, is not, and will not be the solution. The master plan that makes State into a 3rd place is the answer. Stop with this back and forth. No cars on state! Locals and visitor (who's dollars we spend on) live the promenade and want it made preeminent.

Thank you

Steven V. Ulrich Ph.D.  
System Engineer - Moog  
Phone (518) 415-2309  
[Steven.V.Ulrich@gmail.com](mailto:Steven.V.Ulrich@gmail.com)

"Everybody is a genius. But if you judge a fish by its ability to climb a tree, it will believe its whole life that it is stupid" - Albert Einstein

## Kimberly Johnson

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**From:** Shannon Reese <shannon.m.reese@gmail.com>  
**Sent:** Saturday, June 27, 2026 8:40 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

[Some people who received this message don't often get email from shannon.m.reese@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello and thank you for your attention to this matter.

It's unwise to spend money to reopen State temporarily. If it's done, I don't see the council reauthorizing its closure afterward and spending money again to close it. It's so much more pleasant to spend time on State with the closure and it actually feels lively for the first time in my life. There's no want for additional parking.

Businesses should also be considered - many of them have staffed up to cover additional seating in parklets and they have been jerked around by this tug-of-war between a limited number of landlords and what the majority of people using State want. Please keep State closed to cars.

Thank you,  
Shannon Reese

## Kimberly Johnson

---

**From:** Hunter Gibson <huntergibsonnoho@gmail.com>  
**Sent:** Saturday, June 27, 2026 7:20 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Hello! I live in LA, but I take the Surfliner up to visit Santa Barbara. I love it: the architecture, the views, the farmers market. It's so lovely!

I have actually been coming because of the State St configuration. Whenever I visit, it feels bustling with the energy of people rather than the sounds of cars. I felt comfortable bringing my elderly in-laws, whereas I often feel stressed having to monitor them walking along the hectic intersections in LA. It feels so much safer!

Rather than closing it to people and bringing back the congestion and noise pollution of cars, I would instead focus on how you can bring the vibrancy of the farmers market to the street full-time. How do you make it easier to get to the promenade without a car? How can you connect a bike network to make it more comfortable for casual riders to get there? How do you expand outdoor dining opportunities to take advantage of the additional space you've taken back from cars? The climate there is incredible, and without cars, it's so lovely to eat outside!

My next trip is planned for July 10, so please keep it open for humans until at least then so I can say goodbye and visit the businesses one last time. Thanks for your consideration!

## Kimberly Johnson

---

**From:** tarastoker@aol.com  
**Sent:** Saturday, June 27, 2026 2:30 AM  
**To:** City Clerk  
**Subject:** State Street

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

Dear City Council,

As State Street is, and has always been, the backbone of our entire community, I encourage you to open it up again to cars. It is completely inappropriate to "cut off" the main body of our town to people who don't want to go shopping while riding bikes, or walk miles just to see what stores exist on State Street. And to not have our parades on State Street is a direct insult to our heritage. At a minimum, we should have at least one lane!

Best,  
Tara Stoker

## Kimberly Johnson

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**From:** Matt <minnes1@gmail.com>  
**Sent:** Friday, June 26, 2026 10:10 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

Some people who received this message don't often get email from minnes1@gmail.com. [Learn why this is important](#)

I am car-free. I ebike (responsibly - old; boring) everywhere. Please keep State Street car free and improve the signage so pedestrians (particularly tourists who aren't familiar with the set-up and distracted by the beauty of this place) can feel confident knowing where and how to walk.

Thanks,

Matt

## Kimberly Johnson

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**From:** Karen Feeney <klefeeney@gmail.com>  
**Sent:** Friday, June 26, 2026 8:17 PM  
**To:** City Clerk  
**Subject:** Continue Keeping State Street Open

[Some people who received this message don't often get email from klefeeney@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear City Council -

Please vote in favor of keeping State Street open. You are just completing all the work with developing the longterm plan for downtown. You have involved planners, consultants, architects, and members of the public in the development of this plan. Please don't waste all the time, input and money and deny its implementation.

People say that the businesses on State Street need to have cars on State Street in order to survive. That's ridiculous. Hardly anyone is going to see a store from their car, find a place to park in order to go that store. A person WALKING down State Street would have a much greater likelihood of doing so. The combination of the economy, people not shopping as much in physical stores, and the configuration of long narrow store on State Street is impacting sales in stores more than state street being closed.

The desire to close State Street is short sighted, makes all the time, thought and money put into this process worthless.

Please vote to keep State Street open.

Karen Feeney  
klefeeney@gmail.com  
(805) 451-1522

Sent from my iPhone

## Kimberly Johnson

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**From:** michael decaris <mjsdecaris@yahoo.com>  
**Sent:** Friday, June 26, 2026 7:58 PM  
**To:** City Clerk  
**Subject:** State Street

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

Open up State Street and see the economic benefits it will bring!!

[Sent from Yahoo Mail for iPhone](#)

## Kimberly Johnson

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**From:** RICHARD BERRETT <rberrett1@cox.net>  
**Sent:** Friday, June 26, 2026 6:36 PM  
**To:** City Clerk  
**Subject:** State Street

The City of Santa Barbara is slowly dying. The beauty of Santa Barbara is being destroyed by a very few. The architectural wonder is being eroded with the approval of unnecessary habitual spending by our City Council. Millions to redo the State Street underpass with disgusting ugly results; studies authorized for a State Street master plan that no one wants. Then there is the constantly dry dolphin fountain. Cal Trans apparently stopped maintaining the freeway landscaping from Santa Barbara through Goleta. Why has no one spoken?? Who is running this City? Cruise ships arrive with nothing to see or do. Millions of people south of us want to come to a blocked main street?? Our wonderful parades year round have moved to an obscure side street. The free shuttles are gone as wheelie electric bikes roar past. Ventura shop keepers are suing Ventura for lost revenue due to their closure. Have you visited another failed promenade in Santa Monica? Why do the intelligent financial experts all say to open the street?? Never mind.....All is lost.

**Kimberly Johnson**

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**From:** Sean Forster <seanmforster@gmail.com>  
**Sent:** Friday, June 26, 2026 6:27 PM  
**To:** State Street Master Plan  
**Cc:** Santa Barbara City Council; City Clerk  
**Subject:** Keep State Street Car-Free Through Master Plan Implementation

Dear Mayor, City Council, and Staff,

I urge the Council to keep the State Street Promenade in its current car-free configuration and reauthorize Title 31 at your upcoming meeting, rather than let it expire and reopen the corridor to vehicles in the interim.

Reopening State Street to cars while the Master Plan is being finalized would be counterproductive and costly. The city would pay to reconfigure the roadway for vehicles, then pay again to undo it once the Master Plan is built. Public funds better spent on the permanent vision the community has spent years shaping.

It would also reverse hard-won momentum. The closure has become a valuable public space, supporting foot traffic, bicycling, outdoor dining, and a downtown people actively choose to spend time in. Returning to cars temporarily risks dampening the very vibrancy the Master Plan is meant to make permanent.

And honestly, it's frustrating that a decision this sound keeps having to be re-defended. The car-free Promenade has proven its value year after year, yet each interim step seems to reopen the question. I'd ask the Council to give this corridor the stability it has earned, so residents like me aren't repeatedly called to protect progress the community already embraced.

Please keep the Promenade as-is and reauthorize Title 31 until the permanent design is in place. Thank you for your work on this.

Sincerely,

Sean Forster

821 Laguna Street, Unit D, Santa Barbara, CA 93101

## Kimberly Johnson

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**From:** Brett Rietveld <brettrietveld@gmail.com>  
**Sent:** Friday, June 26, 2026 6:21 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Keep State Street Car-Free

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

Im writing again, as these seems to endlessly relitigated. Please leave stare street the way it is. I use it everyday to get to work safety and enjoy it when im not working. Please for the citizens of Santa Barbara keep it the way we want it.

Regards

## Kimberly Johnson

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**From:** Benjamin Reinert <benjaminearlreinert@gmail.com>  
**Sent:** Friday, June 26, 2026 6:18 PM  
**To:** City Clerk  
**Cc:** Meagan Harmon  
**Subject:** [Public Comment] Item 26 - Support to Amend and Extend Title 31 for Pedestrianization (!)

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

Dear Mayor and Council,

Previously, I submitted comments regarding the draft State Street Master Plan, in which I praised the plan and its originators for embracing pedestrianization as a catalyst for downtown revitalization and high quality of life in Santa Barbara. The State Street Promenade is, in fact, one of the defining reasons I chose to make Santa Barbara my home.

It recently came to my attention that the legislation establishing the promenade includes a sunset clause, and its future is once again up for deliberation.

I write to express my strong support for amending Title 31 to retain the promenade as the most practical interim implementation of the Master Plan. Reverting to the pre-pandemic, vehicle-oriented configuration would represent a costly step backward for pedestrian experience, economic vitality, roadway safety, and a more equitable, low-carbon future. Such a reversal is clearly in direct opposition to the objectives of the Plan.

It is my hope that the City will remain steadfast in maintaining and elevating the State Street Promenade as the unique pedestrian civic space it has become.

Sincerely,

**Benjamin Reinert**  
Resident of District 6  
[benjaminearlreinert@gmail.com](mailto:benjaminearlreinert@gmail.com)

## Kimberly Johnson

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**From:** Rachel C <rachelmarty95@gmail.com>  
**Sent:** Friday, June 26, 2026 5:56 PM  
**To:** City Clerk  
**Subject:** Item 26: Keep Cars Off State Street

Some people who received this message don't often get email from rachelmarty95@gmail.com. [Learn why this is important](#)

To whom it may concern,

There's no reason for cars to be allowed on State Street. Keep it pedestrian only.

Thank you,  
Rachel C.

## Kimberly Johnson

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**From:** Melinda Miller <melindamillerkmj@gmail.com>  
**Sent:** Friday, June 26, 2026 5:44 PM  
**To:** City Clerk  
**Subject:** June 30 City Council Mtg re: State St

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

Dear City Council,

I am requesting that you open up State St to its pre Covid configuration. State St has become a hazardous environment for those of us that are seniors. The street is a haven to young E-bikers and not shoppers. No one walks in the street. Everyone has naturally moved back to the sidewalks with a cautious eye looking out for e-bikes.

All you have to do is look locally at the success of the funk zone, Montecito, and locations like Laguna Beach, Newport Beach, Corona Del Mar and Balboa Island to see what success looks like. People love to drive by shops to see what is available. A closed off street provides no benefits to anyone other than a few restaurants at the beginning of the closure. State St is a very dark place now. Please open it up and give it a chance to succeed. A successful State St will only grow the coffers so badly needed. There is no money to achieve the proposed closed promenade. Thank you for your consideration.

*Regards,  
Melinda & Mark Miller  
113 Santa Rosa Pl, Santa Barbara, CA 93109*

## Kimberly Johnson

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**From:** Timothy Mahoney <4tjmahoney@gmail.com>  
**Sent:** Friday, June 26, 2026 5:44 PM  
**To:** City Clerk  
**Subject:** Open State Street to Cars

Some people who received this message don't often get email from 4tjmahoney@gmail.com. [Learn why this is important](#)

Hello - I support opening up State Streets to parades and autos/vehicles as it was before C-19. Thanks, Tim Mahoney.

## Kimberly Johnson

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**From:** Adele & Rick Hubbard <hubbardfamily@hotmail.com>  
**Sent:** Friday, June 26, 2026 4:38 PM  
**To:** City Clerk; State Street Master Plan  
**Subject:** State Street Needs to Remain Closed for Business Owners!

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

Dear Mayor Rouse and Council Members,

I am writing to you once again regarding the situation on State Street. My family has owned and operated a retail business in Santa Barbara for almost 45 years, and our success relies heavily on tourists walking State Street. Before COVID, we contacted the city to close State Street, but it wasn't until COVID that the shutdown finally happened. We have experienced the street both with and without cars every day, and a promenade definitely boosts our sales. Retail business is difficult enough given the economy and online shopping, but we strive daily to succeed. If State Street is reopened, our business and the other businesses on State Street will suffer. So many business owners we have spoken with agree that we need all the help we can get right now, and opening State Street will be devastating to our businesses. I hope the city council is speaking with long-time local businesses and taking our needs into consideration. State Street is the lifeblood of our city, and if the businesses on State Street fail, then we will be left with a ghost town.

Sincerely,  
Adele S. Hubbard  
Owner

Italian Pottery Outlet  
929 State Street  
Santa Barbara, CA 93101  
805-564-7655  
[www.italianpottery.com](http://www.italianpottery.com)

## Kimberly Johnson

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**From:** Patti Keck <pattikeck@mac.com>  
**Sent:** Friday, June 26, 2026 3:26 PM  
**To:** City Clerk; Santa Barbara City Council  
**Cc:** State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

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

Good afternoon!

My request here is simple... please reauthorize Title 31 and keep State Street car-free. As a Santa Barbara resident, what frustrates me most is not that people disagree. It's that we seem determined to keep relitigating the same question over and over despite years of public input, planning, and experience.

We've now lived with a car-free State Street for years. Businesses have adapted. Residents have adapted. Visitors have adapted. We've invested public money, private money, and countless hours into making it work. Staff has made clear that simply extending Title 31 costs nothing, while allowing it to expire creates unnecessary expense just to undo what already exists. Every time this issue comes back, it creates uncertainty for businesses, for residents, and for anyone trying to invest in downtown. At some point, leadership means making a decision and moving forward.

No solution will satisfy everyone, but the direction is clear. Build on what's working instead of reopening old debates. Improve the promenade. Add shade, seating, landscaping, better bike facilities, and transit. Make it even better. Don't spend time and taxpayer money trying to turn the clock back.

Please reauthorize Title 31 and give State Street, and the people who depend on it, the certainty they deserve.

Thank you for your consideration.

Thanks,  
Patti  
2908 Ventura Drive,  
Santa Barbara CA 93105

805 895 0177

## Kimberly Johnson

---

**From:** Sam G. Baris <sgbaris@gmail.com>  
**Sent:** Friday, June 26, 2026 3:15 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

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

Hi Team,

I am writing to express my strong support for keeping State Street fully closed to car traffic and fully open to pedestrians and bikes at all hours. A pedestrianized State Street is a huge draw for locals (like us!) and tourists alike, and encourages us to visit businesses downtown and interact with our communities. It also provides a much needed safe haven for pedestrians, cyclists, and rambunctious toddlers in a city full of increasingly large and dangerous cars and trucks. Keeping State Street car-free seems like a no-brainer from a community, business, and economic perspective, and doing so will save the City money in the short and long run while increasing tax revenue from added business and rent as the area becomes more attractive.

Thanks for all of your hard work in service of making Santa Barbara a wonderful place to live and visit!

Thanks,  
Sam G. Baris

**Kimberly Johnson**

---

**From:** Sam Benon <slbinsb@icloud.com>  
**Sent:** Friday, June 26, 2026 2:56 PM  
**To:** John Doimas  
**Cc:** Randy Rowse; City Clerk; Santa Barbara City Council; State Street Master Plan; Kelly R. McAdoo  
**Subject:** Re: SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

Hi John,

Thank you for taking the time to explain that. I appreciate the insight and understand the balancing act the Council has to navigate under the Brown Act.

My intent in replying all wasn't to encourage discussion among councilmembers. It was simply to make sure everyone had the same context and could see both Randy's response and my reply, especially on an issue that will ultimately come before the full Council.

Just as I mentioned in my previous email, my intent is transparency. I wanted everyone to have the same information and understand where my perspective is coming from.

I appreciate you taking the time to clarify the legal considerations.

Best,

Sam

Sent from my iPhone

On Jun 26, 2026, at 14:42, John Doimas  
<jdoimas@santabarbaraca.gov> wrote:

Hello Mr. Benon:

Sometimes as a precautionary measure to ensure compliance with the California Brown Act, the Mayor or councilmembers may choose to respond to you individually rather than using the "Reply All" function. While councilmembers are permitted to communicate individually with

constituents, engaging in a group email discussion among a majority of the Council regarding City business could raise concerns under the Brown Act's prohibition on serial meetings.

Accordingly, if you receive individual responses from councilmembers, please understand that this approach is intended to preserve transparency and ensure compliance with applicable open meeting laws of the Brown Act, rather than to discourage communication. Just wanted to make you aware of the legal concerns they must all balance when communicating with the public and with each other.

## Kimberly Johnson

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**From:** Nancy Mulholland <nmulhol04@yahoo.com>  
**Sent:** Friday, June 26, 2026 2:54 PM  
**To:** State Street Master Plan; City Clerk  
**Subject:** June 30, 2026 Council discussion on the Interim implementation of the State Street Master Plan

Some people who received this message don't often get email from nmulhol04@yahoo.com. [Learn why this is important](#)

I am asking the City Council members to maintain the State Street Promenade in its current configuration until the Master Plan is implemented. Please return to Council with amendments to reauthorize Title 31.

Returning vehicular traffic to the roadway that is currently the Promenade would be to ignore the support of the majority of city residents for this current configuration as reflected in repeated surveys. Also, adding vehicular traffic to the roadway will negate the documented reduction in serious and fatal injuries that has occurred since the closure of the Promenade to vehicular traffic.

Thank you,

Nancy Mulholland

## Kimberly Johnson

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**From:** John Doimas  
**Sent:** Friday, June 26, 2026 2:42 PM  
**To:** Sam Benon; Randy Rowse  
**Cc:** City Clerk; Santa Barbara City Council; State Street Master Plan; Kelly R. McAdoo  
**Subject:** Re: SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

Hello Mr. Benon:

Sometimes as a precautionary measure to ensure compliance with the California Brown Act, the Mayor or councilmembers may choose to respond to you individually rather than using the “Reply All” function. While councilmembers are permitted to communicate individually with constituents, engaging in a group email discussion among a majority of the Council regarding City business could raise concerns under the Brown Act’s prohibition on serial meetings.

Accordingly, if you receive individual responses from councilmembers, please understand that this approach is intended to preserve transparency and ensure compliance with applicable open meeting laws of the Brown Act, rather than to discourage communication. Just wanted to make you aware of the legal concerns they must all balance when communicating with the public and with each other.

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**From:** Sam Benon <slbinsb@icloud.com>  
**Sent:** Friday, June 26, 2026 2:32 PM  
**To:** Randy Rowse <rrowse@santabarbaraca.gov>  
**Cc:** City Clerk <Clerk@SantaBarbaraCA.gov>; Santa Barbara City Council <SBCityCouncil@SantaBarbaraCA.gov>; State Street Master Plan <statestreetmasterplan@SantaBarbaraCA.gov>  
**Subject:** Re: SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

Hi Randy,

Thank you for taking the time to respond. As always, I genuinely appreciate that you chose to engage directly rather than send a form response.

I also noticed that your reply was only to me, but I think it’s worth keeping everyone involved, so I’m adding them back to the email so everyone has the same context I do. I think it’s important they see both of our responses and the discourse being had. While I suspect we’ll continue to disagree on the future of State Street, I do appreciate the conversation.

As I read your response, I realized our disagreement isn’t just about State Street. It’s about how we evaluate public policy. Again and again, I raised questions about **evidence, transparency, and public confidence**. Again and again, your response relied on personal convictions or individual observations. I don’t question that those are sincerely held beliefs. I just don’t believe they’re enough to justify decisions affecting one of the most important public spaces in our city.

Take the FPPC findings. I appreciate your acknowledgment that mistakes were made and that you describe them as "sloppiness." My concern was never whether you believe your votes have been influenced by campaign contributions. None of us can know what's in someone else's mind. **My concern is public trust.** You mention the law changed between your council campaign and your mayoral campaign. Fair enough. But even accepting that explanation, I still come back to the same question: **why wasn't there more transparency?**

If a major downtown property owner was financially supporting my campaign while I was making decisions affecting downtown, I'd want people to know that. Not because the law required it, but because that's what builds public confidence. **Transparency shouldn't end where the minimum legal requirement begins.** You also mention that the FPPC took five years to resolve the matter. Respectfully, I don't find the timeline particularly relevant. Had a complaint never been filed, would these contributions have ever been publicly connected to their ultimate source? **That's exactly why disclosure requirements exist.**

You wrote there was "certainly no conflict of interest." I think we're talking about two different things. I never suggested you consciously vote based on campaign contributions. My concern is whether a reasonable member of the public could question the appearance of impartiality when improperly disclosed campaign support traces back to one of the largest downtown property owners with a direct financial interest in the outcome of the State Street Master Plan.

Reading your response also reminded me of something you wrote in your [Santa Barbara Independent op-ed, The Return of State Street](#): **"No data or studies are needed to confirm the obvious."** I think that's where our disagreement really begins. I couldn't disagree more. Public policy shouldn't be based on what feels obvious to any one of us. **It should be grounded in evidence,** especially when we're talking about one of the most important and central public spaces in Santa Barbara.

Further in your reply to my email, you make several factual claims: that downtown business has declined because of the promenade, that seniors and residents with disabilities have been excluded, and that Coast Village Road demonstrates why reopening State Street would improve downtown. **Those are all testable claims. They deserve evidence, not simply confidence.**

On accessibility, I agree with you that State Street should be welcoming and accessible to seniors and residents with disabilities. We should absolutely continue improving access across all public spaces. What I don't understand is why that automatically leads to reopening State Street to private vehicle traffic. Before the promenade, State Street wasn't designed for convenient accessibility either. Outside of designated loading areas, drivers couldn't simply pull over in front of businesses. Cars crawled from signal to signal through heavy pedestrian traffic, stopping at crosswalk after crosswalk.

My memory of State Street before 2020 isn't one of effortless accessibility. It's of drivers inching along, trying to make lights, and consistent running yellow lights or reds because they were seemingly frustrated with stopping every block. That created its own safety concerns for the thousands of pedestrians crossing State Street every day. Maybe that's anecdotal. But so is the claim that seniors and people with disabilities have somehow been excluded from downtown.

I spend a great deal of time on State Street with my family. Every week I see seniors, wheelchair users, mobility scooter users, and residents with mobility limitations enjoying the promenade. That doesn't mean accessibility is perfect, but it does mean the claim that these residents have been excluded simply doesn't match what I see with my own eyes. **If accessibility is the concern, let's solve accessibility.** Improve the State Street Loop. Expand shuttle service. Add more ADA drop-off locations on the cross streets. Improve mobility services. Those are direct solutions without bringing thousands of private vehicles back into the heart of downtown and increasing the opportunities for vehicle-pedestrian accidents.

Regarding your comparison to Coast Village Road, I feel like I've seen you or someone else from the loud minority that wants State Street reopened make this same comparison. With respect, I don't think it's a meaningful comparison. Coast Village Road is the commercial corridor serving not only the wealthiest neighborhood in Santa Barbara, but one of the wealthiest residential communities in California. It benefits from

affluent Montecito residents, luxury tourism, and retailers specifically catering to that clientele. Downtown Santa Barbara serves an entirely different market.

If we're going to compare commercial districts, **why not compare State Street to La Cumbre Plaza?** La Cumbre has **abundant parking, unrestricted vehicle access, multiple entrances, easy drop-offs, and everything advocates of reopening State Street say businesses need.** Yet it has struggled for years despite all of those advantages.

**If unrestricted vehicle access is really the key to commercial success, why isn't La Cumbre the city's retail success story**

That suggests the challenges facing downtown are far more complicated than whether cars can drive down one street.

Likewise, I continue to question the assertion that downtown's economic struggles are primarily the result of the promenade. In fact, even **in your own *Santa Barbara Independent* op-ed, you acknowledged that downtown's business vacancies "were occurring prior to COVID."** That's an important admission because it recognizes these challenges existed before the promenade. If vacancies predated the closure, it's difficult to argue that reopening State Street to cars is somehow the solution. I'm sure you've heard from countless other residents and your colleagues that multiple analyses have shown vacancy rates have actually improved since the promenade was created. Like cities across the country, **downtown is navigating challenges far bigger than whether cars can drive down one street.**

Finally, regarding food trucks, I appreciate your clarification that you personally didn't have the authority to ban them, but I don't need to research that period. I lived through it. I remember the hearings. I remember the debate. Do you remember Burger Bus? I certainly do. I loved their burgers.

I also remember food truck owners standing before the City warning that the regulations being advanced would make it economically impossible for many of them to continue operating. Burger Bus itself said those regulations made it easier to leave Santa Barbara, **and they did.** Whether we call that a ban or not is almost beside the point. The practical effect was that businesses many of us enjoyed disappeared. You chaired the committee advancing those regulations while owning a downtown restaurant. Whether that constituted a legal conflict isn't really my point. **The concern then, much like today,** was the appearance of a conflict and whether private interests were receiving greater consideration than the broader public.

The reason I keep writing these letters isn't because I enjoy debating this issue. **It's because this conversation never seems to end.**

Every time residents overwhelmingly come out to support and embrace the promenade, every time surveys show broad support for keeping State Street car-free, every time new evidence points toward investing in the pedestrian experience instead of reversing it, we're brought back to the same debate.

It very much feels like the preferences **and portfolios of a relatively small group of commercial property owners** continue to outweigh the voices of the **residents and people who actually live here, and support local shops and restaurants, every day.**

I appreciate you taking the time to respond. I only wish the same attention had been given to the questions I originally raised, because those are still the questions that matter most.

Respectfully,

Sam Benon

On Jun 26, 2026, at 9:12 AM, Randy Rowse <rrowse@santabarbaraca.gov> wrote:

Hi Sam,

You make some interesting assertions. I'd like to chat about a couple of them. First off, the "small, greedy landlord association" is, in fact, a self-assessing BID, much like the one on Coast Village Road, who are trying to form a coalition to better maintain and promote the downtown. The Covid-based current configuration has resulted in commercial properties being re-assessed downwards and rents reduced to 1990's levels. Other areas, like CVR have rebounded nicely, and are renting at a multiple of State Street. This lack of vitality and circulation has hit not only State Street, but the cross-streets as well within the Central Business District. Business has simply declined in the past 6 years in this area.

The assertion that I "banned food trucks downtown" is ridiculous on many levels. First off, I have never had that kind of power. Second, when we approached the food-truck ordinance, there was a city-wide ban on mobile food trucks in public areas. That was unconstitutional and unfair. As was passed in Ventura, the idea was to create districts where they were permitted and others that were restricted. My participation was to legalize those areas that were formally banned. Logically, I was serving around 500 customers per day at Paradise. A food truck did not represent serious concern for my business.

Lastly, the FPPC took 5 years to review my "case" which involves a law that was modified between my council and mayoral campaigns, and represented sloppiness on my part in that I should have been aware in the change, but certainly no conflict of interest. I have never, and never will, cast a vote based on anything but what is right for the city. I made that clear to all of my donors, and have never varied.

State Street is a street, not a park, not an optional open space. It is part of the circulation of the downtown and its closure has precluded disabled and elderly with ambulatory issues from participating in the downtown. My one little victory was getting one-way traffic on the 1200 block to help save the SB Symphony. Their subscribers are largely seniors from residential facilities who were dropping their subscriptions due to lack of drop-off access.

I know we will continue to disagree on the concept, but your negative assertions are unfounded and unfair.

Best Regards,  
Randy Rowse

---

**From:** Sam Benon <[slbinsb@icloud.com](mailto:slbinsb@icloud.com)>

**Sent:** Friday, June 26, 2026 8:48 AM

**To:** City Clerk <[Clerk@SantaBarbaraCA.gov](mailto:Clerk@SantaBarbaraCA.gov)>

**Cc:** Santa Barbara City Council <[SBCityCouncil@SantaBarbaraCA.gov](mailto:SBCityCouncil@SantaBarbaraCA.gov)>; State Street Master Plan <[statestreetmasterplan@SantaBarbaraCA.gov](mailto:statestreetmasterplan@SantaBarbaraCA.gov)>

**Subject:** SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

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

Dear Members of the Santa Barbara City Council,

My name is Sam, and I am a downtown resident and father of two young children who enjoy walking or biking down to state street to enjoy the promenade. I am writing to express my strong, unwavering support for keeping State Street permanently closed to private vehicle traffic, and to demand immediate ethical accountability on this issue from city leadership.

Frankly, I am tired of having to repeatedly write these letters. A small, greedy landlord association simply cannot get it through their heads that the only people who want to reopen State Street to cars are themselves. They do not represent the families, locals, or community members who actually live here, use this space, and spend money downtown.

Opening State Street back up to cars would be a direct rejection of local families. Giving in to this loud minority of property owners is what will encourage downtown's demise, turning a vibrant community space back into a dangerous, polluted traffic corridor.

Furthermore, the recent California Fair Political Practices Commission (FPPC) penalties against Mayor Randy Rowse make it entirely clear why this anti-promenade push is still being entertained. For those unaware, the [FPPC found that the Mayor's campaign failed to disclose the true sources of LLC contributions](#), hiding the fact that they were directed by SIMA Corporation Chairman James Knell to intentionally bypass local contribution limits.

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All that to be said, as a parent, a local and a patron of State, the pedestrian promenade completely transformed how my family experiences Downtown Santa Barbara. Our children deserve a safe, walkable city, not an urban center dictated by traffic, smog, special interests and campaign violations. I urge the rest of the Council majority to stand firm, ignore this corrupt influence, and keep State Street car-free and for the love of god stop wasting everyone's time and tax payer dollars on this tired issue. KEEP STATE CLOSED TO CARS.

Sincerely,

Sam Benon

Westside Resident



**Kimberly Johnson**

---

**From:** Andre Yew <andreyew@icloud.com>  
**Sent:** Friday, June 26, 2026 2:35 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

[Some people who received this message don't often get email from andreyew@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I urge you to make the 500-1200 blocks of State St. permanently car free and pedestrian-friendly, including the entire Arts District.

—Andre Yew

## Kimberly Johnson

---

**From:** Sam Benon <slbinsb@icloud.com>  
**Sent:** Friday, June 26, 2026 2:33 PM  
**To:** Randy Rowse  
**Cc:** City Clerk; Santa Barbara City Council; State Street Master Plan  
**Subject:** Re: SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

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Hi Randy,

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I also noticed that your reply was only to me, but I think it's worth keeping everyone involved, so I'm adding them back to the email so everyone has the same context I do. I think it's important they see both of our responses and the discourse being had. While I suspect we'll continue to disagree on the future of State Street, I do appreciate the conversation.

As I read your response, I realized our disagreement isn't just about State Street. It's about how we evaluate public policy. Again and again, I raised questions about **evidence, transparency, and public confidence**. Again and again, your response relied on personal convictions or individual observations. I don't question that those are sincerely held beliefs. I just don't believe they're enough to justify decisions affecting one of the most important public spaces in our city.

Take the FPPC findings. I appreciate your acknowledgment that mistakes were made and that you describe them as "sloppiness." My concern was never whether you believe your votes have been influenced by campaign contributions. None of us can know what's in someone else's mind. **My concern is public trust.** You mention the law changed between your council campaign and your mayoral campaign. Fair enough. But even accepting that explanation, I still come back to the same question: **why wasn't there more transparency?**

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Reading your response also reminded me of something you wrote in your [Santa Barbara Independent op-ed, The Return of State Street](#): **"No data or studies are needed to confirm the obvious."** I think that's where our disagreement really begins. I couldn't disagree more. Public policy shouldn't be based on what feels obvious to any one of us. **It should be grounded in evidence**, especially when we're talking about one of the most important and central public spaces in Santa Barbara.

Further in your reply to my email, you make several factual claims: that downtown business has declined because of the promenade, that seniors and residents with disabilities have been excluded, and that Coast Village Road demonstrates why reopening State Street would improve downtown. **Those are all testable claims. They deserve evidence, not simply confidence.**

On accessibility, I agree with you that State Street should be welcoming and accessible to seniors and residents with disabilities. We should absolutely continue improving access across all public spaces. What I don't understand is why that automatically leads to reopening State Street to private vehicle traffic. Before the promenade, State Street wasn't designed for convenient accessibility either. Outside of designated loading areas, drivers couldn't simply pull over in front of businesses. Cars crawled from signal to signal through heavy pedestrian traffic, stopping at crosswalk after crosswalk.

My memory of State Street before 2020 isn't one of effortless accessibility. It's of drivers inching along, trying to make lights, and consistent running yellow lights or reds because they were seemingly frustrated with stopping every block. That created its own safety concerns for the thousands of pedestrians crossing State Street every day. Maybe that's anecdotal. But so is the claim that seniors and people with disabilities have somehow been excluded from downtown.

I spend a great deal of time on State Street with my family. Every week I see seniors, wheelchair users, mobility scooter users, and residents with mobility limitations enjoying the promenade. That doesn't mean accessibility is perfect, but it does mean the claim that these residents have been excluded simply doesn't match what I see with my own eyes. **If accessibility is the concern, let's solve accessibility.** Improve the State Street Loop. Expand shuttle service. Add more ADA drop-off locations on the cross streets. Improve mobility services. Those are direct solutions without bringing thousands of private vehicles back into the heart of downtown and increasing the opportunities for vehicle-pedestrian accidents.

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If we're going to compare commercial districts, **why not compare State Street to La Cumbre Plaza?** La Cumbre has **abundant parking, unrestricted vehicle access, multiple entrances, easy drop-offs, and everything advocates of reopening State Street say businesses need.** Yet it has struggled for years despite all of those advantages.

**If unrestricted vehicle access is really the key to commercial success, why isn't La Cumbre the city's retail success story**

That suggests the challenges facing downtown are far more complicated than whether cars can drive down one street.

Likewise, I continue to question the assertion that downtown's economic struggles are primarily the result of the promenade. In fact, even **in your own Santa Barbara Independent op-ed, you acknowledged that downtown's business vacancies "were occurring prior to COVID."** That's an important admission because it recognizes these challenges existed before the promenade. If vacancies predated the closure, it's difficult to argue that reopening State Street to cars is somehow the solution. I'm sure you've heard from countless other residents and your colleagues that multiple analyses have shown vacancy rates have actually improved since the promenade was created. Like cities across the country, **downtown is navigating challenges far bigger than whether cars can drive down one street.**

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The reason I keep writing these letters isn't because I enjoy debating this issue. **It's because this conversation never seems to end.**

Every time residents overwhelmingly come out to support and embrace the promenade, every time surveys show broad support for keeping State Street car-free, every time new evidence points toward investing in the pedestrian experience instead of reversing it, we're brought back to the same debate.

It very much feels like the preferences **and portfolios of a relatively small group of commercial property owners** continue to outweigh the voices of the **residents and people who actually live here, and support local shops and restaurants, every day**.

I appreciate you taking the time to respond. I only wish the same attention had been given to the questions I originally raised, because those are still the questions that matter most.

Respectfully,

Sam Benon

On Jun 26, 2026, at 9:12 AM, Randy Rowse <rrowse@santabarbaraca.gov> wrote:

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Lastly, the FPPC took 5 years to review my "case" which involves a law that was modified between my council and mayoral campaigns, and represented sloppiness on my part in that I should have been aware in the change, but certainly no conflict of interest. I have never, and never will, cast a vote based on anything but what is right for the city. I made that clear to all of my donors, and have never varied.

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participating in the downtown. My one little victory was getting one-way traffic on the 1200 block to help save the SB Symphony. Their subscribers are largely seniors from residential facilities who were dropping their subscriptions due to lack of drop-off access.

I know we will continue to disagree on the concept, but your negative assertions are unfounded and unfair.

Best Regards,  
Randy Rowse

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**Sent:** Friday, June 26, 2026 8:48 AM

**To:** City Clerk <[Clerk@SantaBarbaraCA.gov](mailto:Clerk@SantaBarbaraCA.gov)>

**Cc:** Santa Barbara City Council <[SBCityCouncil@SantaBarbaraCA.gov](mailto:SBCityCouncil@SantaBarbaraCA.gov)>; State Street Master Plan <[statestreetmasterplan@SantaBarbaraCA.gov](mailto:statestreetmasterplan@SantaBarbaraCA.gov)>

**Subject:** SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

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Take the FPPC findings. I appreciate your acknowledgment that mistakes were made and that you describe them as "sloppiness." My concern was never whether you believe your votes have been influenced by campaign contributions. None of us can know what's in someone else's mind. **My concern is public trust.** You mention the law changed between your council campaign and your mayoral campaign. Fair enough. But even accepting that explanation, I still come back to the same question: **why wasn't there more transparency?**

If a major downtown property owner was financially supporting my campaign while I was making decisions affecting downtown, I'd want people to know that. Not because the law required it, but because that's what builds public confidence. **Transparency shouldn't end where the minimum legal requirement begins.** You also mention that the FPPC took five years to resolve the matter. Respectfully, I don't find the timeline particularly relevant. Had a complaint never been filed, would these contributions have ever been publicly connected to their ultimate source? **That's exactly why disclosure requirements exist.**

You wrote there was "certainly no conflict of interest." I think we're talking about two different things. I never suggested you consciously vote based on campaign contributions. My concern is whether a reasonable member of the public could question the appearance of impartiality when improperly disclosed campaign support traces back to one of the largest downtown property owners with a direct financial interest in the outcome of the State Street Master Plan.

Reading your response also reminded me of something you wrote in your [Santa Barbara Independent op-ed, \*The Return of State Street\*](#): **"No data or studies are needed to confirm the obvious."** I think that's where our disagreement really begins. I couldn't disagree more. Public policy shouldn't be based on what feels obvious to any one of us. **It should be grounded in evidence**, especially when we're talking about one of the most important and central public spaces in Santa Barbara.

Further in your reply to my email, you make several factual claims: that downtown business has declined because of the promenade, that seniors and residents with disabilities have been excluded, and that Coast Village Road demonstrates why reopening State Street would improve downtown. **Those are all testable claims. They deserve evidence, not simply confidence.**

On accessibility, I agree with you that State Street should be welcoming and accessible to seniors and residents with disabilities. We should absolutely continue improving access across all public spaces. What I don't understand is why that automatically leads to reopening State Street to private vehicle traffic. Before the promenade, State Street wasn't designed for convenient accessibility either. Outside of designated loading areas, drivers couldn't simply pull over in front of businesses. Cars crawled from signal to signal through heavy pedestrian traffic, stopping at crosswalk after crosswalk.

My memory of State Street before 2020 isn't one of effortless accessibility. It's of drivers inching along, trying to make lights, and consistent running yellow lights or reds because they were seemingly frustrated with stopping every block. That created its own safety concerns for the thousands of pedestrians crossing State Street every day. Maybe that's anecdotal. But so is the claim that seniors and people with disabilities have somehow been excluded from downtown.

I spend a great deal of time on State Street with my family. Every week I see seniors, wheelchair users, mobility scooter users, and residents with mobility limitations enjoying the promenade. That doesn't mean accessibility is perfect, but it does mean the claim that these residents have been excluded simply doesn't match what I see with my own eyes. **If accessibility is the concern, let's solve accessibility.** Improve the State Street Loop. Expand shuttle service. Add more ADA drop-off locations on the cross streets. Improve mobility services. Those are direct solutions without bringing thousands of private vehicles back into the heart of downtown and increasing the opportunities for vehicle-pedestrian accidents.

Regarding your comparison to Coast Village Road, I feel like I've seen you or someone else from the loud minority that wants State Street reopened make this same comparison. With respect, I don't think it's a meaningful comparison. Coast Village Road is the commercial corridor serving not only the wealthiest neighborhood in Santa Barbara, but one of the wealthiest residential communities in California. It benefits from affluent Montecito residents, luxury tourism, and retailers specifically catering to that clientele. Downtown Santa Barbara serves an entirely different market.

If we're going to compare commercial districts, **why not compare State Street to La Cumbre Plaza?** La Cumbre has **abundant parking, unrestricted vehicle access, multiple entrances, easy drop-offs, and everything advocates of reopening State Street say businesses need.** Yet it has struggled for years despite all of those advantages.

**If unrestricted vehicle access is really the key to commercial success, why isn't La Cumbre the city's retail success story**

That suggests the challenges facing downtown are far more complicated than whether cars can drive down one street.

Likewise, I continue to question the assertion that downtown's economic struggles are primarily the result of the promenade. In fact, even **in your own Santa Barbara Independent op-ed, you acknowledged that downtown's business vacancies "were occurring prior to COVID."** That's an important admission because it recognizes these challenges existed before the promenade. If vacancies predated the closure, it's difficult to argue that reopening State Street to cars is somehow the solution. I'm sure you've heard from countless other residents and your colleagues that multiple analyses have shown vacancy rates have actually improved since the promenade was created. Like cities across the country, **downtown is navigating challenges far bigger than whether cars can drive down one street.**

Finally, regarding food trucks, I appreciate your clarification that you personally didn't have the authority to ban them, but I don't need to research that period. I lived through it. I remember the hearings. I remember the debate. Do you remember Burger Bus? I certainly do. I loved their burgers.

I also remember food truck owners standing before the City warning that the regulations being advanced would make it economically impossible for many of them to continue operating. Burger Bus itself said those regulations made it easier to leave Santa Barbara, **and they did**. Whether we call that a ban or not is almost beside the point. The practical effect was that businesses many of us enjoyed disappeared. You chaired the committee advancing those regulations while owning a downtown restaurant. Whether that constituted a legal conflict isn't really my point. **The concern then, much like today**, was the appearance of a conflict and whether private interests were receiving greater consideration than the broader public.

The reason I keep writing these letters isn't because I enjoy debating this issue. **It's because this conversation never seems to end.**

Every time residents overwhelmingly come out to support and embrace the promenade, every time surveys show broad support for keeping State Street car-free, every time new evidence points toward investing in the pedestrian experience instead of reversing it, we're brought back to the same debate.

It very much feels like the preferences **and portfolios of a relatively small group of commercial property owners** continue to outweigh the voices of the **residents and people who actually live here, and support local shops and restaurants, every day**.

I appreciate you taking the time to respond. I only wish the same attention had been given to the questions I originally raised, because those are still the questions that matter most.

Respectfully,

Sam Benon

On Jun 26, 2026, at 9:12 AM, Randy Rowse <rrowse@santabarbaraca.gov> wrote:

Hi Sam,

You make some interesting assertions. I'd like to chat about a couple of them. First off, the "small, greedy landlord association" is, in fact, a self-assessing BID, much like the one on Coast Village Road, who are trying to form a coalition to better maintain and promote the downtown. The Covid-based current configuration has resulted in commercial properties being re-assessed downwards and rents reduced to 1990's levels. Other areas, like CVR have rebounded nicely, and are renting at a multiple of State Street. This lack of vitality and circulation has hit not only State Street, but the cross-streets as well within the Central Business District. Business has simply declined in the past 6 years in this area.

The assertion that I "banned food trucks downtown" is ridiculous on many levels. First off, I have never had that kind of power. Second, when we approached the food-truck ordinance, there was a city-wide ban on mobile food trucks in public areas. That was unconstitutional and unfair. As was passed in Ventura, the idea was to create districts where they were permitted and others that were restricted. My participation was to legalize those areas that were formally banned. Logically, I was serving around 500 customers per day at Paradise. A food truck did not represent serious concern for my business.

Lastly, the FPPC took 5 years to review my "case" which involves a law that was modified between my council and mayoral campaigns, and represented sloppiness on my part in that I should have been aware in the change, but certainly no conflict of interest. I have never, and never will, cast a vote based on anything but what is right for the city. I made that clear to all of my donors, and have never varied.

State Street is a street, not a park, not an optional open space. It is part of the circulation of the downtown and its closure has precluded disabled and elderly with ambulatory issues from

participating in the downtown. My one little victory was getting one-way traffic on the 1200 block to help save the SB Symphony. Their subscribers are largely seniors from residential facilities who were dropping their subscriptions due to lack of drop-off access.

I know we will continue to disagree on the concept, but your negative assertions are unfounded and unfair.

Best Regards,  
Randy Rowse

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**From:** Sam Benon <[slbinsb@icloud.com](mailto:slbinsb@icloud.com)>

**Sent:** Friday, June 26, 2026 8:48 AM

**To:** City Clerk <[Clerk@SantaBarbaraCA.gov](mailto:Clerk@SantaBarbaraCA.gov)>

**Cc:** Santa Barbara City Council <[SBCityCouncil@SantaBarbaraCA.gov](mailto:SBCityCouncil@SantaBarbaraCA.gov)>; State Street Master Plan <[statestreetmasterplan@SantaBarbaraCA.gov](mailto:statestreetmasterplan@SantaBarbaraCA.gov)>

**Subject:** SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

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

Dear Members of the Santa Barbara City Council,

My name is Sam, and I am a downtown resident and father of two young children who enjoy walking or biking down to state street to enjoy the promenade. I am writing to express my strong, unwavering support for keeping State Street permanently closed to private vehicle traffic, and to demand immediate ethical accountability on this issue from city leadership.

Frankly, I am tired of having to repeatedly write these letters. A small, greedy landlord association simply cannot get it through their heads that the only people who want to reopen State Street to cars are themselves. They do not represent the families, locals, or community members who actually live here, use this space, and spend money downtown.

Opening State Street back up to cars would be a direct rejection of local families. Giving in to this loud minority of property owners is what will encourage downtown's demise, turning a vibrant community space back into a dangerous, polluted traffic corridor.

Furthermore, the recent California Fair Political Practices Commission (FPPC) penalties against Mayor Randy Rowse make it entirely clear why this anti-promenade push is still being entertained. For those unaware, the [FPPC found that the Mayor's campaign failed to disclose the true sources of LLC contributions](#), hiding the fact that they were directed by SIMA Corporation Chairman James Knell to intentionally bypass local contribution limits.

It is a blatant conflict of interest for the Mayor to vote on or advocate for the destruction of our family promenade when he was funded by obscured, illegal campaign donations from the city's largest commercial landlord. SIMA has a direct financial stake in bringing cars back to protect vehicle-dependent commercial assets, including major downtown hubs like **Victoria Court (1221-1235 State St.)**, **El Paseo (800 block)**, **500–510 State St.**, **1113 State St.**, **1129 State**

**St., 1231–1233 State St., and especially 710–720 State St.**, where Knell protects 23 private parking spaces directly behind the buildings.

Because his campaign was caught masking financial backing from SIMA interests, **the Mayor should recuse himself from** all further decisions, deliberations, and votes regarding the State Street Master Plan.

Of course, I know he won't actually recuse himself. His track record of self-serving politics precedes him, lest we forget how he used his position to ban food trucks downtown years ago simply because he wanted to protect his now-closed Paradise Cafe from outside competition. He has a long history of putting narrow business special interests ahead of what the broader community actually wants.

All that to be said, as a parent, a local and a patron of State, the pedestrian promenade completely transformed how my family experiences Downtown Santa Barbara. Our children deserve a safe, walkable city, not an urban center dictated by traffic, smog, special interests and campaign violations. I urge the rest of the Council majority to stand firm, ignore this corrupt influence, and keep State Street car-free and for the love of god stop wasting everyone's time and tax payer dollars on this tired issue. KEEP STATE CLOSED TO CARS.

Sincerely,

Sam Benon

Westside Resident

## Kimberly Johnson

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**From:** itsjessicajay5@icloud.com  
**Sent:** Friday, June 26, 2026 2:25 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

[Some people who received this message don't often get email from itsjessicajay5@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I was at the city council meeting waiting for 4.5 hours to speak for one minute about how the #s have gone down in accidents with vehicles in that area since closing and how it's better and safer for the environment

As a 7th generation local - please do not reopen it to vehicles It's also great for business to have foot traffic Sent from my iPhone

## Kimberly Johnson

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**From:** Victoria McGarry <victoria.pool94@gmail.com>  
**Sent:** Friday, June 26, 2026 2:06 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

Some people who received this message don't often get email from victoria.pool94@gmail.com. [Learn why this is important](#)

Dear City Council members,

I am writing to you today as a local resident and parent to share my perspective on the current status of State Street.

As someone raising a young family here, I believe there is a significant benefit to keeping State Street closed to vehicle traffic. I walk on State Street almost daily with my two-year-old, and the absence of cars makes me feel much safer and more comfortable walking and biking in the area.

Given the high quality of life this pedestrian-friendly space provides and the added cost of reopening the street to cars it does not seem to make sense to reopen right now. The current environment creates a vibrant, safe community space that my family and I value deeply.

Thank you for your time and for considering the impact this decision has on local families.

Best regards,

Victoria McGarry

## Kimberly Johnson

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**From:** Jake M Gorham <jakegorham@berkeley.edu>  
**Sent:** Friday, June 26, 2026 9:39 AM  
**To:** City Clerk  
**Cc:** State Street Master Plan  
**Subject:** Keep State Street Walkable and Closed to Cars

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

Dear Mayor and Councilmembers,

I am writing to strongly urge you to keep State Street closed to cars and preserve its walkable character.

Many of us who care deeply about this issue are not spending hours online posting about local politics. We are working, raising kids, supporting our families, and trying to keep up with daily life. But please do not mistake our silence for indifference.

I know for a fact that reopening State Street to cars would mobilize people like me and many in our community in a way few local issues have. If any elected official votes to undo the walkable nature of State Street, we will remember that vote, organize around it, and vote accordingly.

State Street has become one of the most important public spaces in Santa Barbara. It is safer, more welcoming, more vibrant, and more aligned with the future of a livable city without car traffic dominating the corridor. Reopening it to cars would be a step backward.

It is also financially irresponsible. Spending approximately \$700,000 to reverse a popular, walkable public space is not a prudent use of city funds. At a time when the city has many pressing needs, using public money to make State Street less safe, less inviting, and less community-oriented is deeply misguided.

Please protect the progress Santa Barbara has made. Keep State Street walkable. Keep it closed to cars. Do not spend hundreds of thousands of dollars dragging our downtown backward.

Sincerely,

Jake Gorham

Santa Barbara Resident & Voter

Cell: 530.400.8082 | [jakegorham@berkeley.edu](mailto:jakegorham@berkeley.edu)

## Kimberly Johnson

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**From:** Sam Benon <slbinsb@icloud.com>  
**Sent:** Friday, June 26, 2026 8:48 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** SUPPORT for Car-Free State Street & Demand for Recusal – June 30 Public Comment

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

Dear Members of the Santa Barbara City Council,

My name is Sam, and I am a downtown resident and father of two young children who enjoy walking or biking down to state street to enjoy the promenade. I am writing to express my strong, unwavering support for keeping State Street permanently closed to private vehicle traffic, and to demand immediate ethical accountability on this issue from city leadership.

Frankly, I am tired of having to repeatedly write these letters. A small, greedy landlord association simply cannot get it through their heads that the only people who want to reopen State Street to cars are themselves. They do not represent the families, locals, or community members who actually live here, use this space, and spend money downtown.

Opening State Street back up to cars would be a direct rejection of local families. Giving in to this loud minority of property owners is what will encourage downtown's demise, turning a vibrant community space back into a dangerous, polluted traffic corridor.

Furthermore, the recent California Fair Political Practices Commission (FPPC) penalties against Mayor Randy Rowse make it entirely clear why this anti-promenade push is still being entertained. For those unaware, the [FPPC found that the Mayor's campaign failed to disclose the true sources of LLC contributions](#), hiding the fact that they were directed by SIMA Corporation Chairman James Knell to intentionally bypass local contribution limits.

It is a blatant conflict of interest for the Mayor to vote on or advocate for the destruction of our family promenade when he was funded by obscured, illegal campaign donations from the city's largest commercial landlord. SIMA has a direct financial stake in bringing cars back to protect vehicle-dependent commercial assets, including major downtown hubs like **Victoria Court (1221-1235 State St.)**, **El Paseo (800 block)**, **500–510 State St.**, **1113 State St.**, **1129 State St.**, **1231–1233 State St.**, and especially **710–720 State St.**, where Knell protects 23 private parking spaces directly behind the buildings.

Because his campaign was caught masking financial backing from SIMA interests, **the Mayor should recuse himself from** all further decisions, deliberations, and votes regarding the State Street Master Plan.

Of course, I know he won't actually recuse himself. His track record of self-serving politics precedes him, lest we forget how he used his position to ban food trucks downtown years ago simply because

he wanted to protect his now-closed Paradise Cafe from outside competition. He has a long history of putting narrow business special interests ahead of what the broader community actually wants.

All that to be said, as a parent, a local and a patron of State, the pedestrian promenade completely transformed how my family experiences Downtown Santa Barbara. Our children deserve a safe, walkable city, not an urban center dictated by traffic, smog, special interests and campaign violations. I urge the rest of the Council majority to stand firm, ignore this corrupt influence, and keep State Street car-free and for the love of god stop wasting everyone's time and tax payer dollars on this tired issue. KEEP STATE CLOSED TO CARS.

Sincerely,

Sam Benon

Westside Resident

**Kimberly Johnson**

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**From:** William Kasting <wkast60@gmail.com>  
**Sent:** Friday, June 26, 2026 8:46 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

[Some people who received this message don't often get email from wkast60@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I support keeping State Street car free. Please reauthorize Title 31.

William Kasting

Sent from my iPhone

## Kimberly Johnson

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**From:** R. Andrew Keck <andykeck@mac.com>  
**Sent:** Friday, June 26, 2026 8:45 AM  
**To:** City Clerk; Santa Barbara City Council  
**Cc:** State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

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

Good morning!

My request here is simple... please reauthorize Title 31 and keep State Street car-free.

As a Santa Barbara resident, what frustrates me most is not that people disagree. It's that we seem determined to keep relitigating the same question over and over despite years of public input, planning, and experience.

We've now lived with a car-free State Street for years. Businesses have adapted. Residents have adapted. Visitors have adapted. We've invested public money, private money, and countless hours into making it work. Staff has made clear that simply extending Title 31 costs nothing, while allowing it to expire creates unnecessary expense just to undo what already exists.

Every time this issue comes back, it creates uncertainty for businesses, for residents, and for anyone trying to invest in downtown. At some point, leadership means making a decision and moving forward.

No solution will satisfy everyone, but the direction is clear. Build on what's working instead of reopening old debates. Improve the promenade. Add shade, seating, landscaping, better bike facilities, and transit. Make it even better. Don't spend time and taxpayer money trying to turn the clock back.

Please reauthorize Title 31 and give State Street, and the people who depend on it, the certainty they deserve.

Thank you for your consideration.

Thanks,

Andy

2908 Ventura Drive,

Santa Barbara CA 93105

2063903870

## Kimberly Johnson

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**From:** Fievel <angiecdiaz01@gmail.com>  
**Sent:** Friday, June 26, 2026 7:32 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

Some people who received this message don't often get email from angiecdiaz01@gmail.com. [Learn why this is important](#)

Dear Santa Barbara City Council,

When my partner and I decided to make Santa Barbara our home, we loved that community is present here. And we see it more on State St. I enjoy riding my bike up the street and waving at friends that are walking down the street. I enjoy that I can bring my aging parents and not worry about crossing so many streets that have vehicles driving.

I know that businesses are struggling on State Street, and it is a valid concern. But there are other strategies that the Council should consider, such as moving parades to be on State St, working on lowering rent for these businesses, having interventions in place when a business may be struggling.

I hope Council recognizes that the answer is not to open State St to cars, and to explore other options that can help businesses and continue to promote community. Thank you.

Angie C. Diaz  
[angiecdiaz01@gmail.com](mailto:angiecdiaz01@gmail.com)  
(562) 569-9070

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## Kimberly Johnson

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**From:** Domenic Mancuso <domenicmancuso1@gmail.com>  
**Sent:** Friday, June 26, 2026 8:08 AM  
**To:** City Clerk  
**Subject:** Keep State street car free!

[Some people who received this message don't often get email from domenicmancuso1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Keep State street car free.

Domenic V. Mancuso  
561-460-6841

## Kimberly Johnson

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**From:** danielle mancuso <dmancuso3@gmail.com>  
**Sent:** Friday, June 26, 2026 8:04 AM  
**To:** City Clerk  
**Subject:** Keep state street closed to cars

Some people who received this message don't often get email from dmancuso3@gmail.com. [Learn why this is important](#)

Please extend Title 31 and keep State Street closed to vehicles. The loss of outdoor seating would devastate businesses.

Danielle P. Mancuso

## Kimberly Johnson

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**From:** Bruce Caron <bruce@tnms.org>  
**Sent:** Friday, June 26, 2026 7:09 AM  
**To:** City Clerk  
**Subject:** Public Comment: City Council meeting June 30, 2026, Item 26

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

### Item 26, June 30, 2026 City Council meeting

Please reauthorize Title 31 to keep State Street car-Free.

To the Mayor and Santa Barbara City Council,

The future of State Street is car-free. This future needs to start today. You can end the car/no-car debate now. Put this decision behind you, and us, finally. Reauthorize Title 31 today.

Bringing cars back for a couple years to satisfy a nostalgic impulse denies the Master Plan development effort of a couple years to test out various alternatives for the final, car-free design.

Bringing back cars will not reanimate the cadaver of late Twentieth Century downtown retail business. It is magical thinking to believe that traffic going up and down the street with nowhere to park will have a positive impact on the actual businesses. It does have an unfortunate impact on business rental pricing expectations.

Commercial property owners use commercial leasing sites on the internet (like Zillow for commercial property) to advertise their properties. The big sites, such as [loopnet.com](http://loopnet.com), automatically compute the Average Daily Traffic (the number of cars going by) as an important metric determining the competitive pricing for leasing a commercial property. State Street property owners are calling for cars on the street to increase the national lease pricing of vacant properties. If you agree that State Street commercial leases need to be more expensive, then putting cars back might help property owners make more money in the short run. They could even use this as an excuse to raise the rent on existing leases that expire in the next couple years. No wonder the downtown property *owners* are for this.

Of course, the internet is also a big reason why a range of formerly profitable retail businesses in older downtowns are in trouble all across America. We are not alone. In the last several years, the Bureau of Labor Statistics reports that a million apparel retail jobs have disappeared nationwide. In Santa Barbara City, public records reveal that more than 30% of sales taxes returned from the State come from internet sales. Nearly a third of the walk-in retail trade has now moved to online sales. (Perhaps new downtown leases should reflect THIS impact.) Within a decade, the internet's effect on City sales tax revenue might

reach 50%. That's another clear reason to get more housing inside the City limits. Every new home is also a new sales-tax source.

One of the hardest hit brick-and-mortar retail sectors is travel. More than 70% of all travel plans and payments are done online in the US. And now there is an online platform (Fora Travel) that allows individuals to become "travel advisors," personal travel agents with all the same connections and discounts that in-person travel agencies offer. Today, 15,000 Fora Travel advisors sell billions of dollars of services with near-zero overhead.

<<https://oysterlink.com/spotlight/online-travel-booking-statistics/>>

Allowing cars back for a few years is an expensive retreat away from the central promise of the new Master Plan. It's so much better to keep moving ahead, not back.

We need to surround the downtown promenade with a thousand new apartments, including family housing. Let's create a lively downtown neighborhood as the basis for essential, walkable retail shopping: an actual neighborhood with spaces for kids to play. State Street already offers boutique shopping and dining experiences, and "embodied retail" (gyms, yoga studios, art galleries, vintage clothing shops, barbershops, etc.). These are unaffected by the internet. When the Master Plan is built, the City's beautiful State Street pedestrian promenade will attract tourists from across the US and the world, and reward locals who will enjoy its lovely quietude.

Please keep State Street car-free starting today by reauthorizing Title 31.

Also: bring back regular, convenient micro transit soon. Regulate bicycle use on the promenade by limiting this to only street-legal eBikes. Today, a majority of eBikes ridden on State Street are actually illegal to ride on the street.

I thank you all and City staff for the enormous amount of work you have already accomplished on this matter.

Bruce Caron, Santa Barbara resident.

## Kimberly Johnson

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**From:** Megan Ashley <mashley932@gmail.com>  
**Sent:** Friday, June 26, 2026 6:41 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

[Some people who received this message don't often get email from mashley932@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,

Please keep state street closed to cars. It's far more enjoyable now than it ever was pre pandemic. I'd actively avoid it before due to all the car fumes. If anything, I go out to eat and spend more money on state street now than pre pandemic.

There are also many safety benefits like the reduction in car related injuries and fatalities that used to have it pegged as the 3rd most unsafe street in the city.

I urge the council to vote to keep state street car free.

Best,  
Megan  
Sent from my iPhone

## Kimberly Johnson

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**From:** Dylan McClain <dylan.mcclain.573@gmail.com>  
**Sent:** Friday, June 26, 2026 2:45 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

Some people who received this message don't often get email from dylan.mcclain.573@gmail.com. [Learn why this is important](#)

To whom it may concern:

As a resident of Santa Barbara and a frequent shopper at State Street, I would like it to be known that I do not support allowing cars on state street again. As it stands currently, all cross traffic is still open to travel for vehicles and opening state to vehicles would not improve traffic conditions, either vehicular or pedestrians traffic to the businesses.

As it is currently, state street is a welcoming attraction to visitors and tourist to our beautiful town, it shows people the beauty our town has to offer by allowing everything to take in the beautiful architecture and community. The outdoor seating addition to many restaurants let people enjoy the comfort of our amazing climate while supporting our local businesses, it provides a 3rd place for teens looking for an escape in a safe environment after school and when not at home. It shows other communities that designing cities as walkable improves the health of both businesses and individuals alike.

Keep state street car free, and let more people get the exercise they need while supporting our local commerce.

Best regards,  
Dylan McClain

## Kimberly Johnson

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**From:** Vern Rodriguez <vern.rodriguez@gmail.com>  
**Sent:** Friday, June 26, 2026 12:29 AM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

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

State Street is so much more enjoyable since we closed it to cars. I love the expanded seating and dining areas. Having a safe thoroughfare to ride my bike provides peace of mind and brings me down State more than I ever did in my car.

Reopening half the block in front of Granada was a mistake, it was more enjoyable when good lion and sama sama had the outdoor dining. Handicap accessible drop off for the Granada should be made available from the back parking lot.

Keep it open! It's what everyone wants, and we are starting to figure out how to better utilize the space.

- Veronica Rodriguez

**Kimberly Johnson**

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**From:** Susan Shields <shields3033@netscape.net>  
**Sent:** Thursday, June 25, 2026 10:27 PM  
**To:** City Clerk  
**Subject:** Message for Mayor and city council members

I have been a resident of the city for close on 60 years. With respect to the future of State Street, I strongly urge you and your staff to watch the just released episode 575 of Newsmakers With Jerry Roberts in which he interviews Colleen Macey, the owner of a business on State Street, and Cass Ensberg, a renowned local architect. You will learn a lot from their wisdom and you ought to take into account their viewpoints.

Susan Shields  
3033 Calle Rosales, SB 93105

## Kimberly Johnson

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**From:** Tomi Chen <tomichen@ucsb.edu>  
**Sent:** Thursday, June 25, 2026 10:14 PM  
**To:** City Clerk  
**Cc:** Santa Barbara City Council; State Street Master Plan  
**Subject:** Public Comment Item 26: Please Reauthorize Title 31 to Keep State Street Car-Free

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

Hello!

I am a student at UCSB and I am writing to urge the city council to keep State Street car free. Beyond the economic benefits to local businesses and savings on the cost to reimplement car infrastructure, having a car-free downtown makes it much more pleasant to be around and increases pedestrian safety and comfort.

If State Street is reopened to car traffic, I will definitely be much less inclined to visit the area unless I have to, and will no longer be walking around to check out local shops and small businesses. Noise and air pollution from cars will make outdoor dining unpleasant, and street parking, if available, will take up space on the street.

Cars don't buy things or browse stores, people do. Cities aren't loud, cars are loud. Cars don't make a city what it is, it's the people that do. I urge the city council to vote to keep State Street car free.

Thank you for your consideration!

Tomi Chen

**Kimberly Johnson**

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**From:** Susan Shields <shields3033@netscape.net>  
**Sent:** Tuesday, June 23, 2026 9:23 PM  
**To:** City Clerk  
**Subject:** Public comment on upcoming State Street vote

Attention mayor and city council members

I have lived in Santa Barbara for close to 60 years and so am well acquainted with the importance of State Street, a thoroughfare that was always the artery of Santa Barbara. In terms of economic health it is now surpassed by Milpas where the businesses are thriving. You are about to make a momentous decision about the future of State Street and I would like to offer some thoughts based on what I have been hearing lately. The most profound idea that I recently heard suggested is to ban all forms of wheeled transport which would make it truly a pedestrianized facility with no threats whatsoever to life and limb. Of course I do not mean to ban wheelchairs or scooters used by handicapped persons, or prams and strollers. What would be necessary is of course enforcement. I personally never go downtown except to the SBMA and the Granada and occasionally to the Apple Store or the SBIFF movie theater. In that respect I have noticed that the recreational cyclists do not ride downtown in order to shop or meet a friend for lunch, and the young people who threaten everyone with their E-bike antics also do not spend any money on State Street. The city desperately needs the revenue from our sales tax but if people are not actually shopping there, the sales tax does not earn us much. A way has to be found to get and keep shops open on State and to get shoppers back and spending their money. Making our main street once again safe, inviting and profitable and available for parades ought to be a top priority for the city council.

Susan Shields  
3033 Calle Rosales, SB 93105