

Kimberly Johnson

From: Aurielle Whitmore <auriellewhitmore@gmail.com>
Sent: Monday, June 29, 2026 4:37 PM
To: City Clerk
Subject: Please Vote No on Item 26

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

Dear Mayor and Council Members,

I am writing to urge you to vote **no** on reauthorizing the car-free ordinance for State Street (Item 26).

My family and I want to see State Street restored as a vibrant, accessible downtown that welcomes everyone. Bringing vehicle access back would make it easier for residents, visitors, seniors, and people with mobility challenges to reach local businesses and enjoy everything downtown has to offer.

I also want to address the fiscal side of this issue. I believe it is worth investing in restoring vehicle access if it helps revitalize downtown, improves accessibility, and supports local businesses. Our tax dollars should be used on infrastructure that serves the widest range of residents and visitors, and reopening State Street to cars is an important step toward that goal.

As a Westside resident, I recognize that traffic safety is important throughout our city. However, improving safety in our neighborhoods and restoring vehicle access to State Street are not mutually exclusive. The City should continue investing in traffic calming where it is needed while also creating a downtown that is accessible and functional for everyone.

Please vote **no** on Item 26, restore vehicle access to State Street, and pursue a balanced approach that supports businesses, accessibility, and the long-term vitality of downtown.

Thank you for your time and consideration.

Respectfully,

Aurielle Whitmore
729 W Valerio St.

Sent from my iPhone

Kimberly Johnson

From: Kelly Garvey <kellygarvey@ucsb.edu>
Sent: Monday, June 29, 2026 4:30 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 kellygarvey@ucsb.edu. [Learn why this is important](#)

Dear Mayor, City Council, and the Community,

As a Santa Barbara community resident of 10 years, I am writing to **strongly oppose** reopening State Street to cars and to urge the Council to commit to a permanently car-free promenade from Haley to Victoria.

Thank you,
Kelly Garvey, M.S.
PhD Candidate at UC Santa Barbara [Bren](#) School of Environmental Science & Management

Kimberly Johnson

From: Sarah Iannarone <sarah@movesbcounty.org>
Sent: Monday, June 29, 2026 4:24 PM
To: City Clerk
Subject: 6/30 Agenda Item 26: Reauthorize Title 31 (State Street Santa Barbara)
Attachments: Reauthorize Title 31 - State Street Santa Barbara.pdf

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June 29, 2026

Mayor Rowse and City Council Members

735 Anacapa Street

Santa Barbara, CA 93101

RE: Reauthorize Title 31 - State Street Santa Barbara

Dear Mayor Rouse and Council Members:

Reintroducing private vehicle through traffic to State Street is not a forward-thinking economic development strategy. It is a costly step backward that works against the City's own policies, plans, and goals, and one that will significantly increase the cost of State Street Master Plan implementation.

The City's own data does not support the narrative that opening the street to people caused economic harm. Sales tax revenue has returned to and exceeded 2019 levels, and the City's own consultants found no definitive link between this COVID-era innovation and business performance.

The State Street Master Plan hinges on pedestrian and cyclist prioritization, and the City is actively pursuing grant funding on that premise. Reopening to vehicle traffic now puts significant outside funding at risk.

In these trying budget times, spending public dollars to undo years of capital planning is poor fiscal stewardship. We urge the Council to let this ordinance stand and protect the City's investment in its own plan.

Respectfully,



Sarah Iannarone (she/her)

Executive Director, [MOVE Santa Barbara County](#)

Mail: P.O. Box 92047, Santa Barbara, CA 93190

Office: 508 E Haley St, Santa Barbara, CA 93103

Text: 503-975-0240 Voicemail: 805.845.8955 x 1

Kimberly Johnson

From: Lori Rafferty <lraf@cox.net>
Sent: Monday, June 29, 2026 4:15 PM
To: State Street Master Plan; City Clerk
Cc: Lori Rafferty
Subject: DRAFT- State Stree Master Plan

Hi All —

I'm been a full time resident of SB for almost 50 years and even before that visited and shopped on State Street as a young child growing up in Ventura County. I remember when there was parking on State St. So I've lived through a few changes and economic ups and downs. But hey I still ride a bike and shop, but am not drawn to downtown too much to eat in over-priced restaurants or shop because what I like isn't there anymore (clothes stores like Nordstrom & Macys, Barnes and Noble, Sur La Table- and oh how I wish for a Crate and Barrell for more home furnishing options). Plus State has turned into more of a recreational bike path with idiot unsafe riders of all types and ages. It was never like this before, having vehicle traffic flow between lights and intersections provided a control of sorts that also regulated bicycle traffic because most riders back then followed the rule of traffic laws. I was one of them.

Ok... in reading this Draft my first thought was there was a lot of subjectivity in stating "perceived" facts. Perceptions are not facts. And lot of nice well meaning people on this committee seem to have strong opinions with which they are trying to drive certain narratives with. So City Council, please don't be entirely swayed by this, question everything.

For example, note my "perceptions" in *(italic parenthesis)*: **Driving Experience** Prior to COVID, State Street served as a drive-through plaza (*street*) for vehicles (and bicyclists). The beautiful architecture, *(some)* outdoor cafes, shoppers, and street layout made the Plaza (*it's a street, was never a plaza*) a popular cruising destination (*a vehicle travel route for drivers*). The actual utility of driving was negligible (*? that's a matter of opinion, not fact*) since there was no on-street parking on State (*many people disagree with this as seen in reading online comments as State Street has always been a vehicle driving corridor to reach other streets and destinations in the City- that is it's history*). When the temporary State Street Promenade opened to pedestrians and cyclists, the level of traffic congestion that was added to the parallel streets of Chapala and Anacapa Streets was minimal (*fact or perception? are there before and after traffic studies available to support this claim? my "perception" = wrong, traffic is now very heavy on these side streets*). Chapala and Anacapa Streets (*as well as Santa Barbara St and De La Vina*) are the north and south bound streets carrying traffic in Downtown and connect to the rest of the City's road network, including the nearby highway interchanges at Carrillo, Castillo, and Garden Streets to U.S. Highway 101, the only major highway bisecting the City.

And... I have not learned anything about any of the following after reading this Draft:

- what are the net benefits of implementing this Master Plan?
- what is the timeline for this? This needs to be seriously discussed and put in writing. It could take 2-4 more years just to reach final approval. Then another 1-3 years to secure funding. Then another 3-6 years to tear up State and make the physical changes. So what 10 years total? more? less? anyone?

- what are the ALL costs involved for ALL these stages and who's paying for it? anyone?

- **Economic Development & Housing:** Support conversion of excess retail space to housing, office, and mixed-use development. The City has planned for 8,001 new units under the California Regional Housing Needs Allocation (RHNA) by 2030; the downtown core, including the Master Plan area, should accommodate 1,000–2,000 of those units *(so that's a big maybe that this plan is hoping for, "should accommodate" how is that going to happen and how long will that take?)* .

- **4. Safe Space for All to Recreate:** The Promenade has created an expanded opportunity for residents and visitors to use State Street as a recreational space *(during Covid, was supposed to be a temporary closure?)*, including for walking, cycling, jogging, and informal play in a way that was not possible when vehicles occupied the roadway. *(but what about the merchants? the property owners? how will more of a shift to recreational space use benefit the businesses? will shoppers be going into their stores after they "recreate" or will they leave because they just came down to recreate?)* This shift has been particularly meaningful for families with children, elderly residents *(disagree)*, and people with disabilities *(nope)* for whom a car-free environment offers greater comfort, accessibility, and safety. However, ensuring that the space is welcoming to all requires continued attention to design, programming, maintenance, and the management of behaviors that make some users feel unwelcome. *(what will the constant annual cost of these be and who pays for them?)*.

- **Spanish Colonial Revival architectural:** my opinion= I am sick and tired of this same 'ol same 'ol style, it adds to the monotonous feeling of State Streets' long mile. Whether we keep State closed or open it up to vehicles, we must become more flexible in allowing some spice here and there with some fun and attractive modern designs.

In conclusion, too much talk has been about whether or not to keep State closed or open to vehicles. Not nearly enough has been discussed about timelines, costs, net benefits to whom, net benefits to all merchants/all property owners (who are the real stakeholders).

The best possible solution right now— because it is too premature to support this Draft plan— is to simply open up State Street to some degree of vehicle traffic flow NOW because there are way too many variables that still need to be worked out. Lets see how State functions again, this seems like it's the least costly solution for now. It would even provide more clarity to what really could work as planning goes forward and what could help the merchants, not just the restaurant tourist industry. Staying closed for another 10 years is not a responsible financial decision at this time. You have a legal fiduciary duty to make the most responsible financial decisions that benefit the City as a whole, with no conflicts of interest. It's a heavy burden, don't drag your heels.

:) Lori Rafferty (ps- same goes for supporting the Short Term Rental Ordinance update, 14 years and counting is waaaay tooo looong!!!)

Kimberly Johnson

From: Ivonne L Ibarra <ivonne.l.ibarra@gmail.com>
Sent: Monday, June 29, 2026 4:11 PM
To: City Clerk
Subject: Re: June 30, 2026 City Council Meeting Written Public Comment for Item # 26.

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June 29, 2026

The Honorable Mayor Rowse and City Council Members
City of Santa Barbara
735 Anacapa Street
Santa Barbara, CA 93101

Re: June 30, 2026 City Council Meeting

Written Public Comment for Item # 26. Subject: Interim Implementation of the State Street Master Plan

Dear Mayor Rowse and Members of the City Council,

I am a Downtown Santa Barbara resident and am writing to express my support for Option A: maintaining the State Street Promenade in its current configuration until the State Street Master Plan is implemented.

The State Street Promenade is within walking distance of my home, and I enjoy it daily. For me, it has the feel of a European-style pedestrian district, with its historic character, tree-lined streets, outdoor eateries and restaurants, social scene, outdoor markets, and bike paths.

The State Street Master Plan reflects the dedication of so many in the community, the city staff, and this Council, who have worked hard to help create a viable future for our downtown corridor, one that envisions a pedestrian-friendly, vibrant, safe, and uniquely inviting historic downtown center, an amenity for the Santa Barbara community and neighboring cities alike.

I am excited about the State Street Master Plan and respectfully request that Option A be adopted, maintaining the State Street Promenade in its current configuration to enable implementation of the Master Plan.

Thank you for your time and dedication to serving our community.

Sincerely,

Ivonne Ibarra, Architect
Email: Ivonne.L.Ibarra@gmail.com
T: 917-747-1934-1934

Kimberly Johnson

From: carmenmccotter@gmail.com
Sent: Monday, June 29, 2026 4:10 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

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Hi,

I'm writing in to urge you to keep State street car free. It has made a huge difference in how often I come downtown, bring visitors to downtown, and spend money at local businesses. Since it's actually enjoyable to stroll down a street that has no cars, I have many times gone into businesses like Dune, game seeker, or world market and bought things that I would not have purchased if state street was open to cars. Having state street car free has a direct impact on how often I come downtown, how much money I spend at businesses there, and whether or not I bring visitors into businesses and restaurants.

Best,
Carmen
Sent from my iPhone

Kimberly Johnson

From: Jennifer Miller <jenniferandjack@gmail.com>
Sent: Monday, June 29, 2026 4:09 PM
To: City Clerk
Subject: State Street

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

Hello:

I am a longtime Santa Barbara resident and a very frequent user of State Street. I live 7 blocks off of State Street and am on State 3 to 5 times per week. Conversations to fix State Street having been going on long before it was closed to cars. Hopefully you have seen this article from 2009 when The Independent was reporting about a broken State Street.



For the record, I love State Street being closed to cars. Bringing back to a car traffic would increase noise and pollution not to mention kill the laid-back energy. Can you imagine all the ride shares and delivery people pulling over with their blinkers on 'just for a minute'. The horn traffic alone will be horrible. I am a tour guide and my guests love it. I find State Street to be vibrant and usable and an extended part of my neighborhood. Thank you,
Jennifer Miller

Kimberly Johnson

From: Office-Oasis Design <office@oasisdesign.net>
Sent: Monday, June 29, 2026 4:04 PM
To: City Clerk
Subject: 6/30 agenda item 26: Keep State Street a safe, convivial refuge: Re-authorize Title 31, please!

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Dear City Council—

As I was biking under the 101 on State last night one of the cruiser muscle cars gunned their engine deafeningly in the echoing space.

As I crossed Carrillo, a different car violently gunned what sounded like a muffler-less engine, and peeled out around the corner, tires shrieking.

The contrast with car-free State Street really made me appreciate the quiet, absence of exhaust, and relief from the mortal danger of being run over by a several thousand pound speeding car.

Kids on e bikes are a nuisance and can be startling, but cars present actual mortal danger, killing cyclists and pedestrians in our town each year. Air pollution takes years off of all our lives, as does lack of exercise.

State Street is a refuge for kids, cyclists, pedestrians, and people with mobility challenges, to see, be seen, shop, and get around free from worry of being killed—quickly or slowly—by cars and their emissions.

Yes to e bike speed enforcement, no to deadly cars.

I look forward to the taming of speeding bikes, so State is once again a place where the tiniest of local residents can learn to ride a bike, as was the case in the earlier configurations.

Meanwhile, I urge you to support Option A and direct staff to maintain the current promenade configuration.

Thank you—

Art Ludwig
Parent of two local cyclists, soon to be grandparent of another