

Kimberly Johnson

From: Anthony Luna <anthony.s.luna@gmail.com>
Sent: Monday, June 29, 2026 5:15 PM
To: City Clerk
Subject: RE Agenda Item 26 June 30, 2026 - Please reauthorize Title 31 for the sake of cost, public health and safety, and quality of life!

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

Dear City Council Member,

I implore you as a resident of Downtown Santa Barbara with an infant, PLEASE keep cars off of State Street! Reauthorizing title 31 is low-cost compared to the alternative which costs \$700,000 according to the city report.

Santa Barbara's downtown is the most pedestrian and bike friendly city in all of Southern California, a beacon and shining example for smart urban planning. Downtown SB is loved for its wonderful quality of life as a result of it's pedestrian friendly nature.

Cars are noxious, dangerous, and loud. Reintroducing them, even temporarily, will have costs, even beyond the \$700,000 projected. A major pollution from automobiles is PM 2.5, a pollutant that can cause decreased cognition [1], heart and pulmonary disease [2], and is an acute hazard to sensitive groups [3].

Please reauthorize and keep cars OFF OF STATE STREET!

Best,
Anthony Luna

[1] <https://www.nature.com/articles/s41598-024-70646-6>

[2] <https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm>

[3] <https://www.epa.gov/pmcourse/patient-exposure-and-air-quality-index>

"Over the long term, the future is decided by optimists. To be an optimist you don't have to ignore all the many problems we create; you just have to imagine improving our capacity to solve problems." - Kevin Kelly

Kimberly Johnson

From: Maeve Holland <maeve.a.holland@gmail.com>
Sent: Monday, June 29, 2026 5:12 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 maeve.a.holland@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am writing to submit a public comment on item 26 of tomorrow's city council meeting. I would like the council to reauthorize title 31 and prevent cars from being allowed on State Street again. As a Santa Barbara resident, I value having State as a pedestrian and cyclist zone. I bike to work most days and use State as my primary route. I also do not want to see city funds used to restore vehicle lanes.

Thank you for reading my comment.

All the best,
Maeve Holland

Kimberly Johnson

From: Business State Street <businessesforstate@gmail.com>
Sent: Monday, June 29, 2026 4:59 PM
To: City Clerk; Santa Barbara City Council; State Street Master Plan
Subject: Public Comment
Attachments: Businesses for State Street Letter.pdf

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

Attached is public comment for Item 26 for the June 30th City Council Meeting.

Thank you!

Kimberly Johnson

From: Renee Waters <reneewaters3@icloud.com>
Sent: Monday, June 29, 2026 5:18 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 reneewaters3@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please do not allow cars back on state street, especially at night. People are accustomed to walking state street now and allowing cars back on them will be a pedestrian safety risk.
It will also ruin the wonderful environment that's been created. It is so joyous to be able to walk down that street freely.

Sent from my iPhone

Kimberly Johnson

From: Andrew Plantinga <plantinga@bren.ucsb.edu>
Sent: Monday, June 29, 2026 5:30 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 plantinga@bren.ucsb.edu. [Learn why this is important](#)

Dear Members of the Santa Barbara City Council – In my view, closing State Street to cars was a great decision that has made the downtown area much more desirable. I come down to State Street (and spend money at retail shops and restaurants) much more often because State Street is pedestrian friendly. I acknowledge the problems with e-bikes and e-motorcycles, but the solution to that problem is to restrict their use on State Street, not to bring back cars. Respectfully, Andrew Plantinga

Andrew J. Plantinga
Bren School of Environmental Science and Management
University of California
Santa Barbara, CA 93106-5131
office: 3424 Bren Hall
email: plantinga@bren.ucsb.edu
phone: (805) 893-2788
website: <https://bren.ucsb.edu/people/andrew-plantinga>
Environmental Markets Lab (emLab): <https://emlab.ucsb.edu/>

Kimberly Johnson

From: Christine Bourgeois <cbarreb@gmail.com>
Sent: Monday, June 29, 2026 5:33 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 City Council members,

For the last 6 years, removing cars from State Street—the street with the highest pedestrian and bike volumes in Santa Barbara because it's a public space and not a highway—has been a game-changer for safety.

Personally, when I walk or ride my bike on State Street, I feel transported to a beautiful, peaceful European downtown where people of all ages enjoy a noise-, pollution-, and stress-free public space. It's wonderful and I am not the only one who thinks that.

The city's own survey found overwhelming support for keeping State Street car-free, with 79 percent of the 5,700 respondents saying NO to cars. Thousands of residents have expressed support for a permanent promenade through written and spoken public comments.

Please keep State Street Car-Free!

Thank you,

--

Christine Barré Bourgeois
Santa Barbara Homeowner

Kimberly Johnson

From: S Griffin <sgpansy@gmail.com>
Sent: Monday, June 29, 2026 5:48 PM
To: City Clerk
Subject: Item #26 - Let Title 31 Expire!

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

I strongly encourage the Council to direct staff to allow Title 31 to expire and return to Council to appropriate funds necessary to effectuate the re-configuration of the roadway until the Master Plan can be implemented.

I reluctantly accepted the TEMPORARY closure of State Street at the beginning of the Covid pandemic, but six years is not TEMPORARY. The closure does not work for all residents, especially those not living in the downtown area.

I am a senior who wants to walk without concern of being hit by a bicycle while looking in shop windows. People like me do not get the benefit of the promenade because we will not walk in the street with the bicycles.

I recently had to navigate an elderly walker dependent resident downtown to purchase a pair of shoes. It was very difficult. She does not have the endurance to walk more than a few hundred feet. With the street closure, it took one person to drive on a side street as close as he could and park illegally to drop the shoe buyer and me off close enough for her to walk to the store. Handicap parking in the parking garage would have been too far of a walk.

Bicycles, especially electric bikes, belong in the street. Enforcing traffic laws on car drivers and bicyclist would greatly improve everyone's safety. While I understand the city's desire to reduce automobile traffic, it comes at a cost to residents who don't live downtown and cannot safely use public transportation. We want to enjoy downtown, but we won't put our safety at risk. One compromise would be return one lane of vehicular traffic to State and turn the other lane into a bidirectional bike path. Everyone has a safe effective place to travel with this plan, but return State to its former useful self first.

As for the costs estimate for restoring vehicular traffic, this list seems like it has been padded. Are the barriers used for the farmer's market different than what had been used for the Tuesday farmer's market before Covid? Are they different than the barriers that were used for parades before Covid? Where did those barriers go? Do you really have to remove any paint on the art installation, or can we just work with it for two years? Let's look for the most cost effective way to relocate B-Cycle stations by possibly moving them without removing planters. Even if you have to spend \$700,000 to bring the old State back, it will be worth it, but try not to needlessly spend money on the project.

Bring State Street back!

Sarah Griffin

Kimberly Johnson

From: byron blanco <l0l2d.l3yl20n@gmail.com>
Sent: Monday, June 29, 2026 5:50 PM
To: City Clerk; State Street Master Plan
Subject: in regards to item 26.

Some people who received this message don't often get email from l0l2d.l3yl20n@gmail.com. [Learn why this is important](#)

Hello my name is Byron and I am writing about the State Street Master Plan.

As a longtime Santa Barbara resident and survivor of a catastrophic bike accident in this city, I can say is that I have personally spent far more time downtown since it was closed to cars than I ever did for the last few decades when it was open to car traffic.

As someone who understands the whole of cycling accidents first-hand. I had to have part of my elbow replaced. I know how suddenly something like that can happen and how much of it can be avoided by simply separating the car from everyone else.

As someone who still rides a pedal bike everywhere let me tell you drivers have gotten so much worse since the pandemic; yes, it's the phones and screens. I have had to start mounting a camera to my bike and streaming my rides just to have a record in case the worst happens again.

Yes I realize the children on those E bikes are annoying but a quick reversion to cars downtown would only ensure a massive accident because that would not get rid of those bikes but instead place them onto sidewalks and in front of more cars. Not to mention the charm of State would really die...

Look with the traffic jam removed from the center of our downtown its just so much nicer to walk around and enjoy the silence. It really has started to feel unique and special like this so finish that master plan and show those other cities in California and the country that we can still build great things.

Look, e-bikes, like phones and screens have already been invented so let's keep State Street car-free and instead focus on new ways to ticket those E Bikes. I personally favor a snitch line website.

Anyhow thank you for your time. I really do not envy the task in front of you.

~ Byron

Kimberly Johnson

From: Scott Griffin <scottcgriffin@gmail.com>
Sent: Monday, June 29, 2026 5:52 PM
To: City Clerk
Subject: Title 31, Renew or Expire?

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

Attention City Council Members,

Please allow Title 31 to expire and return State Street to its pre Covid configuration, with traffic lanes in both directions for vehicles.

Include a turn out lane for emergency vehicles, commercial vehicles, pick-up drop-off for passengers including handicapped for easier access store fronts.

All bicycles, electric bicycles, scooters and skateboards should ride in the street.

Keep sidewalks safe for pedestrians.

Return mid-block crosswalks for pedestrians.

Please reinforce all traffic rules for all modes of transportation.

Keep State Street Safe for all.

Scott Griffin

Kimberly Johnson

From: Scott Griffin <scottcgriffin@gmail.com>
Sent: Monday, June 29, 2026 6:01 PM
To: City Clerk
Subject: Item # 26, Title 31: Let it Expire!

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

Please allow Title 31 to expire and return State Street to its pre Covid configuration, with traffic lanes in both directions for vehicles.

Include a turn out lane for emergency vehicles, commercial vehicles, pick-up drop-off for passengers including handicapped for easier access to store fronts.

All bicycles, electric bicycles, scooters and skateboards should ride in the street.

Keep sidewalks safe for pedestrians.

Return mid-block crosswalks for pedestrians.

Please enforce all traffic rules for all modes of transportation.

Keep State Street Safe For All!

Scott Griffin

Kimberly Johnson

From: Tilo Stahl <tilostahl@comcast.net>
Sent: Monday, June 29, 2026 6:07 PM
To: City Clerk
Subject: State Street - Item 26 of the City Council Meeting

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

As a regular and long-time visitor to Santa Barbara I wish to emphasize that the closure of State Street is a major improvement for downtown Santa Barbara. State Street as it is today is one of many reasons I regularly return to Santa Barbara (and spend money there). I use the B-cycles and frequent the cafes, restaurants and shops along State Street, and am much more comfortable doing so in the absence of cars. It would be a mistake to re-open State Street for automobiles.

Please don't do it!

Thank you,
Tilo Stahl
West Chester, PA

Kimberly Johnson

From: awasbin@gmail.com
Sent: Monday, June 29, 2026 4:58 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 awasbin@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi, I've been living in Santa Barbara on and off since 2004 and would love to see State Street remain car free. It's incredibly more vibrant as a car-free zone! We just need more plants, more grass, less segmentation between sidewalks and street! Also, more patrolling, kept safe for kids and free of cars (and speeding ebikes!).

Thanks!

Alex

Kimberly Johnson

From: Nayan Patel <nayan.patel.08@gmail.com>
Sent: Monday, June 29, 2026 6:14 PM
To: City Clerk; State Street Master Plan
Subject: Title 31 extension

Some people who received this message don't often get email from nayan.patel.08@gmail.com. [Learn why this is important](#)

Hi, I would like to submit my comment in favour of keeping state street car free. I am a pulmonologist practicing and living in Santa Barbara and I believe that keeping state street car free will have a direct positive income on the health of our population. Low traffic zones have a proven reduction to air pollution both in zone and in surrounding neighbourhoods, and reduction in air pollution is critical in maintaining healthy lungs. I am referencing this model in London to support this claim. <https://pubmed.ncbi.nlm.nih.gov/42342017>

Large scale models of urban cities also show that car free and congestion free zones help increase activity among the populace, that can contribute to health gains of anywhere from 420 to 826 disability adjusted life years per 100,000 people. Active commuting is shown to reduce the relative risk of a cardiac event by 11% in this same population. I am referencing these 2 articles from the AHA/Circulation, and Lancet to support these claims:

ahajournals.org



<https://pubmed.ncbi.nlm.nih.gov/27671670>

Finally, seeing state street just full of pedestrians is wonderful as a community member and someone who cares about the social wellbeing of people in this city. Please take this comment into consideration when casting your vote tomorrow.

Nayan Patel, MD
108 Northridge Rd Santa Barbara, CA
93105

Kimberly Johnson

From: ovperillo@earthlink.net
Sent: Monday, June 29, 2026 6:37 PM
To: City Clerk
Subject: FW: June 30 City Council Meeting - Share your perspective!

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

To Santa Barbara City Council,

We feel strongly that Title 31 allowing the State Street closure should be extended until the Master Plan vision for State Street can be implemented. We are frequent shoppers and outdoor diners on State Street, and the closure has stimulated increased business from my wife and I who live in walking distance. We also frequently walk, run, and bike on the closed portion of State Street due to the increased safety provided by closure to vehicles.

Thank you for seeking input on this important matter to our community!

Best regards,
Owen Perillo
601 E. Micheltorena Street

From: Downtown Santa Barbara Improvement Association (DSBIA) <info@downtownsb.org>
Sent: Friday, June 26, 2026 5:28 PM
To: ovperillo@earthlink.net
Subject: June 30 City Council Meeting - Share your perspective!



June 30 City Council Meeting – Your Voice Matters

Few topics have generated as much community conversation as the future of State Street and downtown. If you've debated it with a neighbor, your spouse, or even yourself once or twice, now is the time to make your voice heard.

Title 31, the temporary ordinance that allows State Street to remain in its current configuration, is set to expire soon.

On Tuesday, June 30, the Santa Barbara City Council will consider whether to extend Title 31, allow it to expire, or pursue another direction based on Council deliberation and community input in advance of implementation of the master plan.

We encourage you to participate in the public process to share your perspective as a valued member of our downtown community. You can submit written comments to the City Council in advance of the meeting to Clerk@SantaBarbaraCA.gov or provide public comment during the meeting.

Share your thoughts with us as well by replying to this email so we know your latest perspectives.

To better understand the issues and what will be discussed, we encourage you to review the City staff report and supporting materials before the meeting.

You can review the full June 30 council meeting agenda [here](#).

The items associated with item 26 titled Interim Implementation of the State Street Master Plan are below.

[Staff Report](#) Interim Implementation of the State Street Master Plan city staff report

[Attachment 1](#) - Summary of State Street Interim and Pilot Projects

[Attachment 2](#) - State Street Emergency Vehicle Response 2025 Travel Time Evaluation

The June 30 council meeting also includes several other significant items, including the Paseo Nuevo Development Agreement, the FY 2026–27 City Budget, PBI, and other matters. We encourage you to review the full agenda so you don't miss a beat.

[City Council Meeting](#)

Tuesday, June 30, 2026

2:00 p.m.

City Council Chambers

735 Anacapa Street

Santa Barbara, CA 93101

Whatever decisions are made during the meeting, we remain committed to working with our entire community to ensure downtown Santa Barbara continues to evolve as a vibrant, welcoming, and thriving destination for businesses, residents, workers, and visitors.





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Kimberly Johnson

From: Eric Schenker <emscpasbca@aol.com>
Sent: Monday, June 29, 2026 6:44 PM
To: Santa Barbara City Council
Subject: Please, Reopen State Street to car traffic

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

I've been a resident since 1980 and believe what has happened to downtown is nothing short of a travesty.

Open State St to car traffic, get the wreckless, disrespectful, dangerous teen e-bikers in their own lane - the bike lane between the cars and the sidewalk, and bring people back to the businesses downtown.

This change has met with widespread disapproval of your constituents as evidenced by the fact so few people go downtown.

State Street is no longer a highly desireable place which is truly sad and in need of an immediate change in course.

Eric Schenker

[Sent from the all new AOL app for iOS](#)

Kimberly Johnson

From: Christel Barros <christelbarros@gmail.com>
Sent: Monday, June 29, 2026 6:46 PM
To: Santa Barbara City Council
Subject: I vote to reopen State Street to vehicles, pre-pandemic style

I understand that especially the younger population loves the promenade feeling. Even myself personally, there are some things about it. I find charming. But the real reason I want State Street reopened, fully reopened, is accessibility. I've been here since 1965. I've seen a few changes over the years. Now, in my senior years, the challenges are real. Just getting up and down a few blocks on State Street is quite challenging anymore. I'm not the only senior out there that's feeling this. When we could catch a trolley and even go, three or four blocks, it made such a difference. And those little golf cart style free rides don't look safe for someone with my mobility issues. Reopen State Street and reopen access for all.
Sincerely
Chris Barros

Kimberly Johnson

From: Mark D'Evelyn <mpdevelyn@gmail.com>
Sent: Monday, June 29, 2026 7:06 PM
To: City Clerk
Subject: Tomorrow's discussion about possible re-opening of State Street to cars

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

Dear Mr. Holland,

Could you please share the letter below with the Mayor and City Council?

Sincerely,
Mark D'Evelyn

Dear neighbors and Santa Barbara leaders,

I understand that you are considering whether or not to open State Street to vehicular traffic and have solicited public input. I am writing to ask that you not re-open State Street in this way at least until the still-in-process State Street Master Plan has been completed.

I am a regular bicycle (manual, not e-) rider up and down State Street and very much appreciate the current status quo. I hope that it will be allowed to continue!

Sincerely yours,
Mark D'Evelyn

Kimberly Johnson

From: Joseph Pierandozzi <joepierandozzi@gmail.com>
Sent: Monday, June 29, 2026 7:07 PM
To: City Clerk
Subject: Public Comment: Do NOT reopen State Street to cars, please

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

Regarding the matter of allowing Title 31 to lapse and spending hundreds of thousands of dollars to allow vehicle traffic to temporarily return to State Street: **Don't.**

The vast evidence linking vehicular traffic on State Street to worse outcomes for health and safety, and the complete lack of evidence linking it to improved business outcomes have not changed. The only change has been the volume of voices screaming for a return to a version of State Street that never existed, where dad's '56 Chevy only emitted a stream of dollar bills that floated magically into the pockets of small business owners.

Please continue to ignore these voices and instead hold to what we know is true: that State Street and Santa Barbara are better when we prioritize the safety and health of pedestrians and cyclists, and push ourselves to address prohibitively expensive commercial rents, a lack of reasonably-priced housing, and a disappearing middle-class.

Thank you

--

Joseph Pierandozzi
[Find me on LinkedIn](#)

Kimberly Johnson

From: Ken Partch <1958keeper@gmail.com>
Sent: Monday, June 29, 2026 7:17 PM
To: City Clerk
Cc: Ken Partch
Subject: MY THOUGHTS ON STATE STREET

Some people who received this message don't often get email from 1958keeper@gmail.com. [Learn why this is important](#)

Mr. Mayor, Clerk,

Over the weekend I was at Costco, Home Depot, Lowe's, and Hobby Lobby, and I could already feel the familiar push toward Christmas. Decorations, displays, reminders that another year is almost behind us. It struck me that many people seem eager to rush toward the next season as though a change in calendar alone might somehow lift the economic and civic malaise that has hung in the air this past year.

We are living through uncertain times: anxiety over the economy, questions surrounding Federal Reserve leadership, war in the Middle East, and a national mood that feels strangely disconnected even as our country approaches its 250th anniversary. At times even our local celebrations feel more commercial than meaningful. Maybe that is unfair, but it is hard not to notice.

In some ways, I admit this letter comes from both melancholy and concern. I do not take pleasure in counting down the final months of this council's tenure, but I also feel an obligation—as one of many residents who continue writing to you—to honestly say where I stand before tomorrow night's decisions.

First, the Paseo Nuevo project.

I was strongly opposed to the original proposal to demolish the Macy's building while simply trusting that the promised apartments would eventually materialize. I believed the city was being asked to gamble far too much on assurances rather than certainty. Frankly, I feared it could become one of the largest development failures Santa Barbara had seen in decades. To the council's credit, that original version did not move forward.

Now we arrive at the Yardi-backed proposal and the redevelopment surrounding the former Nordstrom site. While many portray Yardi almost as a civic savior, I remain cautious. I understand why City Administrator Kelly McAdoo appears determined to see this project through, particularly as she approaches retirement, but determination alone is not the same as wisdom.

What concerns me most is not development itself. Santa Barbara needs thoughtful investment. What concerns me is the willingness to concede too much in order to get a deal done: effectively granting extraordinarily valuable public land at little or no true cost basis, while also creating expectations that future tax revenues tied to that land could later be forgiven or reduced. That land carries immense value—financially and symbolically—and the city should act like it understands that.

I hope I am wrong. Truly.

Perhaps the project succeeds beyond expectations. But I also suspect there is a real possibility these apartments are eventually sold off to interests the city never anticipated, leaving future councils and

residents dealing with outcomes they did not choose. Once these agreements are set in motion, they are very difficult to reverse. The mold hardens quickly.

Still, as consequential as these development votes are, I believe the larger issue before the city remains State Street.

This is where I must speak plainly.

I do not believe the council has shown the leadership necessary to rally the community around a realistic and sustainable vision for downtown. I say that respectfully, not maliciously. But the current trajectory feels less like planning and more like drift. Since COVID, Santa Barbara has too often settled into stagnation while pretending that stagnation itself is progress.

I have traveled extensively over the last twenty years and have visited more than a dozen countries. Cities everywhere experiment with pedestrian corridors and urban redesigns, but what works in Lugano, Switzerland or elsewhere does not automatically work in Santa Barbara. Our city has its own geography, culture, economy, and rhythms. State Street cannot be approached as an ideological exercise. It must function for the people who live, work, shop, dine, and invest here.

As I wrote previously, I believe State Street needs to be reopened in a thoughtful and balanced way. Yet because of the current makeup of the council, I fear another deeply flawed decision is coming.

You, more than anyone, have the ability to influence that outcome.

You have to make them understand the long-term consequences of continuing down the present path. Leadership sometimes means standing apart from the loudest voices in the room and reminding people what reality looks like beyond the next headline or applause line.

The redeeming truth in all of this is that Santa Barbara is not just another city. It is Santa Barbara. It can survive mistakes that would cripple other places. Its beauty, history, and character are resilient. But resilience should never become an excuse for complacency.

We are called to leave the things we touch better than we found them. Right now, I am not convinced this council is doing that consistently.

I will close with lyrics from Barry Manilow's song "One Voice," because they capture something important about leadership and civic courage:

"Just one voice, singing in the darkness
All it takes is one voice
Singing so they hear what's on your mind."

And later:

"If only one voice would start it on its own
We need just one voice facing the unknown
And then that one voice would never be alone."

Mayor, (Randy) whether people agree with you or not, your voice carries weight. Use it fully. Santa Barbara needs leadership that is willing to speak clearly, honestly, and courageously before decisions become irreversible.

Respectfully,

Ken Partch

(805) 451-0005

1958keeper@gmail.com

Kimberly Johnson

From: Elisabeth Cafritz <tessa.cafritz@icloud.com>
Sent: Monday, June 29, 2026 7:22 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 tessa.cafritz@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep state street car-free! It is so important to have spaces where we can walk freely and safely and its been so wonderful having this space.
Sent from my iPhone

Kimberly Johnson

From: Adria Ivanitsky <littleivanitsky@gmail.com>
Sent: Monday, June 29, 2026 7:26 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 littleivanitsky@gmail.com. [Learn why this is important](#)

Hi,

Who exactly is the driving force behind this decision? What are the names of the handful of specific people truly in charge of whether this passes or not? Will this reach them directly, or get screened by some secretary, never to be seen by them?

Whoever you are: I would love to hear who this decision would benefit, and I'd like to know why you won't listen to the people who live here. It costs ZERO DOLLARS to keep State street car free. Something an overwhelming majority of people want. Are you seriously THAT un-creative, that you can't think of anything else you'd rather spend 700k or whatever dumb amount of money this is on???

I am in town right now, I have family who lives in Santa Barbara walking distance from State street, and I visit twice a year. Every time, coming here feels like a magical second home oasis that is different from other places, and riding my bike up and down state street is a big part of that. It's unlike other cities. It promotes COMMUNITY. I have met so many people there, I have spent money boosting your local economy by shopping at stores, restaurants, and bars that I would never have wandered into had I not been walking down that street.

Why do you guys hate nice things? Why do you want to butcher something that makes this quaint little town so charming, and sets it apart? Giving this street back to cars would change this place significantly in a bad way. It's honestly infuriating and I know many people who are not taking the time to write an email feel the same way.

If you genuinely think putting cars back on state street is a GOOD idea, you are out of touch with the things that actually matter in this little short life we have here on earth. Listen to the people who live here. It's so rude to take this street away.

Whoever's idea this was, if it was one of you or a group of you, I hope every parking space you find actually has a motorcycle in it at the last second.

Sincerely,

A human being who wants to enjoy being a human being living in a society that prioritizes people and interpersonal relationships and connections and community, not money and greed. Bye

Kimberly Johnson

From: acourier@gmail.com
Sent: Monday, June 29, 2026 7:34 PM
To: Santa Barbara City Council
Subject: Our new Stateus Quo.

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

Once again I am finding myself holding my breath for what the council, our representation and the powers and interests that be will decide, again on the fate of State.

In my previous writing, I mentioned community:

There is no better sense of community one can find here in town than by visiting State street and strolling freely on the sidewalks and the street. I know my neighbors there better than my literal neighbors. Guards are down. It's a public place to be in public. When the buses of tourists unload, they all take their pictures from the middle of state at figueroa looking down toward the ocean. They do this for a reason guys. A perfect mostly always sunny straight shot of a place many dream to live and many live with less in order to stay.

The canopy of trees growing before Haley is a beautiful unique thing and ripping that apart to let large vehicles and trucks pass through is nonsensical.

One need only cross Haley to see how much cars change the vibe. Obnoxious attention seekers floor it through the tunnel, cars peeling out, near accidents and red light runners. The restaurants become hidden away indoors, or at most fenced in for the illusion of safety. It's dirtier it's less pleasant to stay. It's just the hallway to the beach we all use.

I am a daily observer here. I walk it every single day and enjoy it every day. Busy days, down days, all of it. I live downtown. I don't miss the few parades a year here. In no way do I miss the cars. I'm good with progress.

I was getting a drink while people-watching on Sunday afternoon, watching the parade of life pass before me just puzzled about who exactly the kind of interests are that seem so desperate to want to tear it down, and replace it with cars and congestion.

I shot a video, link below, while sitting there, and my walk back to my apartment after and was even more confused and convinced the future of State Street is the present State Street, our new Stateus Quo. Leave it alone.

https://youtu.be/o8UEGdLAO_k

--

ADAM COURIER

Videographer • Editor • Photographer

adamcourier.com

m 310.721.5004

Kimberly Johnson

From: Caitlin Swalec <caitlin.swalec@gmail.com>
Sent: Monday, June 29, 2026 7:35 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 caitlin.swalec@gmail.com. [Learn why this is important](#)

State Street has become an incredible space for community gathering. It would be a shame to see that change when people can drive one block over on either side and get anywhere they need to go already...

I live a few blocks off State and walk on State at least 2-3 times per week.

Please keep State Street car free!

Best,
Caitlin Swalec

Kimberly Johnson

From: Stacy Rebich Hespanha <stacy.hespanha@gmail.com>
Sent: Monday, June 29, 2026 8:03 PM
To: City Clerk
Cc: Randy Rowse; Wendy Santamaria; Mike Jordan; Oscar Gutierrez; Kristen Sneddon; Eric Friedman; Meagan Harmon
Subject: General Public Comment for 6/30 related to Draft State Street Master Plan (not on agenda)

Draft State Street Master Plan — Implementation, Financing, and the Paseo Nuevo Transaction

Mayor Rowse and Members of City Council,

I am submitting this comment in response to the request for public comment on the Draft State Street Master Plan. In addition to submitting this comment to the email provided, I am sending it directly to you in the hope that you might have time to review at least the executive summary in advance of tomorrow's vote on the Paseo Nuevo item, as the property tax questions I focused on in my previous public comments on that matter intersect in important ways with the viability of the funding mechanism proposed for the Downtown Development Authority. I have outlined three potential scenarios for the proposed property tax assessment in Section II of this document, each having quite different implications for the amount of revenue this mechanism could bring in and how fairly the costs and benefits are distributed. I anticipate receiving some documents in response to my first CPRA request on July 2, and these should allow me to better identify which of those scenarios is the most likely. Thank you for your timely attention to this matter.

Executive Summary

Tomorrow marks the close of the public comment period on the Draft State Street Master Plan — a long-term vision for downtown Santa Barbara that this community deserves to evaluate with full information. This comment raises questions about whether that evaluation has been possible, because the Master Plan's financial viability depends on a set of assumptions that are directly affected by the proposed Paseo Nuevo Disposition and Development Agreements — a separate transaction also before this council — in ways that have not been publicly analyzed.

Specifically, this comment identifies four interactions between the Master Plan's financing strategy and the Paseo Nuevo transaction that could materially affect the plan's financial viability, downtown parking supply, and the equity of who bears costs versus who captures benefits from public investment. The public records needed to evaluate these interactions are the subject of pending California Public Records Act requests whose production deadlines fall after today. The community has not had access to this information during the comment period now closing, and the council should not finalize the Paseo Nuevo transaction — whose terms will shape the Master Plan's financial foundation — without first making that evidentiary foundation available for public review.

A Procedural Concern That Bears on Both Matters

Before turning to the substance, a procedural point deserves attention.

I submitted a California Public Records Act request 21 days ago seeking the city's property tax projections and assessed value analysis for the Paseo Nuevo parcels, including analysis of whether and how Proposition 13 reassessment applies to the proposed transfer. More recently, I also requested the city's financial modeling related to the proposed Downtown Development Authority financing mechanism described in the Draft State Street Master Plan. These records are directly material to evaluating both the Paseo Nuevo transaction and the Master Plan's financing assumptions — they are not peripheral requests but requests for the evidentiary foundation that connects these two matters.

The CPRA production deadlines for these requests fall after today's scheduled vote on the Paseo Nuevo Disposition and Development Agreements, and after the close of the Master Plan's public comment period. The public will not have access to this analysis before the Paseo Nuevo decision is made today, nor before this comment period closes. This is not a minor procedural irregularity. The council is being asked to approve a land transfer whose implications for the Master Plan's financing strategy have not been publicly analyzed — and the city has the information to do that analysis but has not made it public.

I. The Proposed Financing Mechanism — And Why the Paseo Nuevo Transaction Affects It

The Draft State Street Master Plan, which will come before the council for adoption at a future meeting, depends significantly on a proposed Downtown Development Authority — a public financing mechanism that would capture rising property tax revenue within a defined downtown district to fund street reconstruction and related capital investments. Understanding how this mechanism works is essential to understanding why the Paseo Nuevo transaction, being decided today, is not a separate decision from the Master Plan's financial viability.

Under this type of financing, property tax revenues within the district are split into two streams. The first stream — based on assessed values at the moment the district is formed — continues to flow normally to the county, school districts, city general fund, and other public agencies. The second stream — the increase in property tax revenue generated as values rise above that frozen baseline — is redirected to the new authority, which can borrow against it to fund capital investment. The baseline is set at the moment the district is formed, making the assessed values of key downtown parcels at that moment critically important to how much financing capacity the authority can generate over its thirty to forty-five year life.

This mechanism requires the voluntary consent of the county, school districts, and other taxing entities, who must agree to redirect their share of future property tax growth to the authority. They are not required to consent, and school districts in California frequently decline. The Master Plan presents this financing as a primary funding source — estimated at \$15–25 million (*Create State Master Plan, Draft April 16, 2026, p. 145, Funding Strategy table*) — without acknowledging either of these dependencies.

The city's fiscal position makes this mechanism not aspirational but essential. Following significant budget reductions, the FY2027 budget projects a narrow operating surplus of approximately \$400,000 (*Operating and Capital Budget for Fiscal Year 2027, Council Agenda Report, June 30, 2026, p. 3*) — a margin achieved only through painful cuts — with a projected deficit of \$6.9 million anticipated for FY2028, as presented at the Special Council Budget Meeting of June 23, 2026. General Fund reserves are projected at 12.1% of annual expenditures by end of FY2027, less than half the city's own policy-required level of 25% (*Operating and Capital Budget for Fiscal Year 2027, Council Agenda Report, June 30, 2026, p. 3*). The Master Plan's capital program cannot proceed without the financing mechanism working as described — which means the Paseo Nuevo transaction's effect on the tax base is not a technical footnote but a foundational question that deserves to be resolved before the transaction closes.

II. The Paseo Nuevo Transaction and the Tax Base — Three Scenarios

The proposed Paseo Nuevo Disposition and Development Agreements would transfer city-owned parcels to Yardi Systems and DSP Santa Barbara for zero monetary consideration. How this transaction affects the property tax base — and therefore the financing mechanism that the Master Plan will depend on when it comes before the council for adoption — depends on a question the city has not publicly addressed: whether the transfer triggers reassessment under Proposition 13. The pending CPRA responses should answer this question directly. In the absence of that information, three scenarios are possible, each with materially different implications.

In the first scenario, the transfer is structured in a way that does not trigger Proposition 13 reassessment. The parcels would continue to be assessed at historically suppressed values reflecting their encumbered status under the ground leases — values the city's own documents describe as reflecting "essentially no economic value" (*Regular City Council Meeting 1089, December 2, 2025 Agenda Packet, p. 201*). The financing authority's baseline would incorporate those low values, and the annual property tax growth available to the authority — capped at 2% per year under Proposition 13 — would compound from a low floor. This is the weakest long-term financing position for the authority and the worst outcome for the taxing entities who share that baseline.

In the second scenario, the transfer triggers reassessment at market value, and the financing district is formed afterward. The reassessment value would be distributed equitably across all taxing entities as part of the frozen baseline — the county, school districts, and city general fund would all benefit from the higher assessed value going forward. The authority would then capture appreciation above that already-reassessed baseline. The higher baseline also generates larger absolute dollar growth annually under the 2% cap, making this arguably the most equitable and financially stable outcome for both the authority and the broader public.

In the third scenario, the financing district forms first, and a future sale of the Paseo Nuevo property by Yardi and/or DSP to a third party subsequently triggers reassessment at then-current market value. The full increment between the baseline and the new reassessment value would flow to the authority rather than being distributed across all taxing entities. This maximizes the authority's financing capacity but concentrates future reassessment value in the downtown authority rather than sharing it with the county, school districts, and other public agencies. Whether this outcome occurs depends entirely on a future private sale that neither the city nor any of the other affected taxing entities can control — and the interests of those parties diverge significantly. The Downtown Development Authority would be the primary financial beneficiary of such a sale occurring after district formation, while the county, school districts, and special districts would not share in that increment. The city therefore has an institutional interest in this outcome that the other taxing entities do not share, even though none of them can compel it.

It is also worth noting that substantial renovation or adaptive reuse of existing structures — such as the proposed conversion of the former Macy's building — would not trigger full reassessment under Proposition 13. Only genuinely new construction components would be added to the assessed value base, meaning that even significant private investment in the properties would not automatically translate into a higher tax base for the financing authority or other taxing entities.

Of the three scenarios, Scenario 2 appears most consistent with a standard fee simple transfer to a private party, which normally triggers reassessment. However, government transfer exemptions under the Revenue and Taxation Code may apply, and the city has not disclosed which scenario its financing model assumes. The pending CPRA responses should resolve this question — which is precisely why those records should be produced before the Paseo Nuevo transaction is finalized.

III. Who Bears the Costs, Who Captures the Benefits

Even if the financing mechanism works as intended when the Master Plan comes forward for adoption, a question of broader equity deserves to be named plainly now, while the public comment period remains open.

The Master Plan projects 1,000 to 2,000 new housing units in the downtown core (*Create State Master Plan, Draft April 16, 2026, p. 130*), explicitly to meet the city's Regional Housing Needs Allocation. New residents mean new demands on public services — schools, county health services, libraries, parks, and transit. The agencies that provide those services are the same agencies being asked to forgo their share of future property tax growth within the financing district for the next thirty to forty-five years. School districts in California are particularly affected, because redirecting local property tax increment effectively shifts a portion of their funding burden to the state — a cost that is real even if it is less visible locally.

The question is not whether downtown investment is worthwhile. It is whether the taxing entities being asked to participate have been given a full accounting of the service demands that new downtown housing will generate, weighed against the increment they would forgo — and whether that analysis has been shared with them before they are asked to consent.

Scenario three makes this tradeoff most acute: the scenario that maximizes the authority's financing capacity is also the scenario that most concentrates future reassessment value in the downtown authority rather than distributing it across the agencies serving the broader community.

There is also a longer-term dynamic that connects all three scenarios and that deserves to be stated plainly. Under Proposition 13, assessed value for tax purposes grows at a maximum of 2% per year, regardless of what actual market value does. In a downtown corridor receiving significant public infrastructure investment, those two numbers are likely to diverge substantially over time. The public and the taxing entities are limited to capturing tax revenue on the slowly-growing assessed value, while the actual market value of the privately-held properties rises freely — driven in part by the very public investment the financing mechanism is designed to fund. If and when Yardi and/or DSP choose to sell, they would realize the full market appreciation at that moment, including the portion attributable to public investment made during their ownership. The taxing entities that foregone increment to fund that infrastructure receive no share of that appreciation when it is finally realized.

The public contribution is front-loaded and certain. The private gain is back-loaded and uncapped. This asymmetry is particularly pointed here because the proposed transfer price is zero: the public has foregone the upfront land value, accepts limited ongoing tax capture, and would see the full long-term appreciation — including the value it helped create — flow to private owners at the moment of eventual sale. The public and the taxing entities deserve to understand that tradeoff explicitly before the Paseo Nuevo transaction is finalized and before the Master Plan is brought forward for adoption.

IV. City Parking Lots 2 and 10 — Connected Decisions Being Presented Separately

The city appears to be quietly removing encumbrances from Parking Lots 2 and 10 through the Paseo Nuevo transaction while simultaneously planning to convert those lots to housing through the Master Plan — without ever presenting these as the connected decisions they are.

These two city-owned parking garages were built by the Redevelopment Agency in 1989 specifically to support the Paseo Nuevo mall. The 1989 agreements required the city to provide 1,115 publicly accessible parking spaces in those lots at subsidized rates through 2065 (*Long-Range Property Management Plan for the Paseo Nuevo Leased Fee Interest, As Amended, February 2015, p. 8; December 15, 2015 Joint Council and Successor Agency Agenda Report, p. 4*) — an obligation that has served as the primary public policy rationale for holding them as public infrastructure. The proposed Yardi DDA would terminate those covenants entirely (*Yardi DDA, Exhibit G — Parking Agreements Termination; Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, p. 877*), replacing them with two separate and narrower arrangements.

Under the proposed Yardi parking agreement, Yardi would receive up to 250 permits across Lots 2 and 10 — specifically, up to 50 24/7 permits in Lot 2, up to 50 standard commuter permits in Lot 2, and up to 150 standard commuter permits in Lot 10 (*Yardi Parking Agreement, Section 3, Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, p. 965*). Yardi's reciprocal obligation in Lot 1 tracks only the number of permits it actually holds in Lots 2 and 10, meaning reduced permit uptake does not automatically increase public availability in Lot 1.

Under the proposed DSP parking agreement, DSP would receive up to 80 24/7 permits in Lot 2 only (*DSP Lot 2 Parking Agreement, Section 5, Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, p. 1095*). DSP's agreement does not extend to Lot 10.

Neither document presents an independent analysis of the net effect on downtown parking supply of terminating the 1,115-space covenant and replacing it with these permit arrangements.

The Master Plan's Parking Lot Conversion Proposal

The Master Plan's Phase 2 implementation explicitly calls for "conversion of City parking lots into mixed-use spaces, including parking and new housing units" (*Create State Master Plan, Draft April 16, 2026, p. 136, Phasing Strategy table*). Today's Title 31 interim implementation staff report additionally identifies, under Bridge Projects, that staff will be "studying opportunities to redevelop City-owned surface parking lots into mixed-use projects that provide for housing units while retaining parking capacity" (*Council Agenda Report, Interim Implementation of the State Street Master Plan, June 30, 2026, p. 4*) — without identifying which specific lots are under consideration. Given their location at the heart of the plan's highest-priority Civic and Commercial District, Lots 2 and 10 are the most plausible candidates for that study. The encumbrance removal being approved today and the conversion study being initiated as a bridge project are connected steps that deserve to be presented and evaluated as such.

The Perpetual Parking Agreements as Structural Encumbrances

Both parking agreements carry perpetual duration and are subject to termination by the city only under specific conditions. The Yardi agreement (*Section 7, Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, p. 966*) explicitly runs with the land and may be assigned to any future purchaser of the development property, with that purchaser deemed to have accepted and agreed to be bound by its terms. It covers both Lots 2 and 10, and if the city determines to terminate either lot for parking purposes, Yardi may elect either replacement permits at the nearest city parking lot or termination only as to the eliminated lot.

The DSP agreement (*Section 9, Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, p. 1095*) is somewhat narrower: it covers Lot 2 only, and includes a city commitment not to terminate Lot 2 for parking purposes for at least 10 years from the effective date. If the city subsequently terminates Lot 2, DSP may elect replacement permits at the nearest available city lot.

Taken together, these perpetual agreements create durable contractual interests in Lots 2 and 10 that would need to be resolved in any future disposition process. Any competitive bidding for those lots would need to account for these encumbrances, which would suppress the value third-party bidders could offer. In Yardi's case specifically, the explicit assignment clause means the parking interest transfers automatically to any future buyer of the Paseo Nuevo property, giving whoever holds that property ongoing contractual leverage over the city's disposition options for Lots 2 and 10.

The Same Assessed Value Questions Apply to Lots 2 and 10

The same three scenarios described in Section II apply equally if the city eventually transfers Lots 2 and 10. Before the proposed transaction closes today, those lots carry the 1989 parking covenants as encumbrances that arguably suppress their market value, parallel to how the ground leases suppressed the Paseo Nuevo fee

interest value. After the transaction closes and the covenants are terminated, that encumbrance disappears, and Lots 2 and 10 become unencumbered city-owned structures in a prime downtown location.

The city used the encumbered value of the Paseo Nuevo parcels to justify zero monetary consideration at transfer. Would it seek independent appraisal of Lots 2 and 10 now that their encumbrances are proposed to be removed? Would any future transfer of those lots occur before or after the financing district baseline is set — a question that carries the same timing significance described in Section II? And would the Oversight Board compensation agreement established under Resolution No. 027 — which requires taxing entity compensation upon disposition of the city's Paseo Nuevo interest — apply to a future disposition of Lots 2 and 10 as RDA-built assets transferred to the city under the same Long-Range Property Management Plan framework? These questions appear unaddressed in the current transaction documents and will need to be resolved before the Master Plan's parking lot conversion program can proceed.

V. The State Street Reopening Question

The ongoing public debate about whether to reopen State Street to vehicle traffic is fundamentally a debate about whether the pedestrian promenade is viable — and parking availability is a central argument on both sides of that question.

The proposed Yardi and DSP DDAs being considered today would eliminate the covenant guaranteeing 1,115 subsidized public parking spaces adjacent to the Civic and Commercial District. The Master Plan, when it comes before the council for adoption, simultaneously proposes converting the city's remaining public parking lots to housing. The Master Plan also maintains the pedestrian promenade configuration with only overnight vehicle access (*Create State Master Plan, Draft April 16, 2026, p. 95*). These decisions together represent a significant reduction in parking supply and vehicle access in the downtown core, and they interact directly with the State Street reopening debate. Neither document acknowledges the combined effect. The public deserves an integrated analysis that treats them as connected before either becomes irreversible.

VI. Questions for the Record

The following questions are most critical and should be answered before the Paseo Nuevo transaction is finalized and before the Master Plan is brought forward for adoption:

Has the city determined whether the proposed Paseo Nuevo transfer triggers Proposition 13 reassessment, and has the county assessor been consulted?

Which of the three property tax scenarios described above does the city's financing model assume, and has that analysis been shared with the county and school districts before they are asked to consent to financing district participation?

Has the city identified Lots 2 and 10 as candidates for the Master Plan's parking lot conversion program, and will it seek independent appraisal of those lots now that the 1989 covenants are proposed to be removed?

Additional questions that deserve answers before the Master Plan is brought forward for adoption:

Could the financing district formation process be accelerated to precede or coincide with the Paseo Nuevo transaction closing? How would the perpetual parking agreements be addressed in any future competitive disposition process for Lots 2 and 10? Does the Oversight Board compensation agreement obligation apply to a future disposition of those assets? Has the city produced a combined parking supply analysis accounting for covenant termination, planned lot conversion, new residential demand, and the State Street access question

together? Has the city produced an integrated fiscal impact analysis quantifying the net effect on each taxing entity — increment foregone against service cost increases — over the life of a potential financing district?

My Support for the Master Plan Vision, and My Request

The questions raised here are not arguments against downtown revitalization or against the Master Plan's vision for State Street. In fact, I love the vision of a lively, walkable downtown with lots of mixed use properties. The arguments here are arguments for transparency and integrated analysis at a moment when a consequential and irreversible decision — the Paseo Nuevo land transfer — is being made on the same day that public comment closes on the long-term plan that decision will directly affect. The Paseo Nuevo transaction and the State Street Master Plan share an unresolved evidentiary foundation — one the city has the information to clarify but has not made public. The pending California Public Records Act responses would materially inform the evaluation of both matters.

I urge the council to ensure that when the State Street Master Plan is brought forward for adoption, it is accompanied by the integrated financial analysis these questions require — including the property tax treatment of the Paseo Nuevo transfer, the parking supply impact of the covenant terminations, and the equity of the cost and benefit distribution across all affected taxing entities. I further urge the council to consider whether the public comment period on the Draft State Street Master Plan should be extended, or a second comment period provided on a subsequent revision of the plan that incorporates these fiscally relevant questions, so that the community has a meaningful opportunity to respond to the financial analysis before the plan is adopted.

Thank you for your consideration of these questions.

Respectfully,

Stacy Rebich Hespanha

Prepared by Stacy Rebich Hespanha | June 29, 2026

A copy of this comment is also available at: <https://tinyurl.com/muvea22k>

Kimberly Johnson

From: Summer Switzer <summer8398@gmail.com>
Sent: Monday, June 29, 2026 8:06 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 summer8398@gmail.com. [Learn why this is important](#)

To the SB City Council,

I urge you to extend the ordinance implemented in 2020 to keep State Street car free. The pedestrian-forward blocks create community value by hosting the farmers markets, dining parklets, and community events. Santa Barbara has amazing year round weather that could accommodate more dining parklets and outdoor spaces. Bringing back cars would be a step backwards.

Thank you,
Summer Switzer

Kimberly Johnson

From: 1joannemarie <jmde24@gmail.com>
Sent: Monday, June 29, 2026 8:11 PM
To: City Clerk
Subject: State Street Closure vs Open

[Some people who received this message don't often get email from jmde24@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I think a great compromise would be to open 4 more blocks on lower State-between Haley to Canon Perdido. Then keep the Arts District area from Canon Perdido to Victoria closed off to car traffic. This would allow a lovely pedestrian only, downtown hub. This "town square" region of State St should be a true promenade...bike-free!

Best,
Joanne D'Egidio

Kimberly Johnson

From: Julia K <julia.kuhlman1294@gmail.com>
Sent: Monday, June 29, 2026 8:15 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 julia.kuhlman1294@gmail.com. [Learn why this is important](#)

Regarding agenda item 26, I'm voicing my support to keep State Street car free. I've been a Santa Barbara resident for almost four years, in addition to the four I spent prior in Goleta as a student at UCSB. A car free State Street is safer, healthier, and in this agenda item's decision, cheaper for taxpayers.

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.

Thank you,
Julia Adelman

Kimberly Johnson

From: Aaron Dodson <gonfunko@gmail.com>
Sent: Monday, June 29, 2026 8:19 PM
To: City Clerk
Subject: Please reauthorize Title 31

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

Hi,

I'm writing to voice my support for the city council to vote to reauthorize Title 31 as part of Item 26 on tomorrow's city council meeting agenda to continue the car-free status quo for State Street. Visiting State and the businesses along it is so much more pleasant now than when it was vehicle-oriented. Outdoor dining, a wide-open space to walk downtown, and the lack of exhaust make a world of difference. Even when State was open to cars, I always went out of my way to avoid driving on it; parking was impossible, traffic was heavy, and the extensive pedestrian and cyclist use was stressful and required keeping a very careful watch regardless of whether I was driving or walking. Being able to leave my car at one of the nearby city parking lots and enjoy the core of downtown on foot has been a huge improvement. Moreover, the city is already working on and investing substantial funds into the future master plan, and failing to renew Title 31 and reopening State to vehicles in the interim would require a great deal of effort and expense to undo the improvements of the past several years. Please reauthorize Title 31 and keep State Street closed to vehicles.

- Aaron Dodson
4424 Nueces Drive

Kimberly Johnson

From: Maripaula Valdes Berriz <mvaldesberriz@gmail.com>
Sent: Monday, June 29, 2026 8:45 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 mvaldesberriz@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please do not let Title 31 expire. Keep State car free.

Do the right thing, the democratic thing. Most SB residents want state free from cars, 80% of them, if that's not a consensus, I don't know what is. Most businesses on State and downtown also support keeping State for people and bikes.

This change has made downtown safer for pedestrians and bicyclists, which is part of the city's commitment to reduce traffic accidents. It also brings out people who were not on state before. State in 2019 was dead! Safety also comes with eyes on the streets and that is people walking and biking, not driving.

It costs nothing at this point to keep it car-free. A lot has been invested in a car-free State that would be tax-payer funds wasted, and on top of that it would cost hundreds of thousands to bring cars back.

Don't jeopardize the new vitality of our downtown.

Make the democratic and logical choice!

Maripaula

Kimberly Johnson

From: Alison Sydney <acbrainard@outlook.com>
Sent: Monday, June 29, 2026 8:57 PM
To: City Clerk
Subject: Open State Street

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

As a Santa Barbara local it's been difficult to watch the many changes to our beautiful, historic city. State Street is iconic. For residents and visitors alike the ability to peruse the shops and dining was a benefit. Now it's closed to all but youth on motorized bikes. Pedestrians don't have a right of way. It's dangerous. No one is going to walk those 13 blocks. Just let cars back in. Our historic parades and traditions need the street width and sidewalk space of State Street. Santa Barbara street can't accommodate crowds and therefore locals and visitors don't attend. COVID is over. Please bring back our main thoroughfare.
Alison Brainard

Sent from my iPhone

Kimberly Johnson

From: Emily Eccles <dremilyeccles@gmail.com>
Sent: Monday, June 29, 2026 9:08 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 dremilyeccles@gmail.com. [Learn why this is important](#)

Dear City Council Members,

Please keep State Street car free.

Over the past few years, it has become such a special community space. We've enjoyed cleaner air, less traffic noise, and room for people to walk, bike, skate, and even salsa dance. It's wonderful to see so many people using the street to connect with one another rather than just driving through it.

My family regularly bikes along State Street, and with a toddler in tow, we intentionally choose routes with fewer cars whenever possible. Having a safe, welcoming space for families to ride together is incredibly valuable, and State Street sans cars has made that possible.

Thank you for your public service and for considering the voices of those of us who have come to love this unique community space.

Sincerely,

Emily Eccles

Emily Eccles, Ph.D.
CA#PSY33571
Pronouns: She/Her/Hers
(805)617-3835
dremilyeccles.com

Please note: In compliance with the Health Portability and Accountability Act "HIPAA" (rule 104-91), this message is intended only for use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this electronic message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this electronic message in error, please notify the sender immediately, and purge the electronic message immediately without making any copy or distribution. Thank you.

Kimberly Johnson

From: Erin McClanahan <erinmacface@gmail.com>
Sent: Monday, June 29, 2026 9:20 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 erinmacface@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep state street car free! As a resident of Santa Barbara for the last 20 years I have seen state street fall into squalor and only be reinvigorated due to closing during Covid. It's become a beautiful destination again to spend the weekend and bring friends to see a cool spot in the city. Thank you!

Erin McClanahan

Kimberly Johnson

From: Lang Sligh <lsligh@yahoo.com>
Sent: Monday, June 29, 2026 9:23 PM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: Please Keep State Street Car-Free

cities all over the world have successfully kept their primary downtown streets car free for several decades.

Lang Sligh
lsligh@yahoo.com
425-503-5575 cell

Kimberly Johnson

From: Alexandra Jamis <alexajamis@gmail.com>
Sent: Monday, June 29, 2026 9:43 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 alexajamis@gmail.com. [Learn why this is important](#)

Dear Santa Barbara City Council,

I am a Santa Barbara resident in my mid-30s and have lived here with my husband for the past 10 years. We plan to stay here long-term as we grow our family.

Since State Street was closed to cars, it has become a more exciting, vibrant, cultured, and enjoyable place for people to walk, bike, gather, and support our local businesses. In a city—and a country—where so much public space is designed to accommodate cars, State Street has become a rare example of a downtown that encourages people to slow down, spend time in outdoor public spaces, and connect with their community. I believe Santa Barbara has distinguished itself by creating a pedestrian-friendly State Street, and I do not believe reopening it to cars would improve our downtown. I hope you will continue to prioritize a safe, welcoming, and people-centered State Street for residents and visitors alike.

Thank you for your time and consideration.

Best wishes,

Alex Jamis
(She/Her/Hers)

Kimberly Johnson

From: Molly Troup <molly.troup@gmail.com>
Sent: Monday, June 29, 2026 9:47 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 molly.troup@gmail.com. [Learn why this is important](#)

Hello Mayor and City Council Members,

I am submitting these comments to express my strong SUPPORT for a car-free State Street. I submitted comments to this point recently during the State Street Master Plan update. State Street has become a vibrant and welcoming place since the street was closed to vehicular traffic in 2020. I shop every week at the Tuesday Market and am energized by the number of people who are out and about downtown on a Tuesday evening.

Over the years there have been fun pop-up events, dancing in the street, music, etc. I am more motivated to go to State Street since it is no longer just a through-way for cars.

Please do not do the absurd and spend the estimated \$700,000 it would cost to get cars back on State Street. This would be an incredible waste considering the investments that have been made to make the street walkable and bikeable as well as directly at odds with the information that was shared with the community by the State Street Master Plan team only a few months ago.

Thank you for your consideration of these comments.
Molly Troup
Spring Street, Santa Barbara 93103

Kimberly Johnson

From: Kathy Pfeifer <sbkath@yahoo.com>
Sent: Monday, June 29, 2026 9:55 PM
To: City Clerk
Subject: Please keep State Street Car Free

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

Thank you for the opportunity to comment. I'll keep it simple. Please keep State Street car free. State Street needs work - figuring out where people walking versus biking, where restaurants can have outdoor seating, paving so it doesn't look like an old street, landscaping and public space areas, etc. However, it does not need cars back. Businesses are doing well; State Street is more welcoming. The modifications with the Paseo Nuevo will be a great boost to State Street as it brings businesses and residents downtown.

Kimberly Johnson

From: Ben Seitz-Sitek <ssben97@gmail.com>
Sent: Monday, June 29, 2026 9:59 PM
To: City Clerk
Subject: Public Comment June 30 2026 Council Meeting

Some people who received this message don't often get email from ssben97@gmail.com. [Learn why this is important](#)

Dear City Council,

I'm a local Santa Barbara resident; I work and live near upper State Street. My bicycle is my primary mode of transportation. **I strongly urge the council to vote in favor of reauthorizing Title 31.** Cars are dangerous, the State Street corridor is lively without them, and Santa Barbara can be a leading pedestrian friendly city.

Cars are dangerous. Automobiles have the highest accident and fatality rate per mile than any other form of transportation. There have been 0 auto related fatalities on the State Street corridor since it has been closed to cars. It would be shameful to introduce this level of risk back into our community.

State Street is amazing without cars. Everyone loves it. I love it. Everyone that comes to visit loves it. It's magical to walk from the Waterfront to The Arlington without having to worry about being run over and or contend with the noise and exhaust of automobiles. I stroll State Street in my free time. There are too many stores that have taken too much of my money because I happened to be walking by on a sunny day.

Santa Barbara can be a leader. Walkable cities are the future and SB has the opportunity to set an example by keeping State Street a pedestrian zone. People want to live and work in pedestrian-centric areas. Downtown housing and offices are increasing already. A car-free State Street is the foundation for a lasting and vibrant community.

Commuting down state street is my favorite part of the workweek. I moved here in 2021 and I still feel so lucky everytime. I will be very disappointed if this is taken away.

Thank you,
Ben

Kimberly Johnson

From: M. OJEDA <mojeda118@gmail.com>
Sent: Monday, June 29, 2026 10:13 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 mojeda118@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I strongly support keeping state street closed to vehicles. Having had state street closed has revitalized the downtown area in a positive way. Every day the number of pedestrians and bikes add an incredible energy to the downtown area. I support keeping it closed with a master plan in place to further improve pedestrian and bike traffic.

Thank you.
-Marco

Kimberly Johnson

From: Lisa Dunn Blake <lisaannedunn@yahoo.com>
Sent: Monday, June 29, 2026 10:27 PM
To: City Clerk; State Street Master Plan
Subject: Keep State Street Car Free!

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

Please extend / re-authorize Title 31 to keep State Street car free!

The downtown area is so much more pleasant, safe, active and fun without cars! Pedestrians and cyclists are what you need for success on State - not cars.

Please keep the pedestrian zone.

Thanks!
Lisa Blake
Santa Barbara

Kimberly Johnson

From: Pamela F <pamela4422@gmail.com>
Sent: Monday, June 29, 2026 10:29 PM
To: City Clerk
Subject: Item 26

Some people who received this message don't often get email from pamela4422@gmail.com. [Learn why this is important](#)

I am writing in support of keeping State St car free. It has taken some time and many adjustments, but I feel we are definitely on the right track. I took some time today to read comments from small business owners on State Street that were very much in favor of keeping it free of cars.. their opinions matter! It is so much more enjoyable to go to dinner and a show and maybe catch a little jazz or an ice cream after. We have discovered new places to try because that is what happens when you are out walking and enjoying your surroundings.

This is the future I hope we will choose for our beautiful home.

Kimberly Johnson

From: Dave Montague <davemont@vanerp.org>
Sent: Monday, June 29, 2026 10:35 PM
To: City Clerk
Subject: Please keep State Street safe

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

Please do not open State Street to cars. I enjoy biking and walking (and dining) along State Street.

A resident of San Roque.
Dave Montague

Kimberly Johnson

From: Santa Barbara Interiors <info@santabarbarainteriors.com>
Sent: Monday, June 29, 2026 10:38 PM
To: Santa Barbara City Council
Subject: Fwd: Retail Businesses need to be seen

Mayor Rowse & City Council Members.

Retail businesses depend on visibility. One of the most valuable forms of advertising is being seen by people as they drive through town every day.

Many customers don't make a special trip, they stop because they notice a storefront, a sale, or a restaurant while passing by.

For six years, downtown businesses have been asked to wait while the City Council decides the future of State Street. We've heard studies, surveys, workshops, and concepts, but businesses can't survive on uncertainty. They need customers today.

The City cannot continue to keep local businesses in limbo while a long-term plan remains undecided. Reopening State Street to carefully managed vehicle traffic would restore visibility, improve access for everyone, and provide immediate support to the businesses that are struggling to keep our downtown alive.

Please take the time to read the testimonials submitted with our petition and consider providing meaningful relief to the local businesses that have struggled for years. Their experiences reflect the real economic impact of keeping State Street closed. www.statestbusinessalliance.com

It is not fair to ask businesses to wait through years of planning, exploration, and uncertain funding while their livelihoods remain at risk.

Please give our businesses the relief they need. Reopen State Street during the interim while the long-term plan is evaluated and funded.

Best,
Colleen Macey
Santa Barbara Interiors
10 E. Figueroa St., Santa Barbara, CA
info@santabarbarainteriors.com
805.450.0282 cell
805.679.5700 shop

Kimberly Johnson

From: Isabella C <bellabellaanne@yahoo.com>
Sent: Monday, June 29, 2026 10:42 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 bellabellaanne@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I've lived in Santa Barbara for almost 10 years. I've had the specific misfortune of turning onto State Street when it was open to cars and the distinct pleasure of walking down a car-free State Street.

We should be moving toward an accessible future for pedestrians and cyclists alike. Reauthorizing Title 31 costs nothing and is a step in the right direction.

I, and the majority of Santa Barbarans, look forward to the State Street Master Plan with no cars on State.

Sincerely,
Bella Cardoso

Kimberly Johnson

From: Steven Bishop <sstevenbishopp@gmail.com>
Sent: Monday, June 29, 2026 10:44 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 sstevenbishopp@gmail.com. [Learn why this is important](#)

I DO NOT support state street opening up to cars.

I REALLY, REALLY LOVE the idea of State Street being more people and community focused.
The mockups look like a utopian version of State Street I would be thrilled to live in.
Please reauthorize title 31.

Love,
Steven

Kimberly Johnson

From: Adelaide Dahl <adelaidedahl@ucsb.edu>
Sent: Monday, June 29, 2026 10:56 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 adelaidedahl@ucsb.edu. [Learn why this is important](#)

Hi!

I am reaching out to encourage a car free state street! I have only been living in SB a short while but the car free zone in the core of downtown has left a lasting impact on myself and everyone I know who has visited me.

My family and friends talk about how amazing it is that Santa Barbara has pushed to keep safety and community focused areas at the top of their agenda, maintaining a car free state street and it is definitely a contributing factor in getting them to visit me again !

I go out of my way to walk on state street because of the lack of cars, bringing me past and into stores I would not have otherwise visited, and feel the tangible calm of safety knowing I can bike without fear of getting side swiped by a passing vehicle.

I would encourage the city council to keep state street safer and car free!

Thank you for your consideration,
Adelaide

--

Adelaide Dahl

PhD student | Ecology, Evolution and Marine Biology
University of California, Santa Barbara

[Young Lab](#) | [Website](#)

Kimberly Johnson

From: Ashlynn Cardoso <ashlynncardoso@gmail.com>
Sent: Monday, June 29, 2026 11:00 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 ashlynncardoso@gmail.com. [Learn why this is important](#)

I remember when State Street was first opened up to pedestrians/bikers only and I believe we should not go back to allowing cars. I love the extra outdoor seating it gives restaurants. I love having more space to walk along State without being limited to the sidewalks. Driving on Anacapa or Chapala has always been quicker and easier anyways.

We should be continuing to make Santa Barbara more accessible. Walkable cities are the future! Also, reauthorizing Title 31 costs nothing.

Please do not undo all the progress that has been done to make State Street safer and more enjoyable. The majority of Santa Barbarans want no cars on State so let's keep it that way!

Best,
Ashlyn Cardoso

Kimberly Johnson

From: Yassi Sabahi <yassisabahi@gmail.com>
Sent: Monday, June 29, 2026 11:03 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 yassisabahi@gmail.com. [Learn why this is important](#)

Hello,

I am writing to voice my strong support for keeping State Street car-free.

This pedestrian- and bike-friendly zone makes Santa Barbara uniquely welcoming, vibrant, and profitable. Restoring vehicle lanes would impose a heavy fiscal burden on the city without justifiable benefit. Local businesses have reported stronger earnings since State Street went car-free, proving that foot traffic drives economic growth.

For my community and me, State Street offers a valuable "third space" to gather, shop, and dine. As a cyclist, I appreciate a space where I can ride downtown without fear of traffic. As a driver, I appreciate fewer bikes on the surrounding roads. As a pedestrian, I appreciate a vibrant space where I can safely walk and connect with the community day or night. We have a unique opportunity here to enjoy the beauty of coastal California without being confined to watching it from a car window or dealing with the constant hassles of driving.

In an era where true community spaces are dwindling, having a car-free downtown is essential for our collective well-being. Third spaces like this foster social connection, reduce isolation, and build a stronger sense of local trust and identity by allowing neighbors to cross paths naturally. These spaces encourage physical activity and time outside, reducing stress and boosting mental health across our community. Furthermore, keeping cars off State Street actively supports Santa Barbara's climate goals by cutting tailpipe emissions and noise pollution, moving us closer to a cleaner, greener future.

It would be a significant financial, social, and environmental loss to dismantle this incredible asset to our community. Thank you for your time and your continued dedication to Santa Barbara's future.

Thank you,
Yassi Sabahi

Kimberly Johnson

From: Private Account <slugtoaster@gmail.com>
Sent: Monday, June 29, 2026 11:06 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 slugtoaster@gmail.com. [Learn why this is important](#)

Keep State St car-free! I love the walk ability. More speed bumps for bikes tho. Rezone it for mixed use housing on it too

Kimberly Johnson

From: Melissa Hopf <totallycalitours@gmail.com>
Sent: Monday, June 29, 2026 11:15 PM
To: City Clerk
Subject: Keep State St closed to cars!

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

Dear Santa Barbara City Council,

I am writing to express my personal opinion as a local business owner who has operated a walking tour company in downtown Santa Barbara for the past 10 years.

Our company conducts daily public walking tours as well as private and corporate tours, and State Street serves as the centerpiece for many of our experiences. During the years since State Street was closed to vehicle traffic, I have not had a single guest tell me they wished it were reopened to cars. In fact, I regularly hear the opposite. Visitors frequently comment on how unique and special Santa Barbara feels because of the pedestrian promenade. They describe it as “European,” welcoming, vibrant, and unlike many other destinations they have visited. It has become one of the defining features of downtown and a memorable part of their experience.

From my perspective, reopening State Street to vehicles offers very little benefit. There was never meaningful parking on State Street itself, and motorists could not easily view or access destinations such as Paseo Nuevo or many of the businesses they were likely looking for simply by driving through. In contrast, the pedestrian promenade has created an inviting destination where visitors and locals can comfortably stroll, shop, dine, and experience the heart of our city. Its value to Santa Barbara’s character and visitor experience cannot be overstated.

The one aspect that I believe deserves immediate attention is the center bike lane. In my experience, it presents a significant safety concern. Fast-moving electric bikes and other motorized devices often travel through the middle of a busy pedestrian environment, sometimes at speeds approaching 35 mph. I have personally witnessed numerous close calls involving both visitors and local residents. The current design places pedestrians and cyclists in unnecessary conflict, and it is especially concerning when very young riders are operating high-speed electric bikes in such a heavily traveled area.

I strongly encourage the City to explore safer alternatives for bicycle traffic while preserving the pedestrian nature of State Street.

Please keep State Street closed to cars. I believe the pedestrian promenade has become one of Santa Barbara’s greatest assets and continues to enhance both our local quality of life and our visitor economy.

Thank you for your time and consideration.

Sincerely,

Melissa Hopf
Owner, Totally Cali Tours of Santa Barbara

Totally Cali Tours of Santa Barbara
(805)403-6500

Kimberly Johnson

From: cirrus.76.hamster@icloud.com
Sent: Monday, June 29, 2026 11:27 PM
To: City Clerk
Subject: Reauthorize Title 31 and Keep State Street Car-Free

Some people who received this message don't often get email from cirrus.76.hamster@icloud.com. [Learn why this is important](#)

Dear Mayor and City Councilmembers,

Keep State Street car-free. I am writing as a small business owner who lives and works in downtown Santa Barbara' District 6 and as someone who rides and walks State Street nearly every day. I have commuted downtown by bike on State Street for the past several years, and I can say plainly: I never would have done that consistently before the closure. Closing State to cars changed it from a street I moved through cautiously into a place I actually use, enjoy, and feel proud of.

The closure is safer. State Street closed to cars is safer for people walking, biking, shopping, dining, working, and commuting. It also means less noise, less exhaust, and less stress in the heart of downtown. The City describes the 500 through 1300 blocks as a promenade that has become a haven for cyclists and pedestrians, with rules for pedestrians and bicyclists enforceable by the Police Department.

E-bike safety needs enforcement. I share the concern about unsafe e-bike riding. Riders who speed, swerve, ride unpredictably, ignore lane discipline, or endanger pedestrians should face clearer rules, education, and consistent enforcement. But e-bike safety is not a reason to reopen State Street to cars. It is a reason to manage the promenade better. Reckless e-bike riders will still exist either way. The question is whether we want those conflicts managed in a car-free public space, or mixed with vehicle traffic, nighttime drivers, delivery vehicles, and morning commuters. National data confirms that micromobility safety is a real and growing issue, not a Santa Barbara-specific failure; we have a chance to make a dent in those statistics by doubling down on safe mobility infrastructure.

State finally feels alive. State Street feels more vibrant now than it did when cars dominated the corridor. I see people walking, biking, eating outside, meeting friends, discovering businesses, and actually spending time downtown. That makes me proud of State Street in a way I did not feel before. It now feels like a civic place, not just a road between storefronts.

Small businesses are not “against closure”. A vocal minority would have the Council believe that small businesses need cars back. That claim does not match the evidence. The City's visioning outreach received feedback from nearly 6,000 people, and 79% of

survey respondents preferred no cars on State Street. Strong Towns Santa Barbara reported that, in its survey of more than 40 businesses, 75% did not want cars to return, with many reporting increased foot traffic and sales. The Santa Barbara Independent also reported that vacancies along State Street between Gutierrez and Sola declined from 48 available storefronts in Q4 2020 to about 30, roughly back to mid-2019 levels.

People want a promenade. The strongest public input points in the same direction: residents, many business owners, and daily users of downtown want State Street to remain people-centered. From my own experience, visitors respond to that same energy. They do not come to Santa Barbara because State Street looks like every other car corridor. They come because it feels distinctive, walkable, beautiful, and alive.

Do not reopen it overnight. I strongly recommend keeping State Street closed to public car traffic 24 hours a day. Opening it from 10 p.m. to 10 a.m. creates the worst version of both worlds: reckless or impaired nighttime driving when people are leaving bars and restaurants, followed by morning commuter traffic exactly when cyclists are trying to get downtown safely. There is no compelling public benefit to introducing cars during the hours when the risk is highest and the economic upside is lowest.

Be bold again. Santa Barbara has a rare chance to build a truly unique American downtown with a world-class promenade at its center. After the 1925 earthquake, the city made bold design choices that shaped the Santa Barbara people love today. This is another moment that calls for confidence, creativity, and speed. Pick a direction, build it well, enforce the rules, and invest in a downtown that is safer, more beautiful, more prosperous, and unmistakably Santa Barbara.

Reauthorize Title 31. Please keep State Street closed to cars, continue the promenade, and move quickly from temporary compromise to permanent civic asset.

Thank you for your time and for your work on this issue.

Sincerely,

John

Kimberly Johnson

From: Caitlyn <policyanddemocracy@gmail.com>
Sent: Monday, June 29, 2026 11:34 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 policyanddemocracy@gmail.com. [Learn why this is important](#)

Hello,

I would like to submit comment asking the city council to reauthorize Title 31 to keep State Street closed to cars. The city is already working towards finalizing going forward with the Master Plan that plans to keep State Street closed to cars and open only to pedestrians and cyclists. It makes no sense to reopen the street to cars when that is not part of the current long term plan. And would also be a waste of money to reopen a street to cars that will just be closed to cars again. Keeping State Street as is until the Master Plan goes into effect will continue to allow us to walk and bike to get around downtown safely and better explore and visit the local businesses downtown. It is currently the street I feel safest for biking in town because it is closed to cars. And I would like to continue to be able to do so and continue using the Bcycles around town. It is easier to see more of what businesses are on State Street when walking or biking because it's at a slower pace and easier to just stop and walk into the businesses.

Please keep State Street closed to cars.

Thank you,
Caitlyn Corrao

Kimberly Johnson

From: Victoria Valente <vicks93103@yahoo.com>
Sent: Monday, June 29, 2026 11:55 PM
To: City Clerk; Mayor & City Council
Subject: Please reopen State Street to Automobile traffic

Some people who received this message don't often get email from vicks93103@yahoo.com. [Learn why this is important](#)

Dear Mayor Rowse and City Council,

I am writing to urge you to reject the State Street Master Plan and any plan that would permanently close State Street to automobile traffic.

I have closely followed this process over the years. What I observed left me deeply concerned—not only about the decision to keep State Street closed, but also about the direction being proposed for the future of downtown Santa Barbara.

The discussion seems to prioritize themed placemaking over the qualities that have made Santa Barbara one of the most beautiful and distinctive cities in California. Rather than reinforcing our architectural heritage and historic character, many of the concepts appeared better suited to a theme park than to the civic heart of our city. Dividing State Street into "districts" with whimsical design elements risks replacing Santa Barbara's timeless identity with something artificial and trendy.

This vision does not stop at State Street. It extends to surrounding streets and neighborhoods, gradually degrading the character of our historic downtown far beyond the promenade itself.

Pearl Chase devoted her life to preserving the architectural integrity and beauty of Santa Barbara. The design standards that distinguish our city were carefully developed over generations. They deserve to be strengthened, not diluted.

Beyond the design concerns, I continue to oppose the permanent closure of State Street to automobiles. State Street has always been the commercial and civic spine of Santa Barbara. Businesses depend on visibility and convenient access. Residents, seniors, visitors, and people with mobility challenges deserve a downtown that is accessible to everyone, regardless of how they travel. A successful downtown should accommodate pedestrians, cyclists, transit riders, and motorists—not permanently exclude one of those groups.

The City has already invested significant time and money in this process. That is all the more reason to avoid committing even greater public resources to a plan that permanently alters the character of Santa Barbara while remaining deeply divisive within the community.

I respectfully ask you to reject the current Master Plan, repeal Title 31, and reopen State Street to automobile traffic. We need to pursue a balanced solution that restores accessibility while preserving the architectural heritage and timeless character that make Santa Barbara unique.

Thank you for your consideration.

Respectfully,

Victoria Valente
SB Resident since 1991

Kimberly Johnson

From: Joanna Kaufman <joanna.kaufman@proton.me>
Sent: Tuesday, June 30, 2026 12:30 AM
To: City Clerk
Cc: Santa Barbara City Council
Subject: Item 26 - Interim State St. Operations

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

Mayor and Council,

As a resident and a parent, I support a car-free State St. I am on State St. almost daily by bike. I spend money weekly at restaurants, services, and shops. It's insane to me that we are considering allowing cars back on the street as we are building out the master plan. I'm so tired of sending these emails. There is no proof that cars=business. Especially in a world where people discover businesses through social media and apps. I would be interested in an economic analysis that compares the make up of businesses in each sub market, commercial rents, tenant space floor area, etc. There are so many variables that impact economic performance. There are also many interventions the city could take. Just look at what SLOs economic development department does. Nonetheless, there are many great developments in the world for downtown. The return of cars would kill the vibe. Despite what the detractors say the vibe and culture is an indicator of success. I do feel for the cruiser community and I think there's a way to invite them back to turn it into a community event that doesn't mean cars are on the street all the time.

I enjoy hanging out with friends and family Downtown without the noise and danger associated with cars. I love that this past year I've sat w other families to watch kids skate in front of Lighthouse skate shop, a random soccer game in front of m. Special, and a dance troupe in front of the art museum. More of all of the above. I specifically go to state with my kid to ride their bike because I don't have to worry about a multi-ton metallic mass racing past their body. Downtown is for people. Make the choice that puts people first.

Best,
Joanna

Sent from [Proton Mail](#) for iOS.

Kimberly Johnson

From: Jenna Berg <thegrandonstate@gmail.com>
Sent: Tuesday, June 30, 2026 3:02 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 thegrandonstate@gmail.com. [Learn why this is important](#)

Dear Honorable Council Members,

As owner of a new business, The Grand on State, that just opened on State Street this month I am extremely disheartened to hear that the idea of putting cars back on State Street is being revisited again.

I signed my lease and opened my business with the understanding that State Street would remain Car-Free.

Cars on the whole length of State Street will devastate our business and we may have to close our doors just as soon as we are open. We are a pedestrian friendly business and rely on the foot traffic outside our door to advertise and to draw in a crowd to our jazz club.

We cannot tolerate any more noise and pollution and reckless driving than we already have on our one-lane pilot project in front of the Granada.

If non-electric vehicles and motorcycles and cruisers and old classic cars are allowed to return the full length of State, we will have 20 times more loud and polluting vehicles right out front making our venue very unattractive to those who want to enjoy soft professional music inside. We are right on the Street with doors open to draw in foot traffic and we have learned to tolerate the unfortunate loud and polluting vehicles that disrupt our music many times throughout the evening. But we cannot tolerate a constant flow of noise and pollution.

Our business was designed based on the expectations of foot traffic and peace and quiet when we signed our lease and is not sustainable with loud and polluting cars on State.

I urge you to renew Title 31 to keep cars off State Street and to invest the City's resources back into the Master Plan.

We will likely not survive with any more pollution and noise in front of our "Soft Keys" jazz room - everything we have built - a beautiful, peaceful, calm, soothing space to relax and unwind and enjoy life for a moment will be in jeopardy.. I go there myself for the peaceful respite for my soul and to commune with our beautiful guests outside the front door and inside our soft space and to be inspired by the impeccable artists on our stage.

We are like so much of State Street. We can feel the momentum growing and something really amazing is beginning to happen. Community is building here because we are walking and talking and sharing on the street and it is profound and unmistakable. Everyone feels it who spends time on State Street. It is hard to understand why anyone would want to stop this palpable momentum towards so much new vitality in the heart of our town.

I signed our lease thinking this had been settled. I hope it has been and we won't have to give up our dream of a beautiful peaceful space for us and the community that we have worked so hard to create.

Loud and Polluting Cars and Jazz at The Grand on State do not mix...

If the City decides they want cars back on State Street, Brian and I may need to pack our bags and his accordion and go look for the peaceful pedestrian walk ways in Europe and around the world like so many others are doing these days....

Please do not allow Cars on State Street.

Sincerely,

Jenna Berg

Owner, The Grand on State
1218 State Street, Santa Barbara, CA

Next to the Granada Theatre
www.TheGrandonState.com
805.708.7670

Kimberly Johnson

From: Jones Family <thejonesfam805@gmail.com>
Sent: Tuesday, June 30, 2026 6:09 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 thejonesfam805@gmail.com. [Learn why this is important](#)

"All truly great thoughts are conceived while walking." — Nietzsche

Offering beautiful State St as a place to stroll transforms your experience of Santa Barbara to something more meaningful.

Sent from my iPhone

Kimberly Johnson

From: C Barbour <calbarbour@gmail.com>
Sent: Tuesday, June 30, 2026 7:10 AM
To: City Clerk
Subject: KEEP STATE STREET CLOSED

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

I've lived in Santa Barbara for over 26 years. I am a retired teacher who still teaches 3 days per week, and my husband & I go to the Promenade on State St. to eat & shop at least once a week.

PLEASE keep State Street CLOSED to automobile traffic! Let's build our Promenade to First Class level so that locals and tourists alike will come patronize our space even more.

And a key element will be eliminating ALL eBikes, scooters, skateboards, etc - just like any other "mall" would require. Make State Street safe for families with young children, for grandmas, and everyone in between.

We attended a concert at the Granada Theatre a few weeks ago and afterward went across the street to get a bite to eat. Even though there was a stop sign, e-bikers barreled through the stop sign and didn't even slow down as we were crossing the street. I could've been killed.

Opening State St. to cars will NOT draw more customers to the downtown area. Since eBikers are taking over numerous streets in Santa Barbara, we would then be battling the current eBike racetrack on State with cars added into the mix.

Thank you for your time and consideration.

Callie Barbour
4017 Invierno Dr
Unit A
Santa Barbara, CA 93110
Sent from my iPhone

Kimberly Johnson

From: Kelsie Lees <kelsieles1026@gmail.com>
Sent: Tuesday, June 30, 2026 7:17 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 kelsieles1026@gmail.com. [Learn why this is important](#)

As a citizen of Santa Barbara I am urging city council to LISTEN TO YOUR CONSTITUENTS AND KEEP STATE STREET CLOSED TO CARS!!

Kimberly Johnson

From: Cassandra Ensberg <cassejd@gmail.com>
Sent: Tuesday, June 30, 2026 7:18 AM
To: Santa Barbara City Council; Kelly R. McAdoo; Holly Perea
Subject: Santa Barbara Regulations for use of the Roadway by Pedestrians, Bicycles...

Dear Mayor, Council, and City Administrator,
Good morning.

I am sure you all have this - but, if helpful, below is link to document entitled
REGULATIONS FOR USE OF THE ROADWAY BY PEDESTRIANS, BICYCLES, AND OTHER FORMS OF
WHEELED TRANSPORTATION IN THE STATE STREET PROMENADE.

This was signed by the City Administrator on MArch 7, 2023 at 8:20 AM

https://santabarbaraca.gov/sites/default/files/2023-06/Regulations-State_St_Promenade.pdf

Thank you

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: Ryan Abell <ryanmabell20@gmail.com>
Sent: Tuesday, June 30, 2026 7:25 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 ryanmabell20@gmail.com. [Learn why this is important](#)

Keep state street car free!!!!!!!

Kimberly Johnson

From: Tristan Partridge <tristan.partridge@ucsb.edu>
Sent: Tuesday, June 30, 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 tristan.partridge@ucsb.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

FAO. Santa Barbara City Council

As a Santa Barbara resident and someone committed to supporting equitable pathways to vibrant, inclusive, and sustainable futures, I urge you to reauthorize Title 31 to keep State Street car-free.

Pedestrianizing State Street has been a considerable improvement on all fronts — cleaner air, more foot traffic, and more shared public/social spaces, all of which have been better for local businesses.

The move promotes sustainable transportation options, and is also a net positive for the City's environmental and climate goals — supporting localization efforts, creating much safer streets with fewer cars, and fostering a vibrancy for the city that cannot be achieved by any other means.

Such steps represent forward-thinking, future-proofed decision-making — and all the leading research on urban planning and environmental justice confirms this, globally.

It is vital to keep State Street free of cars.

Sincerely,
Tristan Partridge.

--

Tristan Partridge, PhD
Executive Director:
North American Center for Post-Growth Research (PGR); Research Associate:
University of California, Santa Barbara

Kimberly Johnson

From: Phil Rubin <blackboxgroup@yahoo.com>
Sent: Tuesday, June 30, 2026 7:53 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 blackboxgroup@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep it car free. It is safer and provides a great tourist attraction

Kimberly Johnson

From: Annapurna Post-Leon <acpostleon@gmail.com>
Sent: Tuesday, June 30, 2026 7:58 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 acpostleon@gmail.com. [Learn why this is important](#)

Dear SB City Council,

I'm writing in support of keeping downtown State Street in Santa Barbara car-free. I only moved here a few months ago, but I was immediately struck by how vibrant and lively the car free portions of State Street are. It feels safer and more comfortable to walk on State Street than the downtown of pretty any other city I've been to, and the businesses seem to be thriving. Please keep it that way!!

Sincerely,

Annapurna Post-Leon

Kimberly Johnson

From: Gavin McDonald <gmcdonald@bren.ucsb.edu>
Sent: Tuesday, June 30, 2026 7:58 AM
To: State Street Master Plan; City Clerk
Subject: Serious concern about opening State Street to cars

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

Hi there,

I've been a resident of downtown Santa Barbara for 15 years now. I went to UCSB, now work at UCSB, and live downtown and am an active member of the community. I go to farmers market, shop and eat downtown, and my child goes to daycare here. To get around town, I walk or ride my bicycle, which is by far the best way to get around town. I leave my car at home as much as possible.

The closure of State Street to cars during the pandemic was the single best thing that has happened to downtown since I've lived here. I cannot imagine us going back to allowing cars on State Street, even if only for a few hours a day.

I implore you to please consider permanently keeping cars off state street as much as possible. It's good for local business, it's good for our health and happiness and safety, and it is better for our community!

All the best,
Gavin McDonald

--

Gavin McDonald
Senior Project Scientist
[Environmental Markets Lab \(emLab\)](#)
University of California, Santa Barbara
[Google Scholar](#)

Kimberly Johnson

From: Megan De Tomaso <mnajiness@msn.com>
Sent: Tuesday, June 30, 2026 7:59 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 mnajiness@msn.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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 dining alfresco, love seeing shops and vendors on the streets, and waking and biking down state street from the west side. 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. Santa Barbara could look to places in Europe as great examples of car free streets with dining and shopping.

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, stop signs, speed bumps, handicap accessible curbs, and sidewalks on the Westside are where those dollars are desperately needed. Also turning Bhonnet Parks smaller side on San Andres into a smaller child playground which the Westside has none.

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,
Megan De Tomaso
815 w Micheltorena st

Kimberly Johnson

From: Aron Ashland <aronashland@gmail.com>
Sent: Tuesday, June 30, 2026 8:11 AM
To: Santa Barbara City Council; Bob Stout; tristent@mac.com; John Palminteri; Joshua Molina
Subject: Here is what NO ONE that wants cars back on State Street is talking about: — Nextdoor

Check out this post on Nextdoor:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnextdoor.com%2Fp%2FfwkTRG58pHJf%3Futm_source%3Dshare%26extras%3DNDA4MTlwNTY%253D%26share_platform%3D6%26utm_campaign%3D1782832188719%26share_action_id%3D4efaf974-e45b-4f89-abc9-1f23bf1c6c17&data=05%7C02%7CAJTaylor%40SantaBarbaraCA.gov%7C1089fa7c982b42593c4108ded6b9bde3%7C58e327d6b5bd44c9988aacf283190b62%7C0%7C0%7C639184290447263734%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=1qEu3QGEK9H8treDYnbTN7K7C9eC8HlwQWqun%2Fv9S%2BA%3D&reserved=0

Aron Ashland

Cruisery, Unbearable + Wine Therapy

<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thecruisery.com%2F&data=05%7C02%7CAJTaylor%40SantaBarbaraCA.gov%7C1089fa7c982b42593c4108ded6b9bde3%7C58e327d6b5bd44c9988aacf283190b62%7C0%7C0%7C639184290447292514%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=658scep2IGLICVr2APo%2F4UVAwAasAEAsHMmWqE%2BPIF0%3D&reserved=0>

Kimberly Johnson

From: Aron Ashland <aron@thecruisery.com>
Sent: Tuesday, June 30, 2026 8:14 AM
To: Santa Barbara City Council
Subject: My Feelings

Here is what NO ONE that wants cars back on State Street is talking about:

1. If cars are the answer- why does every business on the 400 block want it to be closed?
2. If bringing cars back was the answer- wouldn't it have worked for the 1200 block which has had one way car traffic for a year? (I don't know exactly how long but I bet The Daisy knows how long they've gone without their patio.
3. Things were REALLY bad downtown. Here are the people who were talking about it before Covid. We don't want this again!

State Street Was Already in Crisis Before COVID. The Data Proves It.

Before anyone argues that the car-free promenade caused downtown Santa Barbara's problems, they need to reckon with this: State Street was in serious decline for at least five years before COVID closed anything.

Here is what the documented record shows.

The vacancy crisis started in 2015, with cars on the street.

According to quarterly reports published by Hayes Commercial Group, one of Santa Barbara's most established commercial real estate brokerages, State Street vacancies began rising steadily in 2015 and never stopped. By June 2018, two full years before the pandemic, 38 storefronts stood empty on State Street. That was a record high, worse than during the Great Recession of 2008 to 2010. Cars were on the street every single one of those years.

Source: Hayes Commercial Group vacancy surveys, cited in "The Fight for State Street," Santa Barbara Independent, July 26, 2018.

The people who know this street best said so publicly.

In April 2017, the city convened an emergency meeting at City Hall. Bob Tuler, a commercial real estate broker who had been leasing State Street properties for 40 years, had just personally walked the corridor and counted 45 empty storefronts, not including Paseo Nuevo. His assessment:

"I haven't seen downtown this bleak since the recession of 1991 and 1992, before Paseo Nuevo was built."

And then: "If we had this during the recession of 2010, that would be expected. But to have this now, during one of the longest, most sustained economic recoveries ever? That's surprising."

Source: "State Street Vacancies Vent Fest," Santa Barbara Independent, April 6, 2017.

By 2019, the Independent's own reporting described it plainly: money and vitality were "still slowly bleeding from State Street, four full years after vacancies began rising."

Source: "Is Santa Barbara's State Street Finally Turning the Corner?" Santa Barbara Independent, August 7, 2019.

Landlords were a central part of the problem.

This is the part that tends to get left out of the current debate.

Santa Barbara Chamber of Commerce CEO Ken Oplinger said it directly in 2018: "We also have more absentee owners than most other places, owners who just don't care. Nine times out of 10, they're the problem."

Michael Martz, founding partner at Hayes Commercial Group, confirmed that some storefronts sat empty for months or even years because landlords "have deep pockets and simply don't mind money not coming in." By 2019, rents that had been \$4 per square foot in 2016 had already dropped to \$3. Landlords had priced tenants out and were now being forced to come down anyway. The damage was already done.

The Independent's 2018 investigation named specific landlords, including some of the largest property owners on the street, as being described by tenants as "particularly difficult to work with" and "charging high rents for outmoded spaces."

Source: "The Fight for State Street," Santa Barbara Independent, July 26, 2018.

The city paid for four separate studies. Two of them recommended closing State Street to cars.

Between 2017 and 2019, the city commissioned or received four separate analyses of downtown's problems. All four reached similar conclusions. Two specifically recommended pedestrian street closures as part of the solution.

Downtown Works Retail Study, 2017: Seattle-based retail consultants hired by the city recommended creating a more pedestrian-focused, destination-oriented experience for locals, not just tourists passing through.

Source: "State Street Vacancy Solutions Sought," Santa Barbara Independent, June 15, 2017.

Kosmont Companies Report, 2019: The city paid \$84,000 for this strategic revitalization plan. Among its specific recommendations was "consideration of a pedestrian mall for two to three blocks on State Street." Kosmont also found that downtown retail sales had dropped 15 percent over five years while countywide sales rose, and warned that roughly one-third of downtown retail space was "not supportable in the long term."

Source: "Report Describes City as Unfriendly to Business, Suffocated by Red Tape," Santa Barbara Independent, July 23, 2019.

The idea of closing State Street to cars was not a pandemic improvisation. It was a recommendation that came from consultants the city paid for, before COVID existed.

What has the promenade actually done?

Since the car-free promenade was established, the vacancy rate on State Street has dropped below its 2018 record high. A 2025 survey by Strong Towns Santa Barbara found that 75 percent of State Street business owners want it to remain car-free. Visitors on walking tours regularly cite the promenade as one of the main reasons they chose to visit or come back to Santa Barbara.

Source: "Will the Promenade Disappear?" Santa Barbara Independent, June 15, 2025.

So what is the DSBIA doing with your money?

The Downtown Santa Barbara Improvement Association is run by property owners and funded through assessments that those landlords collect from their tenants. Businesses like The Cruisery pay into it through their rent, whether they agree with how it is used or not. Their stated mission is to represent downtown stakeholders.

In 2025, the DSBIA commissioned a survey through Magid, a national research firm, which reported that 56 percent of Santa Barbara residents supported returning State Street to its pre-COVID status. Critics, including business owners and community advocates, have raised serious questions about who that survey was distributed to and how the questions were framed. A separate survey by Strong Towns Santa Barbara, which polled State Street business owners directly, found the opposite result: a strong majority want the street to stay car-free. The same conclusion the city came up with.

The DSBIA has since taken a formal public position calling for the immediate restoration of car access to State Street.

Source: "Immediate Action Needed to Reopen State Street," Santa Barbara Independent, June 28, 2025.

The bottom line.

State Street was in serious trouble for five years before COVID, with cars on the street the entire time. The consultants the city paid for recommended pedestrian closures. The majority of business owners on the street want it to stay car-free. And the organization that is supposed to represent downtown businesses, and is funded through the rents those businesses pay, is now using its platform and resources to push for a change that most of those businesses oppose.

You deserve to know that. And City Council deserves to hear from you.

Here is what NO ONE that wants cars
back on State Street is talking about:
nextdoor.com



Aron Ashland
Cruisery + Unbearable Skee Lodge

Kimberly Johnson

From: Alan Evans <admin@prisiolabs.com>
Sent: Monday, June 29, 2026 8:53 PM
To: City Clerk
Subject: Please Keep State Street Open to People, Bikes, and Local Business

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

Dear Mayor and Councilmembers,

I'm writing to express my strong support for keeping State Street closed to cars and open to pedestrians, bikes, families, visitors, and local businesses.

The car-free State Street has become one of the best parts of downtown Santa Barbara. It makes our downtown feel more welcoming, vibrant, safe, and uniquely Santa Barbara. As someone who lives, works, shops, eats, and spends time in our community, I believe this has been a major improvement for both residents and businesses.

A pedestrian- and bike-friendly State Street encourages people to slow down, explore, visit local shops, eat at restaurants, meet friends, and spend more time downtown. That is good for business, and it is good for the character and health of the community. Instead of State Street being treated primarily as a roadway, it has become a shared public space where people actually want to gather.

I understand that there are details to improve, including accessibility, emergency access, design consistency, deliveries, maintenance, and making the space feel beautiful and intentional. But those are reasons to keep improving the promenade, not reasons to reopen State Street to cars. The right path forward is to invest in a thoughtful, safe, well-designed downtown corridor that prioritizes people first.

Santa Barbara has an opportunity to build a downtown that reflects our values: walkability, local business, public life, sustainability, and community connection. Reopening State Street to cars would be a step backward.

Please continue supporting a car-free State Street and move forward with a permanent vision that keeps it open, active, and welcoming for pedestrians, cyclists, businesses, residents, and visitors.

Thank you for your service and for considering the voices of community members who want to see downtown Santa Barbara thrive.

Sincerely,

Alan Evans

Kimberly Johnson

From: Gabriela Labraña <inezlabrana@gmail.com>
Sent: Monday, June 29, 2026 4:41 PM
To: City Clerk
Subject: subject: Please Vote Yes on Item 26 — Keep State Street Car-Free

You don't often get email from inezlabrana@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 freely with our toddler without worrying about cars, less gas/exhaust while walking around, and popping into shops while moseying down the street. 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,
Gabriela Labraña
2140 Gillespie St

Kimberly Johnson

From: Marty Conoley <martyconoley@gmail.com>
Sent: Monday, June 29, 2026 3:58 PM
To: City Clerk; State Street Master Plan
Subject: Item 26: Reauthorize Title 31 to keep State Street Car-free

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

Hello City Council Members,

Tomorrow, June 30, 2026, on Item 26, I am asking you to vote in favor of Title 31 to keep State Street car free. Why?

1. Because my wife and I, in our seventies, enjoy bike riding and eating lunch in restaurants on the parts of State Street that are car free. There may be a few wild e-bike kids, but since there are no cars, there are no drunk drivers, no inattentive mobile phone drivers, and no drivers who open their car doors the second before we pass by. State Street without cars is a much safer street for us to ride our bikes upon.
2. Because my wife and I are long time pass holders for the 10 day Santa Barbara International Film Festival. Having no cars on State Street allows us film goers to line up ON State Street in front of the McHurley Film Center. In previous festivals, several entrances to restaurants and retail establishments, particularly those next to theaters, had sidewalk tape marking zones to prevent film goers from blocking doors. We now line up ON State Street in lanes marked by temporary metal fences. Access to businesses during the film festival is unimpeded.
3. Because as spectators, we like watching the Solstice Parade on Santa Barbara Street. We like watching the Old Spanish Days parade on Cabrillo Blvd. In the past, parts of State Street were so narrow that spectators watching parades were bunched together 4-5 people deep in some places. Not fun. Not safe. Too constricting. I won't get into what an out of control horse could do on State Street during a parade.

My wife and I have lived in Santa Barbara for 48 years. Allowing car, bus, and motorcycle traffic on State Street does not improve the ambiance or increase the safety in my opinion.

Please be on the right side of history. On Item 26, please vote in favor of Title 31 to keep State Street car free.

Marty Conoley

Kimberly Johnson

From: Ptm LLC <pacifictimemanagement@gmail.com>
Sent: Monday, June 29, 2026 12:12 PM
To: State Street Master Plan
Cc: City Clerk
Subject: Public Comment — June 30 Item: Interim Implementation of the State Street Master Plan (Reauthorize Title 31 with Conditions)

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

Dear Mayor Rowse, Councilmembers, and Staff:

I am writing as a Santa Barbara resident and downtown-area property owner to submit comments on the Draft State Street Master Plan and on the June 30, 2026 Council item regarding the interim implementation of the Plan and the future of Title 31.

I have read the Draft Master Plan and Appendices, the June 30 Council Agenda Report, Attachment 1 (Summary of Interim and Pilot Projects), and Attachment 2 (the Fehr & Peers Emergency Vehicle Response 2025 Travel Time Evaluation). I want to thank Tess Harris, Sarah Clark, Anthony Valdez, Kelly McAadoo, and the consulting teams for the quality and transparency of this material. The work is serious, and the choices in front of the Council deserve a serious response from the community.

Summary of Position

I urge the Council to reauthorize Title 31 with conditions — specifically, to maintain the State Street Promenade in its current configuration during the interim period, paired with a defined set of commitments that directly address the legitimate concerns raised by emergency responders, accessibility advocates, and residents who want to see a more finished and inclusive corridor. This is the option that protects the public investment already made, avoids spending \$700,000 on a configuration that will itself be torn up within a few years, and uses the interim period to lay groundwork for the permanent Master Plan rather than working against it.

Why Reauthorization Is the Right Interim Path

1. Allowing Title 31 to expire would waste public money. Per the staff report, reverting State Street to its pre-2020 configuration would cost approximately \$700,000 in immediate physical work — removing pedlets, relocating B-Cycle stations, grinding off pavement markings, slurry-sealing, re-striping, and purchasing new traffic barriers for the Farmers Markets. That work would then be undone within a few years when Master Plan construction begins, at a total program cost staff has estimated at \$48–68 million. Spending \$700,000 to reverse a configuration that the City has just spent over \$700,000 building — and that will be reconstructed regardless — is not a defensible use of capital during a structural General Fund deficit.

2. Substantial public and philanthropic investment is already on the ground in the current configuration. This includes:

- Approximately \$528,000 in MODSTREET pedlets installed on the 500 block in September 2025;
- The \$100,000 Bloomberg Philanthropies Asphalt Art Initiative installation at State and Carrillo, which carries a binding two-year maintenance obligation that exposes the City to either repaint costs or a grant refund if the surface is ground up;
-

Loop Shuttle pilot infrastructure and operating partnerships;

- Sidewalk and native-plant landscape work on the 1200 block performed in coordination with the Santa Barbara Botanic Garden and Friends of State Street.

Reauthorization preserves this investment. Expiration strands or destroys it.

3. The interim pilots have produced demonstrable results. The Loop Shuttle has carried more than 18,000 riders with a 99% satisfaction rating; Council has already extended it unanimously once. Most 500-block restaurants kept or increased their seat counts after pedlets were installed. SBPD has issued 431 citations under SBMC Section 10.52.020 and delivered approximately 20 e-bike safety presentations at local schools, directly addressing the most common public-safety objection to the promenade. These are data points the City paid for. They should inform the decision.

4. The General Fund cannot absorb the alternative scenarios. Staff has formally determined that an Enhanced Infrastructure Financing District is not viable for this corridor given the \$8.7 million structural deficit, the tax-exempt share of downtown land, and the multi-year accrual horizon. Restoring the MTD Downtown-Waterfront Shuttle to its pre-COVID daily schedule would cost approximately \$2.1 million annually and is currently unfunded. In that fiscal environment, voluntarily incurring a \$700,000 reversal cost — plus potential Bloomberg grant exposure — is difficult to justify when reauthorization costs zero.

Acknowledging the Strongest Counter-Argument: Emergency Response

I want to be direct about the Fehr & Peers analysis rather than dismiss it. The memorandum estimates that, on a typical block, emergency response times are 10–25% longer with State Street closed than with State Street open, and 29–42% longer on the 800 block due to its block length. The average increase is 60–90 seconds, with a worst case of 2 minutes and 10 seconds on the 800 block. That delta is real, and it deserves a serious response — not deflection.

At the same time, I would respectfully ask the Council and staff to note three contextual points the memorandum itself makes clear:

- The “open” baseline modeled by Fehr & Peers assumes one-way northbound vehicle traffic. That is not what Title 31 expiration would actually produce. Per the staff report, expiration restores the pre-COVID configuration with two-way vehicle traffic and bike lanes — a more complex environment that would partially erode the modeled response-time benefit.

- The “closed” scenario assumes worst-case midblock incidents and that emergency vehicles travel at 3 mph through bollard openings to reach midblock. Real-world incidents are not uniformly midblock, and existing planter gaps already permit faster access than the model assumes.

- The permanent Master Plan design specifies retractable bollards with automatic lowering for transit and emergency vehicles. That technology, once installed, largely eliminates the response-time delta the memorandum documents.

The relevant policy question is therefore not “open vs. closed forever” but “how do we manage the interim safely until the Master Plan’s emergency-access technology is in place?”

Recommended Conditions for Reauthorization

I respectfully request that the Council direct staff to incorporate the following commitments into any Title 31 reauthorization, so that reauthorization is paired with concrete progress on the issues that have legitimately divided the community:

1. Accelerated retractable-bollard pilot on the 700–900 blocks. Install pilot retractable-bollard infrastructure on the highest-risk segment ahead of full Master Plan construction. This is the block with the largest documented emergency-response penalty (2:10 worst case) and the densest concentration of civic and historic structures. Bollards that auto-lower for emergency and transit vehicles will eliminate

most of the Fehr & Peers delta — and will become permanent Master Plan infrastructure rather than throwaway capital.

2. Formal SBFD/SBPD interim access protocol. Document existing emergency-vehicle entry points through current planters and bollards, identify additional access gaps that should be cut, and commit to an annual joint review with both departments. Publish the protocol so the public understands how the corridor is actually navigated under emergency conditions.
3. Resolution of the Access Advisory Committee's concerns. The AAC has indicated that the current Loop accessible cart is not fully suitable. Commit to a remedy within six months, including specifications for any successor vehicle or expanded paratransit coordination. The Promenade's legitimacy depends on its being genuinely accessible to all residents and visitors.
4. Aesthetic completion of the interim corridor. Move forward promptly with the no- and low-cost improvements staff has already outlined — HLC-approved outdoor dining furniture, flowers, restored benches, minor lighting, business wayfinding, and enforcement of the off-premise sign prohibition. Make the corridor feel intentional, not provisional. Many residents who currently object to the promenade are objecting to its unfinished aesthetic, not to the underlying concept.
5. Limited, permitted daytime access for delivery, drop-off, and mobility needs. Stand up a clear, posted framework for restaurant and hotel deliveries, guest pickup and drop-off, and access for residents with mobility permits — using designated cross-street curb space and short, defined windows rather than through-traffic on State Street itself. This addresses a real concern from older residents, mobility-limited visitors, and the hospitality sector without compromising the pedestrian environment.
6. Immediate advancement of the Bridge Projects. Specifically, the redevelopment of City-owned surface parking lots into mixed-use housing, policy reforms to enable redevelopment of privately owned surface lots in the downtown core, permitting streamlining, and a strategic economic-development and business-recruitment plan. The Master Plan's long-term economic viability depends on adding 1,000–2,000 (or, per the UCSB Economic Forecast Project, 2,000–3,000) housing units downtown. The interim period is when that foundation should be laid, not deferred.

On the Master Plan Itself

I support the overall vision of the Draft Master Plan and the April 28 Council direction. A few specific items I would ask staff to address as the Plan is finalized for late-summer adoption:

- Vehicle access hours. The Council was right to strip the proposed 10 PM–10 AM private vehicle window. If a future configuration includes any vehicle access, it should be designed around clearly defined permitted uses (deliveries, paratransit, residents with mobility permits, approved shuttles) rather than open private through-traffic.
- Anacapa and Chapala two-way conversion. The Gibbs Group appendix recommends this; the main Plan does not commit. Council direction here will shape downtown circulation for a generation and should be made explicitly rather than left ambiguous.
- Stormwater on the 700–900 blocks. The lack of a storm drain system is the single largest hidden barrier to redevelopment, with a \$5–10 million shared-system estimate. Funding clarity on this should precede, not follow, Master Plan adoption.
- Housing density. I encourage the Council to consider the UCSB Economic Forecast Project's recommendation of a short-term emergency planning ordinance permitting approximately 120 units per acre downtown, with a 3–4 year sunset. The Plan's success is downstream of whether residents actually live on and near State Street in meaningful numbers.

Closing

A six-year promenade has not been static. It has produced a body of usage data, accessibility findings, business-impact information, and pilot infrastructure that the Council should now build on rather than reverse. The honest middle path — reauthorize Title 31, address the safety and accessibility concerns with concrete commitments, and accelerate the housing and economic foundations the permanent Plan will depend on — costs less, protects more, and moves Santa Barbara forward.

I plan to speak briefly at the June 30 hearing, and I am grateful for the opportunity to submit these written comments.

Respectfully,

Kelly Ary

Santa Barbara Resident and Downtown-Area Property Owner

Kimberly Johnson

From: S.E. <ellefson.sarahj@gmail.com>
Sent: Monday, June 29, 2026 10:59 AM
To: City Clerk
Subject: Please Vote Yes on Item 26

You don't often get email from ellefson.sarahj@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 biking down it, and use it as a safe bike path to the ocean. We also now spend a lot of time walking on state street with small children, and love how quiet it is. 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,
[Your name]
[Your address]

Kimberly Johnson

From: John Cook <johncook2789@gmail.com>
Sent: Tuesday, June 30, 2026 8:39 AM
To: City Clerk; State Street Master Plan
Subject: Public Comment - Item 26

Some people who received this message don't often get email from johncook2789@gmail.com. [Learn why this is important](#)

SB City Council & to whom it may concern -

Please keep State Street closed to cars as a pedestrian promenade! Opening the street to cars will not bring retail back -- parking and cars are not the issue and not the driver of retail's decline, it's broader macroeconomic factors.

The future of the world, the US, California, and Santa Barbara is in walkable, bikeable, more densely populated population centers. Significant efforts are currently underway throughout the city and county to create bike lane infrastructure, install high visibility waiting areas at intersections near schools like Roosevelt, and build more housing. Why would the city want to open up the promenade to cars, an action entirely counter to the ongoing significant investment to improve pedestrian navigability within our city?

Throughout the world, from Aspen, CO, to Barcelona, to Madison, WI, to Ventura, CA, it's proven that having pedestrian-friendly promenades revives downtown business districts and creates a thriving community hub. The only thing preventing this from becoming a reality for Santa Barbara is the lack of conviction the city council has in committing to this ideal.

To permanently keep State St. closed to cars is to vote for a bright future for our city, and to take a step towards investing in a more vibrant downtown core. The lack of certainty is causing landlords to hold out and not commit to leaseholder improvements, rezoning efforts, or making any effort to adapt their property holdings to an evolving world. With certainty that State Street will be closed, Santa Barbara can take back control and oversight of our downtown core.

Please, please keep State St. closed to cars indefinitely and invest in a pedestrian-friendly future for our city.

Thanks,
John Cook

Kimberly Johnson

From: Stephanie Pappas <csf@att.net>
Sent: Tuesday, June 30, 2026 8:40 AM
To: City Clerk
Subject: Vote in favor of re-opening State street to CAR's

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

I am **voting in favor of Re-Opening State Street to car's**. It would dramatically help to get ride of Street bikes (that nearly run me over every week), help to clean up the homeless issues, not allow people to smoke weed and cigarettes (outside on streets in businesses area's), bring back fairs to State street (where they belong), help to get ride of illegal vendors selling food (which hurts local restaurant's), and get ride of those god awful medal walk ways that were put in this year (that collect debris and create clogged drainage issues on state street and where rats are living).

Thank you,

Stephanie Pappas
Resident of Santa Barbara

Kimberly Johnson

From: Eli Gonz <eli_g94@yahoo.com>
Sent: Tuesday, June 30, 2026 8:47 AM
To: City Clerk
Cc: Santa Barbara City Council; State Street Master Plan
Subject: Public Comment Item 26: OPEN State Street to Car Traffic

[Some people who received this message don't often get email from eli_g94@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Santa Barbara City Council,

As someone born and raised in downtown Santa Barbara I urge you to please reopen State Street to vehicle traffic and aim to return State St. to a vibrant, safe place and a good representation of our beautiful city. Growing up in Santa Barbara being able to go on car rides down State St, being part of the historic Fiestas, Christmas and Summer Solstice parades, riding the downtown shuttle and shopping at quality stores is a core memory of my childhood and early adulthood. People learn about businesses and restaurants WHILE DRIVING. I no longer go downtown at all unless it's for an errand or I need to buy something at the few retail stores left. The high turn over of businesses and business closures has made it so that SB is no longer a quality shopping hub to do in person shopping. The idea that pedestrian traffic will slow down if State St is open is false. What will decrease are the amount of bike accidents with reckless bikers/scooters/etc. What State St has become is not a good representation of what this beautiful city is. Loitering, make shift kitchens/vendors after hours, unsafe bikers mixed with pedestrians that need to look over the shoulders to not be run over and random objects in the street is not making SB more beautiful. Open State St. back to how it was. This city is not only meant for bikers. The block of Castillo between Micheltorena and Sola St. is a parking disaster for the families that have been living there for generations all for the couple bikers that actually use the bike lane on any given day. We do not need to be the #1 most bikeable city in America. There are plenty of bike lanes, trails and places in Santa Barbara for bikers. Please prioritize pedestrians, fixing our roads and improving lighting for the existing vehicle traffic in our neighborhoods. So much money has been wasted on this topic; on something that never needed fixing in the first place. Tourism will still continue, pedestrians will be able to walk without looking over their shoulder, and our historic events can return to their deserved location. We are not Santa Monica, we do not need a State St. promenade. We are Santa Barbara.

Sincerely,

Elizabeth
Concerned citizen

Kimberly Johnson

From: Madeline Oliver <madeline.c.oliver@gmail.com>
Sent: Tuesday, June 30, 2026 8:46 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 madeline.c.oliver@gmail.com. [Learn why this is important](#)

Dear Mayor and City Council,

I write to urge you to keep State Street permanently car-free from Haley to Victoria. I have been a resident of Santa Barbara for 7 years, the last 5 of which I've lived downtown. I have an undergraduate degree from UC Davis in sustainable urban and regional planning and I moved to Santa Barbara in 2019 to get my master's degree in environmental policy at UCSB's Bren School. After graduating, I was encouraged by my employer to move to Los Angeles to be closer to my office and colleagues. However, despite the economic challenges of living in Santa Barbara as a young person, I can't bring myself to leave. And its not because I think I will find my future husband here among the many surfers and manchildren living out of their vans. I love Santa Barbara because every day I feel safe and comfortable walking, biking, and running wherever my heart desires.

State Street being closed to cars gives me peace of mind that I won't be brutally screamed at and flipped-off by men driving by in their trucks for not "biking on the sidewalk" as I have been while biking in the Class II bike lane on Cabrillo Street. State Street being closed to cars means that I feel safe walking and biking home late at night with the majority of my commute being isolated from potential drunk drivers. And State Street being closed to cars makes me incredibly proud to show off our little city to my friends and family who visit from other very special places - Carmel-by-the-Sea, Hawaii, Europe, New York, Napa Valley, etc - and who all fall in love with Santa Barbara. The State Street promenade sets downtown Santa Barbara apart from other desireable California and US cities because, whether people want to admit it or not, walkable, activtated urban spaces make us feel happy, engaged, seen, and connected. The city feels alive and human when cars are taken out of the picture. If anything, we should be discussing how to further activate and embrace State Street as a space for pedestrian enjoyment.

Please, do not go backwards. Keep State Street closed to cars.

Thank you,

Madeline Oliver

[LinkedIn](#)

Kimberly Johnson

From: David Secrest <dave.secrest@me.com>
Sent: Tuesday, June 30, 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

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

Re: Item 26 — Reauthorization of the Car-Free State Street Ordinance

Dear Members of the City Council,

I write to urge you to keep State Street car-free. I walk State Street to my office downtown, and over the past five years I've watched the closure transform our city's main artery from a gridlocked corridor into the heart of the community. There is nothing like an unhurried stroll down State to the shops and restaurants — stopping for a meal in what used to be a traffic lane, passing the farmers market spread across open blocks, families biking down the middle of the street, live music carrying into the evening. None of that survives two-way traffic running through it.

And this is an easy financial call: reauthorizing the ordinance costs the City nothing, while reversing it would cost taxpayers roughly \$700,000 to tear out a setup that is plainly working — only to return to an arrangement we already know failed before 2020. This is a low-cost, no-regrets decision. Holding the line now simply preserves what we love while the full Master Plan is finished. I respectfully ask the Council to vote to keep State Street car-free.

Sincerely, David S. Secrest Santa Barbara

Law Offices of David S. Secrest

A Professional Corporation
629 State Street, Suite 215
Santa Barbara, CA 93101
Tel: 805-770-2660

dave.secrest@me.com
www.secrestlaw.com

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Kimberly Johnson

From: Mack Carlson <carlson.mack@gmail.com>
Sent: Tuesday, June 30, 2026 9:07 AM
To: City Clerk
Subject: Public Comment Agenda Item 26 - Interim Implementation of the State Street Master Plan

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

I strongly oppose the interim reopening of State Street to cars. This proposal appears expensive and unnecessary given the existing pedestrian-oriented infrastructure and ongoing planning process. I work and State Street and walk it every day. It's more vibrant and thriving than ever with locals and tourist admiring the pedestrian and bicycle oriented environment free from noise and car pollution. I grew up here and no one ever drove up and down State Street to shop or frequent any local businesses; we drove to the City's plentiful parking lots to walk.

Reallocating funds toward a short-term, reversible change risks wasting resources that could be better invested in a thoughtful, long-term solution that supports downtown vitality. I urge the Council to avoid premature action and focus on approval and implementation of the State Street Master Plan. Stop wasting our city's limited resources on redundant and unnecessary extensions. Invest in the future not moving backwards.

Cars will do nothing to support local businesses, they'll merely add noise, air pollution and safety hazards back to State Street.

Mack Carlson

Kimberly Johnson

From: Stirling Weir <stirlingweir@gmail.com>
Sent: Tuesday, June 30, 2026 9:14 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 stirlingweir@gmail.com. [Learn why this is important](#)

Dear Members of the Santa Barbara City Council,

My name is Stirling, and I am a Santa Barbara resident writing to respectfully ask that you vote to keep State Street closed to vehicle traffic by reauthorizing Title 31.

State Street is the heart of Santa Barbara. It is more than a roadway, it is our city's gathering place, cultural center, and the backbone of our downtown economy. Families stroll safely with young children, cyclists of all ages ride comfortably, friends gather over outdoor meals, and visitors experience the best of what Santa Barbara has to offer.

Beyond the community benefits, the practical case for keeping State Street car-free is compelling. The City's own staff report makes clear that reauthorizing Title 31 comes at no additional cost, while allowing it to expire would require an estimated \$700,000 simply to remove the current infrastructure and restore vehicle lanes. Spending hundreds of thousands of taxpayer dollars just to reverse a successful project does not seem like responsible stewardship of public funds.

Reopening the street also creates unnecessary complications. The Bloomberg-funded asphalt art at State and Carrillo may have to be removed despite grant requirements that it remain in place for two years, potentially requiring the City to repaint it elsewhere or repay grant funding. At the same time, successful pilot programs like the Loop Shuttle and the expanded outdoor dining on the 500 block depend on State Street remaining closed to vehicles.

State Street is also the spine of Santa Barbara's bicycle network. Reintroducing cars would immediately make it a more stressful and less welcoming place for families, older adults, and newer cyclists, reducing one of the safest and most accessible north-south routes through downtown.

Perhaps most importantly, the current configuration is working. Businesses along the corridor have reported increased revenue, commercial vacancies have declined, and downtown has become a destination again. On any evening, State Street is full of people walking, shopping, dining, attending events, or simply enjoying being together. The farmers market, outdoor dining, community events, and everyday life have created a public space that feels uniquely Santa Barbara.

Reopening the street to cars risks undoing years of positive momentum just as downtown continues its recovery. Once vehicle traffic returns, reclaiming this vibrant public space would be extraordinarily difficult.

I hope you will choose to preserve what has become one of Santa Barbara's greatest civic assets. Please vote to reauthorize Title 31 and keep State Street car-free.

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

Sincerely,

Stirling Weir
Santa Barbara Resident

Kimberly Johnson

From: Bretton Fletcher <brettonfletcher@protonmail.com>
Sent: Tuesday, June 30, 2026 9:17 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 brettonfletcher@protonmail.com. [Learn why this is important](#)

Dear City Council Members,

My name is Bretton Fletcher, and I have been a resident of Santa Barbara for the past 15 years, where I regularly visit state street by bike and by car (parking in one of the many public lots less than one block from State Street). As a community member who commutes to work and explores the town via bicycle, 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 2011, 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 or bike 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. Bretton Fletcher, PhD
Santa Barbara Resident Since 2011

Kimberly Johnson

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