

From: [Mariah Moon](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state street car-free and care-free
Date: Wednesday, April 29, 2026 2:26:12 AM

Some people who received this message don't often get email from mariahmoon100@gmail.com. [Learn why this is important](#)

As a native Santa Barbaran who grew up with a lot of cars moving along State Street, and as an artist, and avid music goer/dancer, who has been recently actively involved in music culture and putting on live music events in SB county, what I have seen happen in the culture on state street since it's been closed to motorized traffic has been a blessing.

Communities in and around Parkers have formed. People are free to walk and more peacefully enjoy the street and sidewalks and slow down to appreciate our surroundings and the little but mighty touches of our town that shine, like public art, sculpture, a Dan Chryenko mosaic boulder, or pianos on state. We get to enjoy all this without idling fumes of car after car and noise from loud vehicles and motorbikes.

I'd wager that bird life is thriving better on the streets of state street, which means that restaurateurs enjoying, say, a slice of something at Lilac with a coffee, also get to sit back, sip, listen to and watch birds, and have a much needed zen moment in nature. We are all more wealthy because even one person gets to enjoy this. Peaceful people, more peaceful world.

Can we encourage the paraders to adopt a new zone for their cruise? Cabrillo, or Santa Barbara street, or Garden? If absolutely needed, is there a budget to let cars Cruise state for one week a year to have their glory? How about the "motorcade parade, for old time's sake"?

Maybe it rotates seasons, to be a pleasin', for all. I don't know, but I do know Tuesday farmer's market culture on state has made us richer and the lingering presence afterwards, with state for people and pedestrians, is far better than before(with cars). I hosted a booming open mic at Wylde Works at 609 State and there isn't one person who came in who won't tell you that absolute magic was created in there, and it was alive and thriving out on and around the parklet patio too. It wouldn't have been as incredible or possible even if State had been open to traffic.

People need a space to come together to express themselves and share what they create. All over town it's getting way too expensive to do that most places, and everybody knows it. We don't have a center piazza or plaza in town that has the vibe and draws in the culture the way that State does. If anything, our town could be doing its utmost to protect and support this culture, this kind of culture with musicians and artists and performers, bikers, dancers, roller skaters, the way that renowned places in the world do, like Barcelona.

Let's be known for something awesome instead of being known for shutting things down. Let's be known for more than being the town that became too expensive to live in and all the local artists and real people that lived here to farm and fish and work modest work with the Earth suffered a diaspora and had to disperse because they can't keep up with lawyers, investment bankers and commercial real estate tycoons and regular old pimps of everyday shelter. You know what I'm talking about.

Just please see that something better is happening when we keep cars off State. The people who want them there are likely the same people who have a hard time with any change, and while they may have fond memories of cruising state, they aren't adapting to the now. They are likely the same people who are not working on changing themselves for the better. Change is good, people. And in life, everything is constantly changing, so we have to get used to it. Adaptation also means best chances of survival. Let not just survive, but somehow thrive out of the mess.

Thank you for reading and for your consideration.

Sincerely,

Mariah Moon

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To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state street car-free and care-free
Date: Wednesday, April 29, 2026 2:26:11 AM

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Sincerely,

Mariah Moon

From: [Joanna Kaufman](#)
To: [Santa Barbara City Council](#)
Subject: Item 11
Date: Tuesday, April 28, 2026 8:08:57 PM

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

Esteemed Mayor & Council,

I was at today's hearing & had to leave at 5 PM. These were the comments I was going to read today:

*I support the plan with modifications to keep the master plan area free of non-emergency and non-service vehicles 24/7 along with additional traffic calming measures like raised intersections. I'm on State Street almost every day of the week and I often struggle with the narrative that the street is less safe or inhospitable than the pre pandemic configuration. Downtown is not nor should be Coast Village Road. The evolution of our downtown should reflect the many policy measures & complementary plans that support a redesign of State Street centered around all community, workers, and visitors that use our downtown. This plan will help us make changes that are a long time coming and bring our city into the 21st century.

*I commend staff and the consultants for their hard work. However this plan is one piece of what I hope are multiple interventions needed to enhance the vitality and vibrancy of our downtown.

*Transportation will not singularly make or break the downtown economy. The improvements proposed in the plan are one of the many ingredients of a vibrant downtown. I hope the city will invest time and money to continue working on the recipe. I support any line items in the forthcoming budget related economic development planning and programming.

*so, what are the other ingredients?

*There's a statistic that 10% of our country's population holds 50% of purchasing power. The downtown submarket has median HH income of \$58k which is lower than other parts of the city and surrounding areas within a 15 minute drive downtown. It is telling that the most visited retail stores downtown include Marshalls, Dollar Tree, & 7-Eleven. What can the average person afford these days. Especially when many of the jobs downtown are low wage service sector jobs that don't have much of a job ladder. We need to look at what business work in our downtown and which ones don't meet current consumer demands.

*Furthermore, past studies also show that there was an oversupply of retail floor area downtown and that one of the healthiest things we can do for our downtown is encourage changes of use from retail to residential or office uses. The city needs to remove any barriers in the way of these types of development.

*Having cars at night will not fix any of the above, nor will it make downtown any safer because cars on roads do not increase eyes on the street, but instead makes it more likely that drunk drivers or illegally idling vehicles picking up or dropping off passengers will be on State Street.

*The car-free street makes downtown feel what it should involve into - a world class destination AND a great place to live and work.

Best,
Joanna

From: [Instagram](#)
To: [State Street Master Plan](#)
Subject: tessmharr and 7 others recently added to their stories
Date: Tuesday, April 28, 2026 7:48:02 PM

Catch up on stories



One of the stories expires in less than 24 hours.

[View Stories](#)



tessmharr



robinelander



ryan.p.cruz



sustainablysb



the_artisan...



cityofsb



sbfilmgeek



lauracappssb



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Meta Platforms, Inc., Attention: Community Support, 1 Meta Way, Menlo Park, CA 94025

To help keep your profile secure, please don't forward this email.
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From: [Kelly R. McAdoo](#)
To: [City Clerk](#); [Tess Harris](#); [Nicole Grisanti](#)
Subject: FW: "Reopen and Restore State Street Now" "We Need and Want Our Main Street Back"
Date: Tuesday, April 28, 2026 4:51:07 PM

Kelly McAdoo

City Administrator

CITY OF SANTA BARBARA, City Administrator

(805) 564-5301 | KMAdoo@SantaBarbaraCA.gov

From: shelly koury <shellykoury@gmail.com>
Sent: Tuesday, April 28, 2026 4:13 PM
To: Randy Rowse <rrowse@santabarbaraca.gov>; Eric Friedman <EFriedman@SantaBarbaraCA.gov>; Oscar Gutierrez <OGutierrez@SantaBarbaraCA.gov>; Meagan Harmon <MHarmon@SantaBarbaraCA.gov>; Mike Jordan <MJordan@SantaBarbaraCA.gov>; Wendy Santamaria <WSantamaria@santabarbaraca.gov>; Kristen Sneddon <KSneddon@SantaBarbaraCA.gov>; Kelly R. McAdoo <KMAdoo@SantaBarbaraCA.gov>; Holly Perea <hperea@santabarbaraca.gov>
Subject: "Reopen and Restore State Street Now" "We Need and Want Our Main Street Back"

Dear Mayor and Council,

I am writing to request that State Street be reopened and restored immediately while the long-term changes determined in the State Street Master Plan are finalized. This includes the time required for those plans to be designed, engineered, financed, approved, and implemented.

As a Santa Barbara native with 50 years of retail experience downtown, I believe this restoration is necessary!

Thank you,

Shelley Koury

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Shelley Koury

shellykoury@gmail.com

From: [Jennifer Bone](#)
To: [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Tuesday, April 28, 2026 4:35:22 PM

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

Dear City of Santa Barbara,

I am writing to express my strong opposition to the reintroduction of cars on State Street as part of the State Street Master Plan.

State Street has evolved into a vibrant, pedestrian-friendly space that supports local businesses, fosters community connection, and enhances the overall quality of life for residents and visitors alike. The car-free environment has created a safer, healthier, more welcoming and vibrant atmosphere (music, restaurants, markets, etc) in the heart of our city, and actually encourages myself and others to wander and shop more than when cars frequented the street.

Reintroducing vehicles risks undoing this progress and city funding could be much better spent ensuring that State Street store fronts remain full and are curated to support Santa Barbara residents, as well as tourists. The current plan seems to diminish the unique experience of enjoying our vibrant commercial district at a slower, more sustainable pace that aligns with the character of the city in terms of lifestyle and environmental values, and will likely negatively impact businesses that have adapted to and benefited from increased foot traffic.

I urge the City to prioritize people-centered design, future-forward thinking (not stuck in the "old ways" of thinking about what State Street "once was") and continue investing in a car-free State Street that reflects Santa Barbara's values of sustainability, community, safety, health, and livability.

Thank you for your consideration.
Jennifer Bone

From: [Lori Gaskin](#)
To: [State Street Master Plan](#)
Subject: Comments on draft plan
Date: Tuesday, April 28, 2026 3:58:21 PM

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

Hello,

I am a resident (homeowner) in the city of Santa Barbara and have fond memories of regularly walking State Street and shopping/window shopping at the high quality retail establishments, sampling the restaurants, and simply enjoying the experience. I have sought to avoid State Street over the last several years for a variety of reasons: abundance of unhoused people laying in doorways, the kids (mainly young boys/men) on ebikes speeding down and weaving through the street, shoddy street vendors, empty storefronts, uninspiring retail stores, and the depressed look and feel of State Street.

My comments center on two aspects of the draft plan:

- 1) Quality: the reinvigoration of State Street must be done with an eye toward a high-quality experience for the user - that includes the visual, aesthetic, materials, ambiance, stores, and the like.
- 2) Safety: please add speed bumps/humps to the proposed travel section of State Street that will be used by cyclists. It is not enough to separate pedestrians and cyclists. . . there needs to be a proactive approach to slowing down the ebikes that are reckless and unsafe.

Thank you.

Lori Gaskin

From: [Santa Barbara Interiors](#)
To: [Santa Barbara City Council](#)
Subject: Fwd: state st
Date: Tuesday, April 28, 2026 3:26:31 PM

Dear City Council ,

I'm a small business owner here in Santa Barbara. I'm downtown every day—opening my shop, working with customers, and doing my part to contribute to this community.

I care deeply about State Street, because I experience it not occasionally, but consistently.

Over the past five years since its closure, I've watched it change. I understand the intention was to create a more vibrant, pedestrian-friendly space—and I respect that goal. But from where I stand, the current reality is not meeting that vision.

There are fewer open businesses, fewer visitors, and long stretches that feel underused. In some areas—especially north of Carrillo, and even up toward Canon Perdido—most days, the primary activity is bikes passing through. It doesn't feel like a thriving pedestrian space; it feels like a corridor without a clear purpose.

At the same time, small businesses are being asked to carry a heavy burden. We are still paying high rents, but with reduced accessibility and fewer customers. That raises a difficult but important question:

who is this current version of State Street really working for?

I also want to speak to something I hear often—questions about why reopening the street would help businesses.

The answer is actually very simple:
visibility creates activity.

When people can see what's on State Street, they are far more likely to engage with it. Visitors who haven't been downtown in a while used to drive up State Street to see what was new—new restaurants, new shops, new energy. Locals would pass through, notice something, stop in, or even just drop someone off to pick something up.

That kind of everyday interaction matters. It's how businesses stay alive.

Right now, many businesses simply aren't being seen in the same way—and that has real consequences.

I also want to say something respectfully about the decision-making process.

Many of us feel that such a significant issue is being guided by a relatively small group, rather than reflecting the broader community—especially those most directly affected. I have personally reached out to be part of this conversation and

have not received responses.

That's not about disagreement—it's about inclusion.

When people don't feel heard, it becomes difficult to feel represented.

I believe there is a reasonable and balanced path forward.

We don't need to think of this as all or nothing.

The lower portion of State Street—closer to the ocean—has already taken shape as a pedestrian promenade. But why do we need 10 or 11 blocks closed?

A more practical approach would be to **reopen State Street to cars north of Carrillo St** while maintaining a smaller, more intentional pedestrian zone downtown.

This would restore accessibility, support businesses in underutilized areas, and create a more functional experience overall—one that reflects how the street is actually being used today.

And finally, I want to acknowledge that over the past five years, significant time and taxpayer money has been spent on consultants and proposals to reimagine State Street. Yet we still don't have a plan that is clearly working.

So until there is a solution that is widely supported and fiscally responsible, **the simplest and most productive step we can take right now is to reopen State Street—at least in part—and restore the level of activity that once supported this downtown, especially for small business owners.**

After five years, it's time to move forward with something that works.

Thank you very much for your time.

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



From: [Melissa G Wolf](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Re: Item 11: Keep State St closed to cars
Date: Tuesday, April 28, 2026 2:41:08 PM

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

Hi again,

I forgot to also express support for a vacancy tax on commercial spaces to motivate landlords to charge reasonable rents. It's absolutely absurd to have any vacant shops on State St. It should never be profitable to leave these stores empty. There isn't even an argument for charging high rent for maintenance because commercial tenants are often responsible for upkeep.

Thanks for considering!

Melissa G Wolf
www.melissagwolf.com

On Tue, Apr 28, 2026, 2:21 PM Melissa G Wolf <missgord@gmail.com> wrote:

Hi!

I wanted to express support for keeping State St closed to cars. I absolutely love the peacefulness and the walkability. I think it encourages people to spend more on State St because it's so nice to just meander around. I've definitely ended up spending more money because of that - I'm just enjoying walking so I pop into shops, grab a meal, grab a coffee, etc. It makes me want to support local businesses more because I love being able to walk around and shop, and I can't do that if I'm buying everything online.

I hope you vote to keep it closed to cars! The draft plan looks fantastic.

Thanks again!!

Melissa G Wolf
www.melissagwolf.com

From: [Melissa G Wolf](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Re: Item 11: Keep State St closed to cars
Date: Tuesday, April 28, 2026 2:40:50 PM

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To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11: Keep State St closed to cars
Date: Tuesday, April 28, 2026 2:23:53 PM

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www.melissagwolf.com

From: [Lindsay McPhail](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Public Comment in Support of the Draft State Street Master Plan
Date: Tuesday, April 28, 2026 2:22:05 PM

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

Hello,

I am a resident of Santa Barbara, and have lived here from 2016-2018 and 2021-present. I wanted to voice my support for the Draft State Street Master Plan.

I am in support of a car-free State Street! State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length. Keeping the street closed to cars is safer for everyone and makes the space more inviting, enjoyable, and comfortable for pedestrians to exist in. Increased bike and foot traffic is good for local businesses. The downtown/waterfront shuttle should be fully funded to help provide equitable means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone.

Thank you,
Lindsay McPhail

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To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
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Date: Tuesday, April 28, 2026 2:22:05 PM

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From: [Melissa G Wolf](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11: Keep State St closed to cars
Date: Tuesday, April 28, 2026 2:21:55 PM

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

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Melissa G Wolf
www.melissagwolf.com

From: mur47@yahoo.com
To: [State Street Master Plan](#)
Subject: my comments
Date: Tuesday, April 28, 2026 2:19:14 PM

You don't often get email from mur47@yahoo.com. [Learn why this is important](#)

the overall plan looks gorgeous. It also is so far out of our reach that it is laughable. Yes, there are many things I want, but I only pay for what I need.

The recommendation in Kevin Boss' summary of the "State Street Improved Bike Path" editorial are very well stated, and relevant. You are the stewards of our money. Please get the best bang for the buck (as few of those bucks as possible).

Gretchen Murray

From: [Soph Pao](#)
To: [City Clerk](#)
Subject: Fwd: State Street Master Plan meeting today
Date: Tuesday, April 28, 2026 2:02:33 PM

Some people who received this message don't often get email from paodesigns911@gmail.com. [Learn why this is important](#)

----- Forwarded message -----

From: **Soph Pao** <paodesigns911@gmail.com>
Date: Tue, Apr 28, 2026 at 1:53 PM
Subject: State Street Master Plan meeting today
To: <statestreetmasterplan@santabarbaraca.gov>

I have a lot to say regarding all the budget for this that is unnecessary for the current world we live in. Most of this plan feels like it was designed 20 years ago that are not "inventions" this city needs.

50k for signage

another 10k for QR codes? Anyone with a phone for a qr code has google maps and does not need this.

decking sidewalk extensions at 400k PER BLOCK

Many items on this are still TBD within the budget and its absurd.

Drainage is something to address but not how it currently is on the block of 500 state street. I have personally slipped more than once on the "solution" and there is no feasible way the actual construction cost \$600,000. I work in construction and the quality of the plastic alone isn't even 100k. Further more, during the first big rainfall, those were washed over and I witnessed some BAD falls and injuries. After the 1920s earthquake you would notice that brick is not the best for longevity in the roads, but we need plants, and places to actually catch the rainfall to be redistributed and not just sent in pipes to the ocean.

Pedestrians at night are the most vulnerable- If anything the delivery truck hours could be in the earliest hours of the morning like 6am-10am before life downtown really starts
The access schedule starting at 10pm is extremely dangerous statistically and visually- It is hard enough driving perpendicular to state street with pedestrians ignoring signals and lights. It would take me at minimum 30 minutes longer to go from Victoria to Hayley because of the amount of stop lights for pedestrians in the one lane road on state in 2019. The people that want state street open are to enjoy their cars during the daylight and they won't have that anyway. It clogs traffic.

The vision of "The public Realm" already exists, but the permits the city required forced many shop owners to remove their exterior seating. And you want to remove the food stands at late night which are a big part of that lifestyle. There are no food options downtown past 8/9pm because it is too expensive to keep open, so thankfully we have these options for those of us that work late and are only joining the downtown after work. This is a system that exists in NYC, Chicago, Boston, and much of Europe to have vendors on the streets and late night walking. If you remove the late night walking to allow cars it severely limits the access for people to feel safe not being hit by drunk drivers and to stroll into new shops.

We currently already have a working sidewalk for walking and a bike lane down the middle for bikers. You could even put up a couple more plastic bike dividers but the current system works fine. And great because I ride my bike late at night home and upper state street that is open to cars has already killed two bikers this year, that I know of, and that was only at like 9pm they were drunk driving and hit them in the bike lane.

The low-income housing for actual residents needs to be affordable. And that does not mean \$2,000 for a studio because we only make \$4,000 a month at best. All the people who are working in the restaurants downtown can tell you how HARD it is to find good help. You hear the people in the restaurants complain about the service and I have had multiple elder people mention "I thought young people needed jobs?". It is a joke. We are all having to move to other cities because it is not affordable to have a dream in this town or even work minimum wage unless you are living with family. I have some great suggestions for building the housing that could be affordable design layout to fit more people at low income housing but they will likely ignore and select incomes at a higher rate based on the current fight with rent control.

As beautiful as Santa Barbara already is.. I hate to say that this plan seems gorgeous (minus the car element) in regards to new plants, design, stone work... but all I see after reading both 200 page documents is that this is going to cost us an extreme amount in taxes that will further push the current tenants out of Santa Barbara. Many of them who were actually born here to have to move and then there will be no one working for the tourists to visit. I would love to see a much more simplified plan that does not require cheap "fixes" or dangerous cars. There are beautiful natural ways to add drainage like rock rivers and other ways to be organic, flow into the earth, look beautiful, create barriers, and not cost millions of dollars of our money to move.

Thank you.

Sophie Paolino

From: [Soph Pao](#)
To: [State Street Master Plan](#)
Subject: State Street Master Plan meeting today
Date: Tuesday, April 28, 2026 1:53:50 PM

You don't often get email from paodesigns911@gmail.com. [Learn why this is important](#)

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Many items on this are still TBD within the budget and its absurd.

Drainage is something to address but not how it currently is on the block of 500 state street. I have personally slipped more than once on the "solution" and there is no feasible way the actual construction cost \$600,000. I work in construction and the quality of the plastic alone isn't even 100k. Further more, during the first big rainfall, those were washed over and I witnessed some BAD falls and injuries. After the 1920s earthquake you would notice that brick is not the best for longevity in the roads, but we need plants, and places to actually catch the rainfall to be redistributed and not just sent in pipes to the ocean.

Pedestrians at night are the most vulnerable- If anything the delivery truck hours could be in the earliest hours of the morning like 6am-10am before life downtown really starts

The access schedule starting at 10pm is extremely dangerous statistically and visually- It is hard enough driving perpendicular to state street with pedestrians ignoring signals and lights. It would take me at minimum 30 minutes longer to go from Victoria to Hayley because of the amount of stop lights for pedestrians in the one lane road on state in 2019. The people that want state street open are to enjoy their cars during the daylight and they won't have that anyway. It clogs traffic.

The vision of "The public Realm" already exists, but the permits the city required forced many shop owners to remove their exterior seating. And you want to remove the food stands at late night which are a big part of that lifestyle. There are no food options downtown past 8/9pm because it is too expensive to keep open, so thankfully we have these options for those of us that work late and are only joining the downtown after work. This is a system that exists in NYC, Chicago, Boston, and much of Europe to have vendors on the streets and late night walking. If you remove the late night walking to allow cars it severely limits the access for people to feel safe not being hit by drunk drivers and to stroll into new shops.

We currently already have a working sidewalk for walking and a bike lane down the middle for bikers. You could even put up a couple more plastic bike dividers but the current system works fine. And great because I ride my bike late at night home and upper state street that is open to cars has already killed two bikers this year, that I know of, and that was only at like 9pm they were drunk driving and hit them in the bike lane.

The low-income housing for actual residents needs to be affordable. And that does not mean \$2,000 for a studio because we only make \$4,000 a month at best. All the people who are working in the restaurants downtown can tell you how HARD it is to find good help. You hear

the people in the restaurants complain about the service and I have had multiple elder people mention "I thought young people needed jobs?". It is a joke. We are all having to move to other cities because it is not affordable to have a dream in this town or even work minimum wage unless you are living with family. I have some great suggestions for building the housing that could be affordable design layout to fit more people at low income housing but they will likely ignore and select incomes at a higher rate based on the current fight with rent control.

As beautiful as Santa Barbara already is.. I hate to say that this plan seems gorgeous (minus the car element) in regards to new plants, design, stone work... but all I see after reading both 200 page documents is that this is going to cost us an extreme amount in taxes that will further push the current tenants out of Santa Barbara. Many of them who were actually born here to have to move and then there will be no one working for the tourists to visit. I would love to see a much more simplified plan that does not require cheap "fixes" or dangerous cars. There are beautiful natural ways to add drainage like rock rivers and other ways to be organic, flow into the earth, look beautiful, create barriers, and not cost millions of dollars of our money to move.

Thank you.

Sophie Paolino

From: [Hannah Bangs](#)
To: [State Street Master Plan](#)
Subject: Opposition of Cars on State
Date: Tuesday, April 28, 2026 1:51:55 PM

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

Thank you, Councilmembers, for your time and for the care you're putting into the future of this city. I know this is long, complex work, and I want to acknowledge that. Thank you specifically to you, Tess, for the depth of thought and effort you've put into this plan.

I'm a small business owner, born and raised here in Santa Barbara, and I own Idyll Mercantile downtown—a space centered around plants, art and community

I want to start by saying—my landlord for commercial has treated me well, and I know that is not the case for many of my fellow business owners. However, the issue is not about a couple "bad landlords," it's about the broader conditions we're all operating inside of. I see your role as setting those conditions in making sure people can actually live, work, and participate in this place we're trying to invest in.

I've read the State Street Master Plan, and there's a lot in it that I genuinely hope for. I want to see a downtown that is thriving, full, and alive—a place where people gather, where small businesses succeed, where families spend time, where culture is real and spontaneous.

I would love to raise a family here and spend time in spaces where kids can move freely and safely, and keeping state street car free is a major part of that. We've been trained our whole lives to look for cars, but not for e-bikes. If we're designing a pedestrian and cyclist-centered downtown, we need to take that seriously and design with more clarity and protection for both. Ultimately cars going the same speed as e-bikes will kill you, not just scare you.

But my main concerns are more immediate.

Right now, I pay two rents—one for my business and one for my home. My employees are facing the same pressure. When individual rooms cost \$2,000 to \$2,500, a single person would need to make roughly \$80,000 to \$100,000 a year to stay within basic affordability guidelines. That's just to cover basic expenses, not to build a life. Most small business employees - including myself- are earning far below that.

It shows up in everyday ways—even in something as simple as dating. It's hard to build a life in a place where so few single people can actually afford to live independently. That's not just a social issue—it's an economic one.

I see the impact every day in my shop. The most consistent thing I hear from customers is that they don't have the budget for retail. People are stretched thin. And when that happens, small, local businesses are the first thing to go.

So we're talking about activating downtown—but the people who would actually sustain that economy are being priced out.

I believe we are more creative than the current plan suggests. Not just in design, but in how we think about sequencing and priorities. Because without stabilizing rent and protecting the

people who live and work here, we risk building a more beautiful version of a place that locals can't afford to be part of.

Small businesses are making decisions right now about whether they can stay open. This isn't a 20-year timeline—it's a one-year timeline.

So my ask is that the city builds affordable housing to stabilize the people before investing in the place. I believe that a truly thriving downtown depends on a stable, local community to bring it to life.

Thank you for your time,

--

HANNAH BANGS
CEO / Plant Lady

Nº. 703 Chapala St.
Santa Barbara, California 93101

[INSTAGRAM](#) [WEBSITE](#)
CEO Plant Lady



From: [Tatiana & Bradley Hall](#)
To: [City Clerk](#)
Subject: Comments to State St Plan, item 11?
Date: Tuesday, April 28, 2026 1:51:49 PM

Some people who received this message don't often get email from tb.hall2026@gmail.com. [Learn why this is important](#)

Good Afternoon Commission,

We oppose the plan to partially open lower state street (from haley cross street to the block that has Carlitos restaurant/Arlington theater) to vehicles during late night/morning hours because it makes me feel unsafe as a pedestrian and cyclist. It should either be open to cars all the time or none of the time to avoid confusion and pedestrian-vehicle or bicycle-vehicle collisions. As a cyclist theres always people walking down the bike lane part even with the experimental widened boardwalk platforms in the road. In the bar area along State street there are pedestrians and street vendors in the road between 10pm-2am on weekends and that is also lending to our public safety concern.

I would support opening contiguous parts of state street to cars 24 hours with a protected bike lane both ways and to widen the sidewalk where opening the street to cars actually makes sense for traffic circulation. This supports all users without compromising safety. I would personally never drive down state street, but visitors would probably like it and I think it would attract more business to all the struggling storefronts. We would also support the idea of closing parts of the lower State St area to cars entirely and make it a shopping/dining promenade like in santa monica.

Bottom line, we urge the decision maker and City staff to make it straightforward which blocks allow cars and which don't so that it feels safe as a pedestrian & cyclist to be in the road. We strongly oppose the idea of having it open on a 10pm-10am schedule due to public safety concerns and also because its unclear who that proposal serves.

From: [Shreyas Pingle](#)
To: [City Clerk](#); [Mitchell M. Tsai Attorney at Law, P.C.](#); [Grace Holbrook](#)
Subject: WSRCC - [City of Santa Barbara, Paseo Nuevo Redevelopment] - Comment Letter Submission for 4/28/26 City Council Hearing, Agenda Item 11
Date: Tuesday, April 28, 2026 1:46:30 PM
Attachments: [20260428_WSRCC_SantaBarbara_StateStMasterPlan_CC_CL_Signed.pdf](#)

Hello,

Please find attached a comment letter my Office is submitting regarding the Paseo Nuevo Redevelopment and the State Street Master Plan, for the City Council hearing scheduled today, April 28, 2026, at 2 PM, agenda item 11.

We would greatly appreciate confirmation of receipt of this email and its attachment.

Best,

--

Shreyas Pingle, Paralegal and Case Manager
Mitchell M. Tsai Law Firm - *Environmental and Land Use Litigation*
139 South Hudson Avenue Suite 200
Pasadena, CA 91101
Phone: (626) 314-3821
Fax: (626) 389-5414
Email: shreyasp@mitchtsailaw.com
Website: <https://www.mitchtsailaw.com>

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From: [Yassi Eskandari](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: Please Keep State Street Car-Free 24/7: Regarding Today's Agenda Item 11 (Tuesday, April 28, 2026)
Date: Tuesday, April 28, 2026 1:41:37 PM

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

Dear Santa Barbara City Council,

Thank you for your consideration of the draft State Street Master Plan.

I am a lifelong resident of Santa Barbara and want to share my support for keeping State Street completely car-free.

I had never enjoyed downtown until the change brought about by the pandemic. Downtown was previously inhospitable and oriented entirely to noisy cars that dominated and broke up the space. Now, I can walk there peacefully and indeed I come downtown practically daily for almost all my needs — from banking and business services like mailing and copying to leisure and enjoyment purposes like eating, shopping, and meeting with family and friends. It has made our town charming, unique, inviting, and memorable.

I'm also an avid cyclist and due to a bike accident several years ago when I was hit by a car, I'm no longer comfortable biking on roads with significant car traffic. As a result, State Street has become an essential bike path for me. I don't know what I'd do without it, and I definitely don't want cars on it at any time. I think opening it up at all will cause serious confusion and frustration among drivers and more adverse interactions with cyclists and pedestrians.

In addition, one of my family members is severely disabled and I believe that having a free and convenient electric shuttle would make the space even more inclusive.

At last Santa Barbara has achieved the charm and appeal of the old European cities that we travel across the world to experience (and that we have modeled our architecture to resemble). Let's preserve and encourage this newfound vibrancy and not reintroduce the very thing that was keeping so many of us away from state street.

Thank you very much,
Yassi Eskandari

From: [Yassi Eskandari](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: Please Keep State Street Car-Free 24/7: Regarding Today's Agenda Item 11 (Tuesday, April 28, 2026)
Date: Tuesday, April 28, 2026 1:41:35 PM

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

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Thank you very much,
Yassi Eskandari

From: [Aron Ashland](#)
To: [Santa Barbara City Council](#); [Dylan Mancuso](#)
Cc: [Bob Stout](#); [John Palminteri](#); [Joshua Molina](#)
Subject: State Street
Date: Tuesday, April 28, 2026 1:36:19 PM

City Council-

I would like you to approve the plan being presented by staff but with the Strong Town's suggestions.

Here is why:

It would make the most sense, with a deficit, to do everything we need to revive downtown because it will pay the city back once it's busy. However, starting with a plan to spend the most amount of money, when it's very possible that cars won't serve a purpose- would be stupid. We can implement the plan without cars and far less bollards needed- and if in the future- cars become all the rage again, we could install more bollards and open the street up to cars.

The wider sidewalks will allow for patio seating if that's what downtown and the city need, and if not it gives people walking on State more space to avoid bad situations with homeless or any other negative situation- that's a win for everyone without policing.

I also want to say that when I asked the designer of all this, if the timing of when cars came back was such an argument- didn't that mean there really was no value to bringing cars back and he agreed. This was in front of the DSBIA board when he presented to them.

Why now is the time.

- It's been 5 years. We haven't even tried to improve the promenade since Rowse became mayor and it's time to give the 80% of the city what they want. They told us and we've yet to listen them but they want a car-free State Street. If we hope to attract our residents, wouldn't it make the most sense to give them what they want- 4 to 1.

-Cars didn't prevent us from having the most vacant coastal downtown before Covid so why would it help now?

-Street vending is getting ridiculous and this might be enough to make it hard enough that they stop.

At the end of the day, I believe in Santa Barbara and much of what I think we need is to get out of the way. Having wide sidewalks, like by the Californian, would make downtown feel majestic and unique, just like the 200 block of State feels.

Invest in Santa Barbara, I believe it's going to show us just how great it could be once it's safe, lots of outdoor seating (and hopefully) shopping all with our amazing weather.

Good luck today and I hope the meeting isn't too long, but don't let Mayor Rowse and his friends win- the people who actually use Downtown have told you what they want.

Thank you for your service to our great city!

Aron Ashland



Owner- The Cruisery, Wine Therapy + Unbearable Skee Lodge

TheCruisery.com

From: [Robin Gose](#)
To: [State Street Master Plan](#)
Subject: Draft State Street Master Plan feedback
Date: Tuesday, April 28, 2026 1:33:41 PM

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

Dear Mayor Rowse, Santa Barbara City Council, and City Staff:

After reviewing the draft State Street Master Plan, I find myself asking not for more detail, but for more leadership. The plan presents a thorough set of tactics, yet it stops short of articulating a compelling vision—one that answers a fundamental question: why will this work for Santa Barbara?

A successful master plan should not simply describe what we will build; it should define what people will feel. What is the emotional experience we intend to create on State Street? What will make someone feel proud to call Santa Barbara home, or compelled to return again and again? Flexible streets, coordinated outdoor dining, and improved crosswalk visibility are functional considerations, but they are not a vision.

There is language around placemaking, but we should be clear: infrastructure alone does not create a sense of place. Bollards and pavement organize space; they do not inspire it. The draft, as it stands, reads as a reflection of current conditions and immediate "fixes" rather than a declaration of future character.

State Street deserves more than simply trees, wayfinding, and bike lanes. While the plan thoughtfully addresses traffic flow and safety, it does not yet define how distinct districts will feel, connect, and collectively tell the story of Santa Barbara. Naming an arts district based on landmark buildings and current tenants is a start—but what in the physical environment will signal its identity? How will each district contribute to a cohesive and unmistakable sense of place?

We are at an inflection point. A century ago, in the aftermath of the 1925 earthquake, this community made bold, intentional decisions that continue to shape Santa Barbara's identity today. We now have a similar responsibility. What choices will we make that endure for the next 100 years? What story will State Street tell about who we are and what we value?

The current plan is competent. It addresses immediate needs. But competence is not the standard we should be setting for the heart of our city. If we accept what is merely good, we risk forfeiting the opportunity to create something truly great.

I urge the Council to push for a plan that leads with vision—one that is distinctly Santa Barbara, ambitious in its aspirations, and clear in the experience it seeks to create.

Respectfully,
Robin

Robin M. Gose, Ed.D. (She/Her)

President and CEO

MOXI, The Wolf Museum of Exploration + Innovation

Office: 805.770.5001

Web: moxi.org | [@MOXIsb](https://twitter.com/MOXIsb)



From: [Noah Boland](#)
To: [City Clerk](#)
Cc: [Karina Johnston](#)
Subject: Heal the Ocean Public Comment - Agenda Item 11: Draft State Street Master Plan
Date: Tuesday, April 28, 2026 1:32:45 PM
Attachments: [Heal the Ocean Comment on Regular City Council Item 11 - Draft State Street Master Plan.docx.pdf](#)

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

Dear Clerk of the City Council,

Please distribute to the city councilmembers the attached public comment from Heal the Ocean on Agenda Item 11 - *Draft State Street Master Plan* of the April 28th Regular City Council meeting. Thank you!

Kind regards,

Noah Boland

--



Noah Boland | Programs Manager
Heal the Ocean
1430 Chapala Street
Santa Barbara, CA 93101
(805) 965 - 7570
noah@healtheocean.org
www.healtheocean.org

From: [Annie Lovell](#)
To: [State Street Master Plan](#)
Subject: Opposition to Reintroducing Cars on State Street
Date: Tuesday, April 28, 2026 1:26:29 PM

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

Dear City of Santa Barbara,

I am writing to express my strong opposition to the reintroduction of cars on State Street as part of the State Street Master Plan.

State Street has evolved into a vibrant, pedestrian-friendly space that supports local businesses, fosters community connection, and enhances the overall quality of life for residents and visitors alike. The car-free environment has created a safer, healthier, more welcoming and vibrant atmosphere in the heart of our city.

Reintroducing vehicles risks undoing this progress, not to mention the exorbitant costs associated with the current plans to install bollards to allow for cars at certain times of the day. City funding could be much better appropriated. The current plan seems to compromise pedestrian safety (cars at night?), diminish the unique experience of enjoying our vibrant commercial district at a slower, more sustainable pace that aligns with the character of the city in terms of lifestyle and environmental values, and will likely negatively impact businesses that have adapted to and benefited from increased foot traffic.

I urge the City to prioritize people-centered design, future-forward thinking (not stuck in the "old ways" of thinking about what State Street "once was") and continue investing in a car-free State Street that reflects Santa Barbara's values of sustainability, community, safety, health, and livability.

Thank you for your consideration.

Sincerely,

Annie Lovell

From: [Peter Smith](#)
To: [City Clerk](#)
Subject: Comment for the Draft State Street Master Plan
Date: Tuesday, April 28, 2026 1:17:54 PM

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

Hello,

I wanted to comment over the web but was having difficulties getting it to take my request.

Thank you for the opportunity to offer my opinions. I am a member of the Transportation and Circulation committee but am writing on my own behalf - not representing any organizations.

In most ways, I love the look and feel of the new design. I have a couple of comments, mostly from the perspective of being a long-term cyclist and motorist, and also a SB resident who enjoys downtown.

There are different kinds of bike paths for different kinds of cycling. Things have gotten weird because e-bikes have turned cruisers into high-speed bikes. This section of state street primarily should be for lower-speed cycling - I think we all agree on that. That doesn't mean walking pace, but the design should encourage moderate speeds.

Most of the document and design seem to try to ignore possible conflicts in such a way that you'll encourage them in the end.

p. 64, You say to separate bikes and pedestrians; you should also mention that the design and possibly the rules should encourage slower speed cycling, perhaps with a 15mph max target.

Also on p. 64 It says "Vehicular access ... must be carefully integrated into the corridor's design to ensure that service operations can function efficiently without disrupting the pedestrian experience or conflicting with other modes of travel along State Street." Accommodating motor vehicles will impact the bicycling and pedestrian experience. Try to minimize the impact. Don't pretend there won't be impacts - there will be. A design with wide-open straight lanes will encourage fast cycling, just like the current iteration.

p. 88 It says it will open to private vehicles in evenings. No. Designing bike paths that are really roads lead to higher bike speeds, leading to more bike/pedestrian conflicts. Maybe it's OK for the Granada block, but it should be restricted to that, understanding that it creates conflict.

The design you've settled on has gently angled curbs to separate the bike lanes from the pedestrian areas - this is good. But it appears that everything is dead straight. I had heard Ms. Blackerby suggest that you not do this years ago. It looks too much like the current situation, but with nicer bricks. You need to do something to make it more clear that it's not a bike/car highway.

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Tuesday, April 28, 2026 1:12:10 PM

Dear Members of the Santa Barbara City Council and others,

I'm a Santa Barbara local, I've lived here my whole life, and these days I live on [REDACTED]. I'm writing to urge you to keep State Street closed to cars along the full length of the current promenade, and to fully fund the downtown/waterfront shuttle so that everyone, regardless of mobility, can enjoy the heart of our city.

I won't pretend to be neutral about this. Living a half block away, I'm on the promenade constantly, and what started in 2020 as an emergency response has become the best thing that's happened to downtown in my lifetime here. The promenade is no longer just a street; it's a place. Families stroll without worrying about traffic. Teenagers and young adults have somewhere lively and safe to spend an afternoon. Visitors linger longer, and locals actually want to be downtown again. Reversing that would throw away a genuinely rare civic win.

A few points I'd ask the Council to weigh carefully:

Pedestrians and bikes are good for business. The narrative that cars equal commerce hasn't held up on State Street. Foot traffic has gone up, multiple business owners have reported stronger revenue, and the blocks that felt hollowed out pre-2020 are alive again. People who walk and bike stop more often and stay longer than people driving through looking for parking.

Car-free is safer for everyone. Removing vehicle traffic removes the single biggest danger on a downtown street. Kids can walk ahead of their parents. Older residents don't have to navigate crossings. Diners aren't a few feet from moving traffic. As someone who walks these blocks nearly every day, I can tell you the current configuration quietly does an enormous amount of safety work that we'd miss immediately if it were gone.

The shuttle is the equity piece. The strongest argument for reintroducing cars is access for people who can't easily walk the full length of the promenade and that concern deserves a real answer. Fully funding the downtown/waterfront shuttle is that answer. It connects State Street, the waterfront, and the Funk Zone without sacrificing the pedestrian environment that makes any of those places worth visiting in the first place. That's a real equity solution, not a concession that undoes the promenade for everybody.

The Quick-Build closure was a small bet that paid off. The State Street Advisory Committee is now doing the serious work of turning that experiment into a permanent plan through the Master Plan process, and that process deserves to finish before anyone starts pulling cars back onto the street.

Please keep State Street car-free and fully fund the shuttle. As a lifelong local living right off the promenade, I can say with confidence that what's happening on State Street right now is something Santa Barbara should be proud of and I hope the Council chooses to protect it.

Thank you for your time and for the care you've given this decision.

Sincerely,
Allie Cole



From: [jen see](#)
To: [City Clerk](#)
Subject: No cars on State
Date: Tuesday, April 28, 2026 1:08:48 PM

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

Hiya -- I'm writing about the proposed redesign of State Street. I am opposed to reintroducing cars to the street and believe strongly that it should remain and pedestrian- and bike-only zone.

It is much more enjoyable space for the community without cars and it is safer for everyone involved. Adding cars to the street at night adds very obvious risks for pedestrians and bike-users during those hours -- intensified by the fact that it would be dark -- without adding any discernable value.

I love the extended sidewalk and cobbled-style streetscape in the proposal -- where the street surface provides cues for users and just frickin' looks cool.

Also, I strongly support funding for the beach area shuttle and for the mini-shuttles currently running on State. The shuttles on State are a great size and speed for a mixed-used area and I hope they can continue.

Thanks for your consideration!
jen.

From: [Amber McGaughey](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11
Date: Tuesday, April 28, 2026 1:07:48 PM

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

Open State Street back up, for the love of all things. The city council is ruining downtown.

Thank you,
Amber Leech
(Fourth generation Santa Barbarian)

From: [Amber McGaughey](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11
Date: Tuesday, April 28, 2026 1:07:44 PM

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

Open State Street back up, for the love of all things. The city council is ruining downtown.

Thank you,
Amber Leech
(Fourth generation Santa Barbarian)

From: [Kristine O'Connell-McCoy](#)
To: [State Street Master Plan](#)
Subject: Cheaper Parking
Date: Tuesday, April 28, 2026 12:55:40 PM

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

Homegrown Santa Barbaran here. Parking downtown WAS free for 90 minutes.

Free parking or 2 hour free parking will encourage people to want to visit downtown and spend time.

Parking in Goleta is free. My household prefers to shop and spend time in Goleta as a result.

I am a mother with children, and it is difficult to shop and visit more than one store in less than 75 minutes.

I will only visit downtown for very short trips, not for entertainment or enjoyment.

From: [Pamela F](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Car Free
Date: Tuesday, April 28, 2026 12:53:41 PM

You don't often get email from pamela4422@gmail.com. [Learn why this is important](#)

Please keep State St 100% car free, 100% of the time! This, in my opinion is the very best way to move forward into the future!

My partner and I look forward to using the downtown for dinner and a show without the hassle of cars. People seem way more relaxed and happy in the new situation.

I do not think the “ limited 10-10 access is a good idea at all! Let’s take a giant leap forward and make SB downtown a place where people can live, work and enjoy life!

Thank You,
Pamela

From: [Pamela F](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Car Free
Date: Tuesday, April 28, 2026 12:53:38 PM

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

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Thank You,
Pamela

From: [Logan Babcock](#)
To: [City Clerk](#)
Subject: Draft State Street Master Plan Comment
Date: Tuesday, April 28, 2026 12:24:34 PM

Some people who received this message don't often get email from logan.babcock2@gmail.com. [Learn why this is important](#)

Hi there,

I support the continued closure to vehicles on State Street. As a downtown resident the pedestrian focused corridor is an extremely valued part of my life. It increases public health and community wellbeing.

I support the use of permeable pavers in the draft plan. However, I would like to see more green space and trees incorporated. These also would help mitigate flood impacts but would add to the vibrancy of downtown, allow for cleaner air, and would provide much needed shade.

Please prioritize greenery, trees, and the continued closure.

Thank you,

Logan Babcock

From: [brooke rademacher](#)
To: [City Clerk](#)
Subject: Support for the Re-opening of State Street
Date: Tuesday, April 28, 2026 11:59:26 AM

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

Hello,

I am the owner of a business downtown and have resided here for approximately 25 years. I am in support of the re-opening of State Street to cars.

The re-establishment of cars on State Street would enhance the flow of traffic into the downtown area, thereby revitalizing and energizing the neighborhood. The existing sidewalks would serve as an amenity for pedestrians, further contributing to the vibrancy of the area.

Thank you for your consideration.

Sincerely,

Brooke Rademacher

The Knit Shop

805.456.8648

come knit with us!

From: [Peter Rupert](#)
To: statestreetmasterplan@santa-barbaraca.gov; [City Clerk](#)
Subject: Endorsement
Date: Tuesday, April 28, 2026 11:57:25 AM
Attachments: [efp_state_street_endorsement \(2\).pdf](#)

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

Hi,
See attached.

--

Best,

Peter Rupert
Department of Economics
University of California, Santa Barbara

[personal website](#)

From: [Valerie Meier](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Draft State Street Master Plan Feedback
Date: Tuesday, April 28, 2026 11:56:27 AM

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

Developing a pedestrian- and bicyclist-focused State Street promenade is key to revitalizing downtown and to creating a more environmentally sustainable and livable city. As someone who runs errands on State Street or visits the farmer's market multiple times a week, I've treasured being able to walk free of the noise and pollution generated by cars. I know my friends and colleagues feel the same. I urge the city to make State Street permanently car-free, 24 hours a day, from Haley to Victoria.

From: [Valerie Meier](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Draft State Street Master Plan Feedback
Date: Tuesday, April 28, 2026 11:56:25 AM

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

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From: [Holly Bradbury](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 11 State Street Master Plan: Support Car Free 24/7
Date: Tuesday, April 28, 2026 11:55:29 AM

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

I support the plan but want State Street to stay **car-free 24/7**. State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length.

State Street should car-free 24/7 for a few simple reasons:

- It's safer: Collisions on State Street have dropped 66% since 2020. Let's keep it that way.
- [Keeping the street closed to cars is safer for everyone](#) and makes the space more inviting/comfortable for pedestrians to exist in
- **It's what we want:** 79% of locals surveyed want to keep State Street car-free.
- **It's cheaper:** Keeping cars out 24/7 means the city needs far fewer expensive automated bollards.
- **It's more beautiful:** cars and their exhaust, noise, and required signage and striping degrade the space

Locals and visitors alike have flocked to the State Street Promenade for food and drink, to window shop, and to visit markets and other city-sponsored events. The car free promenade is a great venue to bring locals together, as evidenced by the successful recent State Street Fest.

The [downtown/waterfront shuttle](#) should be fully funded to help provide equitable means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone

Holly Harris

From: [Danny Ettelson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: April 28th Item 11 Public Comment
Date: Tuesday, April 28, 2026 11:52:21 AM

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

Hello Santa Barbara City Council,

I'm writing in support of keeping State Street closed to cars. Excellent work has been put into the drafted plan, and I look forward to a permanent approach for the continued and improved public enjoyment of State Street.

I've lived here with my wife for ten years, and walking on State Street is the primary and favorite way that we engage in public life in the city. It's a core reason that we chose to move and stay here, as well as to live within walking distance of State Street. Our household takes these urbanism issues seriously, as I am an environmentalist, and she is an architect.

Cities are for people, not for cars. And keeping the Street closed to vehicle traffic will avoid enormous expenses, provide a clear and consistent visual language of the area to residents and visitors, and also be more safe. It is a well-studied benefit that pedestrianized areas and higher foot traffic are better for local businesses, even if it is often not recognized prior by all business owners.

I walk on State Street nearly every day and it is clear to me that visitors treasure the pedestrian experience. Often I see them stop to take pictures and enjoy our wonderful climate and the natural and built environment. I'm sure they would enjoy the experience more with a consistent and permanent approach to the street that keeps cars a safe distance away. I know I will.

Thank you,
Danny Ettelson

From: [Danny Ettelson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: April 28th Item 11 Public Comment
Date: Tuesday, April 28, 2026 11:52:21 AM

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Thank you,
Danny Ettelson

From: [Domenic Mancuso](#)
To: [State Street Master Plan](#); clerk@santabarbarca.gov
Subject: Item 11- Public comment-support 10-10 off peak NOT 8-8
Date: Tuesday, April 28, 2026 11:39:32 AM

[You don't often get email from domenicmancuso1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

>

>>

>> I enthusiastically support the proposed plan, however, the off-peak hours should be as the consults recommend, 10-10, not 8-8. This allows stores to receive deliveries in the morning when it's quiet. Asking restaurants who are open late to receive deliveries before 8am is unrealistic and dependent on delivery schedules. Also, lots of people are walking between 8-10pm and it is safer to keep the street closed

>>

> Domenic Mancuso

From: [CarsAreBasic](#)
To: [Dana Newquist](#); [City Clerk](#); [Randy Rowse](#)
Subject: SB council 28 April 2026 agenda State open.docx
Date: Tuesday, April 28, 2026 11:36:09 AM
Attachments: [SB council 28 April 2026 agenda State open.docx](#)

Please see this is distributed to the Santa Barbara City Council for today's council agenda regarding State Street.

Please acknowledge receipt of this email. Your attention to this is appreciated.

From: [Cynthia Stahl](#)
To: [City Clerk](#)
Subject: Keep State St. car free 24/7
Date: Tuesday, April 28, 2026 11:20:02 AM

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

I take classes at City College and regularly bike home at night on State Street. One of the pleasures is the 500 block. Even late on a Monday, it is alive with people. Sometimes a band will be playing from one side of the street to pedestrians and restaurant patrons on the other side. That doesn't happen if you allow cars back on State St. The free flow of people and music will be eliminated.

I'm not sure who benefits from allowing cars on between 10 am and 10 pm. There is plenty of parking in the garages, and ride shares and taxis can use the side streets. We should be creating safe places for people to gather at night, not killing the vibe by adding pollution, noise, and added danger.

Please keep State St. car free 24/7.

Cynthia Stahl



From: [Tess Harris](#)
To: [City Clerk](#); [Adriana Morales](#)
Subject: FW: DSBIA Supports Expedited Implementation of State Street Master Plan; Adaptable Management; Design Flexibility & Major Downtown Investment
Date: Tuesday, April 28, 2026 10:50:36 AM
Attachments: [Outlook-4otthwu3.png](#)
[Outlook-um5cxwl1.png](#)
[Outlook-ogahni2y.png](#)
[Outlook-nlzknmrr.png](#)
[DSBIA SSMP Letter to Council 4 27 26.pdf](#)

Tess Harris, AICP

State Street Master Planner

CITY OF SANTA BARBARA, City Administrator's Office
(805) 564-5307 | THarris@SantaBarbaraCA.gov

From: Robin Elander <robin@downtownsb.org>
Sent: Monday, April 27, 2026 1:08 PM
To: Tess Harris <THarris@SantaBarbaraCA.gov>; Randy Rowse <rrowse@santabarbaraca.gov>; Kristen Sneddon <KSneddon@SantaBarbaraCA.gov>; Kelly R. McAdoo <KMAdoo@SantaBarbaraCA.gov>; Anthony E. Valdez <AValdez@santabarbaraca.gov>; Oscar Gutierrez <OGutierrez@SantaBarbaraCA.gov>; Eric Friedman <EFriedman@SantaBarbaraCA.gov>; Meagan Harmon <MHarmon@SantaBarbaraCA.gov>; Wendy Santamaria <WSantamaria@santabarbaraca.gov>; Mike Jordan <MJordan@SantaBarbaraCA.gov>
Cc: David de L'Arbre <davidd@sbtravel.com>; Trevor D. Large <tlarge@flasllp.com>; Richard Yates <richard@opalrestaurantandbar.com>; Trey Pinner <trey@sbpropertygroup.com>; Dan Burnham <dan@topoftheg.com>; Brian Cearnal <bc@cearnal.com>; Chris Cline <ccline@hotelsantabarbara.com>; Adam Geeb <adam.geeb@sima.net>; Kirk Lagerquist <klagerquist@countyofsb.org>; Peter Lewis <peterl@nyla.cc>; Gillian Muralles <gillian@lilacpatisserie.com>; Stenn Parton <stenn@prismplaces.com>; Anne Petersen <anne@sbthp.org>; Ron Robertson <ron@balboabuilding.com>; Crosby Slaughter <crosby@investecre.com>; Tony Vallejo <tony@nicholsonschwartz.com>
Subject: DSBIA Supports Expedited Implementation of State Street Master Plan; Adaptable Management; Design Flexibility & Major Downtown Investment

Dear Mayor, Councilmembers and City Staff,

On behalf of the Downtown Santa Barbara Improvement Association (DSBIA), we would like to express our appreciation for the City's commitment to investing in the future of downtown Santa Barbara. We recognize the magnitude of the State Street Master Plan effort and share your vision for a vibrant, prosperous district that serves the entire community.

Over the past year, DSBIA has made significant investments to help create a cleaner, more vibrant, and welcoming downtown. The State Street Master Plan represents the next step—a bold, long-term investment in downtown’s future vitality.

The Community Benefit Improvement District (CBID) was established by stakeholders who chose to invest in the future of downtown. Continued alignment with these stakeholders will be critical to maintaining long-term support and ensuring the sustainability of this important funding source.

As you consider the State Street Master Plan, we encourage the City to prioritize housing as a foundational first step. Increasing the number of residents living in and around downtown is essential to creating consistent activity, supporting local businesses, and ensuring long-term economic vitality. Without a critical mass of residents, even the most thoughtfully designed public spaces will struggle to reach their full potential.

We also encourage continued focus on wayfinding, signage, and creating a strong sense of arrival at key entry points. Clear, welcoming gateways and intuitive navigation will improve connectivity and reinforce a cohesive identity for the district.

A comprehensive approach to safety is equally critical. Ensuring reliable access for police patrols—by vehicle, motorcycle, bike, and foot—will support both visibility and timely response, helping to maintain a safe and welcoming environment.

While the Master Plan represents an important long-term investment, its success will depend on the broader ecosystem that supports it and what is done in the near term to activate and revitalize downtown. Streamlining permitting and development processes to enable housing and businesses to come online more efficiently will be essential to achieving meaningful progress.

Given the well-documented challenges of pedestrian-only corridors across the country, it is important that decisions are grounded in strong economic data, cost-benefit analysis, and the housing density required to support desired outcomes. We encourage the City to set up systems to allow data to help guide a successful and sustainable path forward.

Successful downtowns across the nation host hundreds of events and activations each year. We are ready to support further streamlining and bolstering the systems that can bring more events and programs to life.

We are supportive in the City’s investment and many elements of the proposed vision, including flexible design, adaptive management and use of retractable bollards, and a more modern stormwater management and utility corridor along with enhanced

landscaping. As implementation moves forward, we encourage a balanced, flexible approach that allows for vehicle circulation and the ability to fully close the street for events, programming and high pedestrian times of the week. This approach best supports a diverse range of users and helps create a more active and economically resilient district. DSBIA can be a key partner with the City and community in helping determine the hours of operation to make this key element a reality.

DSBIA staff and Board are fully committed to the success of downtown Santa Barbara. We look forward to continuing our partnership with the City to ensure that the current, interim, and long-term vision for State Street is both inspiring and grounded in the practical realities needed to support a thriving district.

We urge Council and the community to move forward expeditiously with advancing the state street master plan and its implementation, providing clarity and confidence for current and future investment in downtown.

DSBIA stands ready to partner with the City and community to advance the action steps and logistics outlined in the plan and help bring this vision to life.

Robin Elander

Executive Director

Downtown Santa Barbara Improvement Association (DSBIA)

DSBIA Board of Directors

David de L'Arbre, President

Trevor Large, Vice President

Richard Yates, Treasurer

Trey Pinner, Secretary

Dan Burnham

Brian Cearnal

Chris Cline

Adam Gebe

Kirk Lagerquist

Peter Lewis

Gillian Muralles

Stenn Parton

Anne Petersen

Ron Robertson

Crosby Slaught

Tony Vallejo

Robin Elander

Executive Director



419 State Street

Santa Barbara, CA 93101

Phone: (805) 962-2098 ext. 801



www.downtownsb.org

From: [danielle mancuso](#)
To: [State Street Master Plan](#); [City Clerk](#)
Subject: Public comment-Item 11, support 10-10 off peak NOT 8-8
Date: Tuesday, April 28, 2026 10:23:28 AM

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

> I enthusiastically support the proposed plan, however, the off-peak hours should be as the consults recommend, 10-10, not 8-8. This allows stores to receive deliveries in the morning when it's quiet. Asking restaurants who are open late to receive deliveries before 8am is unrealistic and dependent on delivery schedules. Also, lots of people are walking between 8-10pm and it is safer to keep the street closed

>

> Danielle Mancuso

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To: [State Street Master Plan](#); [City Clerk](#)
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Date: Tuesday, April 28, 2026 10:23:28 AM

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>

> Danielle Mancuso

From: [Dylan Mancuso](#)
To: [City Clerk](#)
Subject: Comments on item 11
Date: Tuesday, April 28, 2026 10:17:59 AM

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

Hello,

The State Street Master Plan, has been a long and arduous journey for the city of Santa Barbara. As a business owner, and individual heavily invested in State Street, I absolutely love the master plan, though I would prefer it to be car-free 24/7. Having cars downtown during peak drinking hours could lead to more issues with drunk driving and pedestrian accidents. In saying this, I don't mind that businesses will be able to have special delivery hours in the morning, making it easier for us to receive the products we need. Compromise is key in this matter; the main thing we need to see is progress. Many business owners, including myself, fear that with too much push back, we may lose yet another good plan and not make any progress in advancing our city. Leading to continued stagnation and monetary waste as we have seen over the past decade, with hundreds of thousands spent on master plans for them just to be shot down and once again no progress made. I call on everyone to find a compromise here if we can and push this master plan through, so our city can progress.

Dylan Mancuso
Cuso's Bikes of Santa Barbara



From: [Kelly R. McAdoo](#)
To: [City Clerk](#); [Tess Harris](#); [Nicole Grisanti](#)
Subject: FW: Reopen State St. Now to Compare How it Feels
Date: Tuesday, April 28, 2026 10:03:56 AM

Kelly McAdoo

City Administrator

CITY OF SANTA BARBARA, City Administrator

(805) 564-5301 | KMAdoo@SantaBarbaraCA.gov

From: Kathy Koury <kathykourykk@gmail.com>
Sent: Tuesday, April 28, 2026 7:51 AM
To: Eric Friedman <EFriedman@SantaBarbaraCA.gov>; Oscar Gutierrez <OGutierrez@SantaBarbaraCA.gov>; Meagan Harmon <MHarmon@SantaBarbaraCA.gov>; Mike Jordan <MJordan@SantaBarbaraCA.gov>; Wendy Santamaria <WSantamaria@santabarbaraca.gov>; Kristen Sneddon <KSneddon@SantaBarbaraCA.gov>; Kelly R. McAdoo <KMAdoo@SantaBarbaraCA.gov>; Holly Perea <hperea@santabarbaraca.gov>; Randy Rowse <rrowse@santabarbaraca.gov>
Subject: Reopen State St. Now to Compare How it Feels

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

Dear Mayor & Council Members:

Until the "Master Plan" is finalized, why not reopen State St. now to see how it feels again in contrast to what we have felt with the closure. Then let the public weigh in on this by comparing the two.

I was in Ventura one early evening around 5:00 PM and there was nobody on the streets. It was totally dead. I don't understand if the new State St. plan states that it should **NOT be like a shopping mall**, this is what would be created with this plan. How would State St. be any different from La Cumbre Plaza?

I am a Santa Barbara native and my family owned Koury's Tennis Shop for nearly 50 years on State St. I understand the problems now with retail and the online shopping impact. "Cruzing" State St. lends some energy and allows local people and **especially TOURISTS** to see what is here. We can still promote the European vibe to accommodate restaurant or cafe tables on the sidewalks. We can still close down certain blocks at times for special music, dance, and arts events and the traffic can detour around this when it is organized for daytime or evenings.

Thank you,
Kathy Koury

From: [Marcel Hemp](#)
To: [City Clerk](#)
Subject: State Street master plan
Date: Tuesday, April 28, 2026 10:01:19 AM

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

I am unable to attend the masterplan meeting however I would like to express my opinion on keeping State Street car free.

Marcel Monsivais

Marcel Hemp



37 years on the 500 block has taught me a lot.

The verdict? The pedestrian promenade is the best thing to happen to our shopping district. When I talk to new business owners, they aren't asking for the 400 block where cars still rule—they want to be where the people are walking.

If we want to fix vacancies, we need to look at rents and building management, not at bringing back traffic. Let's keep State Street for the people.

Also if you look to downtown Fresno as an example city that reopened their downtown to cars only to have it turn into a "look at me" for loud cars and motorcycles unsanctioned parade route.

From: [Jessica Truitt](#)
To: [City Clerk](#)
Subject: Support for a Pedestrian-First State Street and Expanded Downtown Access
Date: Tuesday, April 28, 2026 9:31:30 AM

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

Dear Santa Barbara City Council Members,

I am writing to express my strong support for maintaining State Street as a pedestrian- and bicycle-prioritized corridor, and to encourage the City to keep it closed to cars along its full length.

State Street has become a more vibrant, welcoming, and functional public space since limiting vehicle access. Prioritizing pedestrians and cyclists not only improves safety, but also creates an environment where people can comfortably gather, linger, and enjoy downtown. This shift has helped transform State Street into a true community asset.

Increased foot and bike traffic is also beneficial for local businesses. When people feel safe and unhurried, they are more likely to explore shops, dine locally, and spend more time downtown. A pedestrian-oriented State Street supports economic vitality in a way that car traffic simply cannot replicate.

Keeping the street closed to cars also significantly enhances safety for everyone. It reduces the risk of vehicle-related accidents and creates a more accessible and inclusive environment for families, seniors, and individuals of all abilities.

To ensure that State Street and the surrounding downtown areas remain accessible to all, I strongly urge the City to fully fund and expand the downtown and waterfront shuttle. Reliable, frequent shuttle service provides an equitable transportation option for those who may not be able to walk or bike long distances, and helps connect residents and visitors to State Street, the waterfront, and the Funk Zone.

Thank you for your continued efforts to improve our city and for considering these priorities. I appreciate your leadership in shaping a more accessible, safe, and vibrant Santa Barbara.

Sincerely,

Jessica Truitt, 93109

From: Sarah Dahl
To: City Clerk; State Street Master Plan
Subject: Item 11- Comments on State Street Master Plan draft
Date: Tuesday, April 28, 2026 9:21:12 AM
Attachments: image.png
image.png
image.png
image.png

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

Thank you for all the collective effort on the State Street long range plan.

A few pieces of feedback:

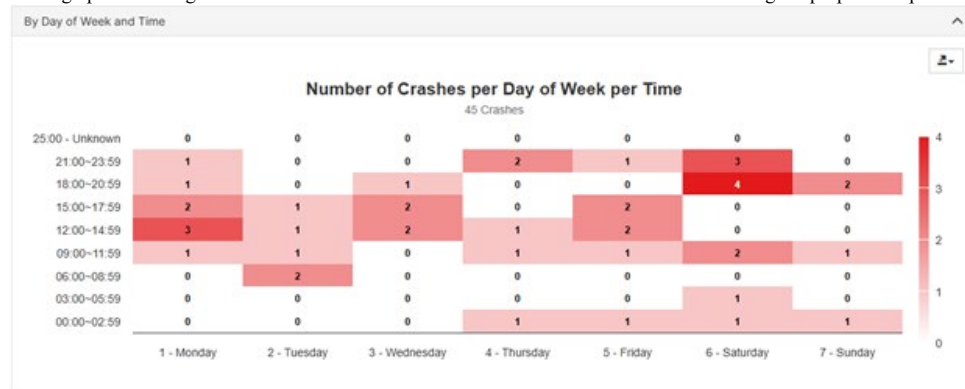
1) Keep State Street 100% car free

I am a 11 year resident of SB, and my rate of visiting State Street skyrocketed with it being car free. I am there multiple times a week, often patronizing businesses or frequently walking/biking around just to enjoy the ambiance + liveliness + beauty. I especially love strolling around in the late evening with my partner when it is so peaceful out. My social life around State St has flourished, as so many of my friends are also big fans of the car free ambiance and it is a place they want to go and share with other people. Anytime out of town friends/family visit, they are ENAMORED and JEALOUS that we have such a special downtown pedestrian corridor. There has been consistent and overwhelming community feedback to keep State Street 100% car free. Listen to the people!

There are also many logical and data driven reasons to keep State Street 100% car free:

a) **The proposed plan allowing cars through 10am will deter morning bicycle commuters. But this will also discourage evening return commutes by bicycle as well.** If someone is not biking to work in the morning, the logistics make it quite unlikely that their evening commute would then be by bike. Since either they would drive in the morning and then their car would be at work, or if they walked they would then not have a bike at work to commute home unless they used a b-cycle or drove/walked their personal bike to work.

b) **The proposed allowed car hours are prime drunk driving hours.** And in a concentrated nightlife area!! [A recent NewsPress article](#) compiled crash data of State Street Pre- closure to cars. This data included the number of crashes by time of day, and the second highest concentration is Saturday evening 9pm to midnight. And the data shows that a decent concentration of crashes are during the proposed 10pm - 10am proposed car access hours.



c) That NewsPress article had additional data that highlighted other elements of historical State Street traffic + pedestrian safety issues:

- "Before 2020, the area that is now the State Street Promenade was the 3rd most dangerous street in the entire city in terms of traffic fatalities and severe (life-altering) injuries."
 - "Since 2020, State Street hasn't even made it onto the list of the top 72 most dangerous streets in the city presented in the Vision Zero Plan and Safe Streets for All update."
- "Nearly 36% of victims in these crashes were cyclists"
- "Failure to yield and unsafe driver behavior were major causes for crashes."
- "60% of crashes involving a pedestrian happened under street light conditions." (aka nighttime when car access is proposed)

d) Past opposition from commercial property owners business owners used the argument that car traffic is "better" for their business. These proposed hours are not even during most State Street business' hours!

f) The Draft Master Plan does bring up a valid point about the challenges surrounding emergency + maintenance vehicle access. But we have survived so far with the removable bollards—which while have trade offs—are a rather cheap solution that still allows access to those who functionally need it. Alternatively, if we are investing \$600k per intersection into retractable bollards, we really should also invest the money in control method(s) that could be used for on demand access to eliminate the need for open evening hours. Emergency vehicles will already have RFID for daytime access so that is already an accounted for cost/implemented system. And if RFID alone cannot serve the maintenance vehicles, there are so many other options beyond that— keypad, app, license plate recognition, intercom. **The small burden of having maintenance/business vehicles need to pre-register to have some sort of access method has a HUGE payoff for pedestrian/cyclist safety + the pleasantness of a car free promenade.**

Additionally, if the city is looking to save money— having on demand access via retractable bollards on one side of a block (ex: south side) could allow for permanent non-retractable bollards on the other side of a block (ex: north side).

2) Minimizing light pollution in lighting design

I love that the draft plan mentions "Lighting design will maintain views of the night sky and maximize energy efficiency" (pg 124).

What is light pollution?
Light pollution is the human-made alteration of outdoor light levels from those occurring naturally. When we over-light, fail to use timers and sensors, or use the wrong color of light, we negatively affect many parts of our world.

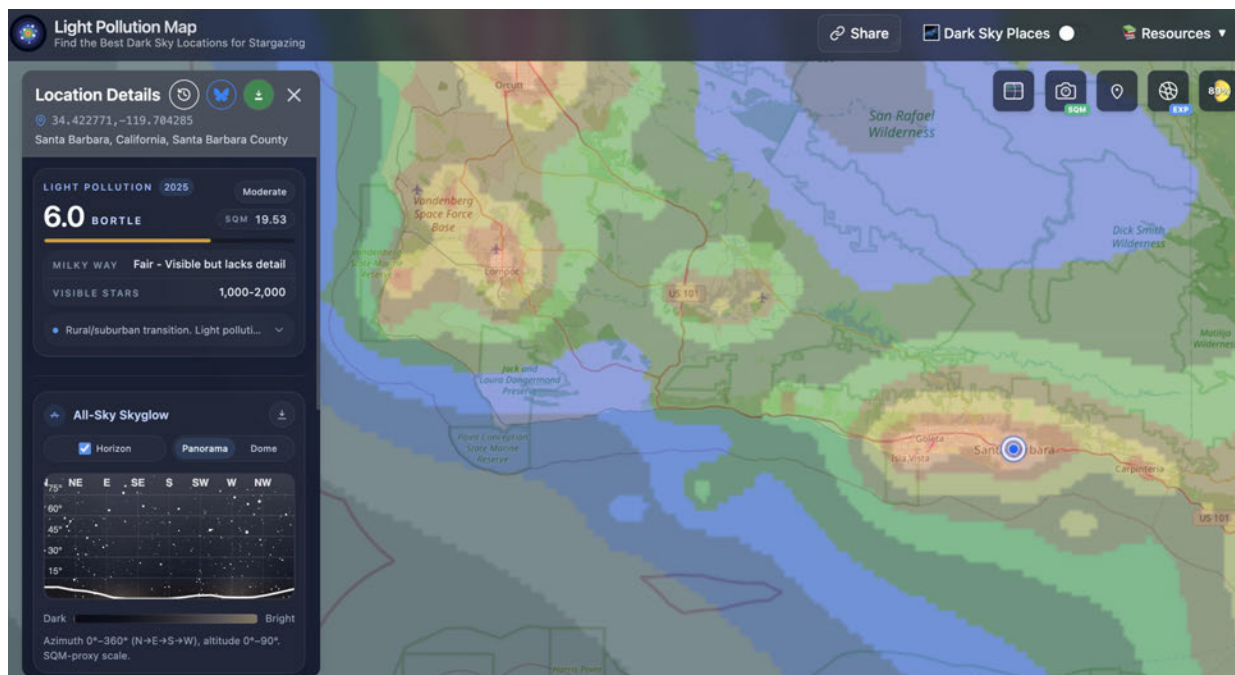
[Learn more about light pollution](#)

Light pollution...

- Destroys critical wildlife habitat**
Plants and animals depend on Earth's daily light and dark cycle to govern life-sustaining behaviors. Research shows that artificial light at night has adverse and even deadly effects on many species.
- Decreases safety and security**
There is no clear scientific evidence that increased outdoor lighting deters crime. In fact, glare from unshielded streetlights can decrease personal safety, contributing to both crime and accidents.
- Wastes energy and money**
Most outdoor lighting is wasted. This energy waste increases greenhouse gas emissions contributing to climate change and wastes billions of dollars each year.
- Robs us of our night sky heritage**
Our ancestors experienced a night sky that inspired science, religion, philosophy, art, and literature. Now, millions of children across the globe will never know the wonder of seeing the Milky Way.
- Harms human health**
Studies indicate that artificial light at night negatively affects human health by increasing our risks for obesity, sleep disorders, depression, diabetes, breast cancer, and more.
- Inhibits scientific research**
Satellites in low Earth orbit create visible trails in the night sky, inhibiting astronomical research and jeopardizing NASA's early warning system for asteroid collisions.

(Source: [Dark Sky International](#))

Santa Barbara is in a rather unique location that is somewhat isolated away from LA's glow. In Santa Barbara proper there is moderate light pollution (6.0 Bortle rating, milky way visible but lacks detail, with 1-2k visible stars). The County of SB contains some of the only coastal low light pollution areas in all of Southern California! ([Light pollution map](#)). **The City of SB should be a leader in implementing + modeling responsible lighting design.**



I urge that lighting design is dark sky compatible following the "[Five Principles for Responsible Outdoor Lighting](#)".

Five Lighting Principles for Responsible Outdoor Lighting



DarkSky



Illuminating
INTEGRATED LIGHTING

Responsible outdoor lighting is

1 Useful

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Rev. 08-2023

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Cheers,
Sarah Dahl

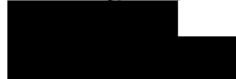
From: [Jessica Sager](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep State Street Focused on People!
Date: Tuesday, April 28, 2026 9:19:55 AM

You don't often get email from jessica.sager955@gmail.com. [Learn why this is important](#)

As a resident of SB, the closure of State Street to cars as been the best change made over the last few years. It would be highly ill-advised to reopen. Years ago when cars were allowed on State, it didn't bring anything extra to the area beyond annoying drivers pumping their loud music, or lost drivers who got there by accident. Given there was little to no parking on State Street even then, there's no way that it generated more business. Residents and visitors clearly enjoy the pedestrian focus, the opportunities to dine outside, the vibe of entertainment and arts along the path.

I hope the council makes the right decision for our city today!

Kind regards,

A black rectangular redaction box covering the signature of the sender.

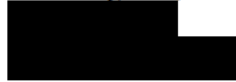
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Kind regards,



From: Sarah Dahl
To: City Clerk; State Street Master Plan
Subject: Item 11- Comments on State Street Master Plan draft
Date: Tuesday, April 28, 2026 9:18:53 AM
Attachments: image.png
image.png
image.png
image.png

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

Thank you for all the collective effort on the State Street long range plan.

A few pieces of feedback:

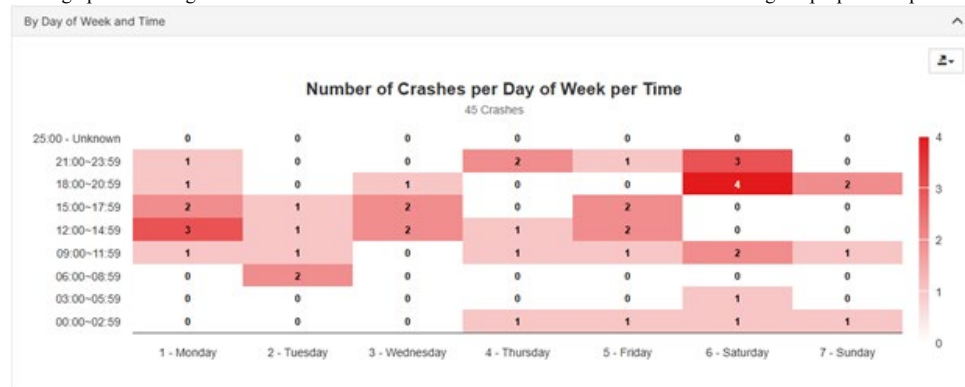
1) Keep State Street 100% car free

I am a 11 year resident of SB, and my rate of visiting State Street skyrocketed with it being car free. I am there multiple times a week, often patronizing businesses or frequently walking/biking around just to enjoy the ambiance + liveliness + beauty. I especially love strolling around in the late evening with my partner when it is so peaceful out. My social life around State St has flourished, as so many of my friends are also big fans of the car free ambiance and it is a place they want to go and share with other people. Anytime out of town friends/family visit, they are ENAMORED and JEALOUS that we have such a special downtown pedestrian corridor. There has been consistent and overwhelming community feedback to keep State Street 100% car free. Listen to the people!

There are also many logical and data driven reasons to keep State Street 100% car free:

a) **The proposed plan allowing cars through 10am will deter morning bicycle commuters. But this will also discourage evening return commutes by bicycle as well.** If someone is not biking to work in the morning, the logistics make it quite unlikely that their evening commute would then be by bike. Since either they would drive in the morning and then their car would be at work, or if they walked they would then not have a bike at work to commute home unless they used a b-cycle or drove/walked their personal bike to work.

b) **The proposed allowed car hours are prime drunk driving hours.** And in a concentrated nightlife area!! [A recent NewsPress article](#) compiled crash data of State Street Pre- closure to cars. This data included the number of crashes by time of day, and the second highest concentration is Saturday evening 9pm to midnight. And the data shows that a decent concentration of crashes are during the proposed 10pm - 10am proposed car access hours.



c) That NewsPress article had additional data that highlighted other elements of historical State Street traffic + pedestrian safety issues:

- "Before 2020, the area that is now the State Street Promenade was the 3rd most dangerous street in the entire city in terms of traffic fatalities and severe (life-altering) injuries."
 - "Since 2020, State Street hasn't even made it onto the list of the top 72 most dangerous streets in the city presented in the Vision Zero Plan and Safe Streets for All update."
- "Nearly 36% of victims in these crashes were cyclists"
- "Failure to yield and unsafe driver behavior were major causes for crashes."
- "60% of crashes involving a pedestrian happened under street light conditions." (aka nighttime when car access is proposed)

d) Past opposition from commercial property owners business owners used the argument that car traffic is "better" for their business. These proposed hours are not even during most State Street business' hours!

f) The Draft Master Plan does bring up a valid point about the challenges surrounding emergency + maintenance vehicle access. But we have survived so far with the removable bollards—which while have trade offs—are a rather cheap solution that still allows access to those who functionally need it. Alternatively, if we are investing \$600k per intersection into retractable bollards, we really should also invest the money in control method(s) that could be used for on demand access to eliminate the need for open evening hours. Emergency vehicles will already have RFID for daytime access so that is already an accounted for cost/implemented system. And if RFID alone cannot serve the maintenance vehicles, there are so many other options beyond that— keypad, app, license plate recognition, intercom. **The small burden of having maintenance/business vehicles need to pre-register to have some sort of access method has a HUGE payoff for pedestrian/cyclist safety + the pleasantness of a car free promenade.**

Additionally, if the city is looking to save money— having on demand access via retractable bollards on one side of a block (ex: south side) could allow for permanent non-retractable bollards on the other side of a block (ex: north side).

2) Minimizing light pollution in lighting design

I love that the draft plan mentions "Lighting design will maintain views of the night sky and maximize energy efficiency" (pg 124).

What is light pollution?
Light pollution is the human-made alteration of outdoor light levels from those occurring naturally. When we over-light, fail to use timers and sensors, or use the wrong color of light, we negatively affect many parts of our world.

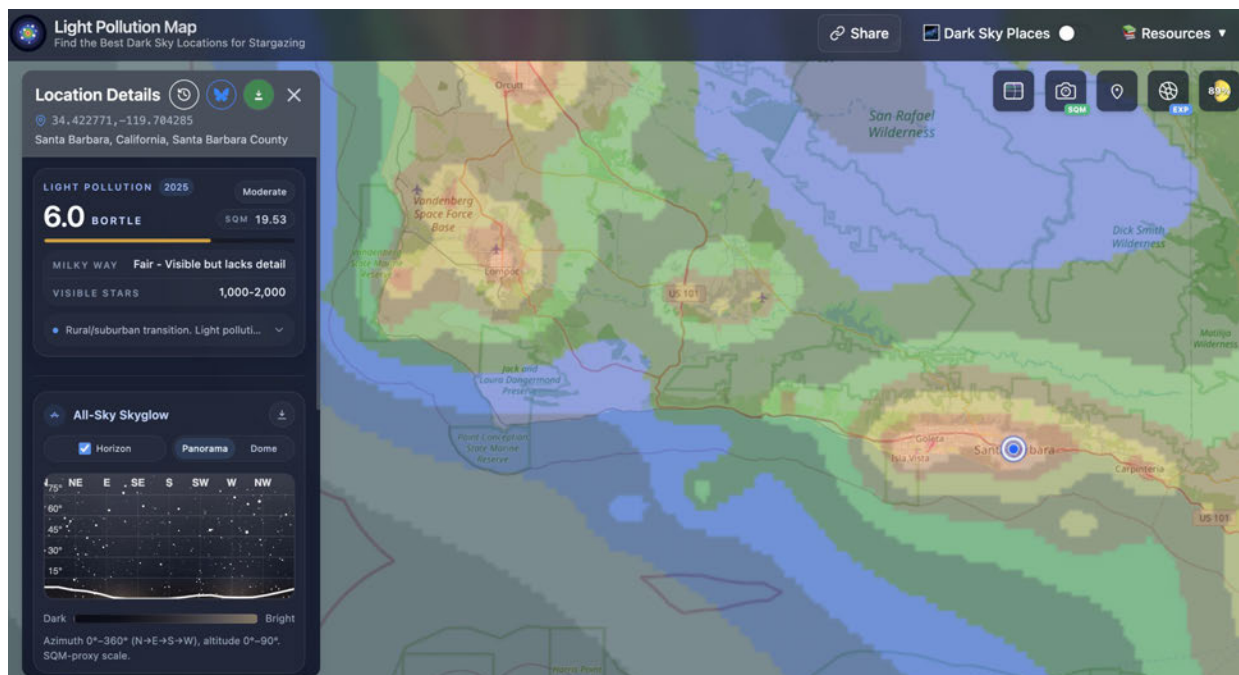
[Learn more about light pollution](#)

Light pollution...

- Destroys critical wildlife habitat**
Plants and animals depend on Earth's daily light and dark cycle to govern life-sustaining behaviors. Research shows that artificial light at night has adverse and even deadly effects on many species.
- Decreases safety and security**
There is no clear scientific evidence that increased outdoor lighting deters crime. In fact, glare from unshielded streetlights can decrease personal safety, contributing to both crime and accidents.
- Wastes energy and money**
Most outdoor lighting is wasted. This energy waste increases greenhouse gas emissions contributing to climate change and wastes billions of dollars each year.
- Robs us of our night sky heritage**
Our ancestors experienced a night sky that inspired science, religion, philosophy, art, and literature. Now, millions of children across the globe will never know the wonder of seeing the Milky Way.
- Harms human health**
Studies indicate that artificial light at night negatively affects human health by increasing our risks for obesity, sleep disorders, depression, diabetes, breast cancer, and more.
- Inhibits scientific research**
Satellites in low Earth orbit create visible trails in the night sky, inhibiting astronomical research and jeopardizing NASA's early warning system for asteroid collisions.

(Source: [Dark Sky International](#))

Santa Barbara is in a rather unique location that is somewhat isolated away from LA's glow. In Santa Barbara proper there is moderate light pollution (6.0 Bortle rating, milky way visible but lacks detail, with 1-2k visible stars). The County of SB contains some of the only coastal low light pollution areas in all of Southern California! ([Light pollution map](#)). **The City of SB should be a leader in implementing + modeling responsible lighting design.**



I urge that lighting design is dark sky compatible following the "[Five Principles for Responsible Outdoor Lighting](#)".

Five Lighting Principles for Responsible Outdoor Lighting



DarkSky



Illuminating
INTEGRATED LIGHTING

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Thank you for all the work on the plan, and the review of these comments.

Cheers,
Sarah Dahl

From: [Maltezos, Michael](#)
To: [City Clerk](#); [State Street Master Plan](#); [Santa Barbara City Council](#)
Cc: [Michael Maltezos](#)
Subject: Support for State Street Master Plan - please keep it car-free 24/7 (Item 11)
Date: Tuesday, April 28, 2026 9:14:20 AM
Importance: High

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

To the Mayor and City Councilmembers,

Please accept this email as strong support of the Draft State Street Master Plan. In addition, I stress the importance and urgency of making State Street automobile-free 24 hours a day, rather than allowing private vehicles back on the street between 10 PM and 10 AM. The plan, as drafted with wider sidewalks, outdoor dining, beautification, dedicated bike lanes, and zoning for over a thousand new homes, is exactly the vision of State Street that has been needed for years. It is a European model of urban planning that has been proven successful time and time again; culturally, and economically.

Recent survey data shows that nearly 80% of locals want State Street to be car-free. A nightly carve-out for automobiles would force “car-friendly” design elements back into the plan, which will result in a compromised overall urban plan for the street; in effect, it will result in a “half-pregnant” urban plan that will, by its own design, fail to achieve a greater good for Santa Barbara. To do this would be a tragic “opportunity missed”: one to fully design and implement a human-centric plan for State Street and Santa Barbara.

Unfortunately, I will not be at City Hall this Tuesday due work-related travels; as such, I hereby formally request that this email be entered into the Meeting Record, for Item 11.

Please build a State Street that Santa Barbara can enjoy / prosper from for generations.

Thank you for your consideration.

Regards, Michael



Michael N. Maltezos
Vice President, Lighting Group
michael.maltezos@wsp.com

T+ 1 813-908-4224
M+ 1 847-507-4531

----- Forwarded message -----

From: **Strong Towns Santa Barbara** <info@strongtownssb.org>

Date: Sat, Apr 25, 2026 at 8:30 AM
Subject: Tuesday: Speak Up for a Car-Free State Street

The Future of State Street is Being Decided!

??
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??
??

[Read online](#)

STRONG TOWNS

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Next Tuesday is the big day. [City Council](#) is finally reviewing the [Draft State Street Master Plan](#), and we need to make sure they hear from the people who will actually use it.

There is a lot to be excited about in this draft. We're talking 30-foot sidewalks, cobble streets, zoning for 1,000+ new homes, dedicated bike paths, and the return of the electric shuttle loop. It's a huge step toward the "people-first" downtown we've been dreaming of.

But it's not 24/7 car-free

The plan is a great start, but it still proposes letting private cars back on State Street from 10 PM to 10 AM. We want to see it stay car-free 24/7 for a few simple reasons:

- **It's safer:** Collisions on State Street have dropped 66% since 2020. Let's keep it that way.
- **It's what we want:** 79% of locals surveyed want to keep State Street car-free.
- **It's cheaper:** Keeping cars out 24/7 means the city needs far fewer expensive automated bollards.
- **It's more beautiful:** cars and their exhaust, noise, and required signage and striping degrade the space

How you can help

1. Send a quick email (Takes 2 minutes) The easiest way to do this is to go to stsb.us/state and click the "Send a Public Comment Email" button!

If you'd rather write your own, send a note referencing **Item 11** to Clerk@SantaBarbaraCA.gov.

Tell Council you support the plan but want State Street to stay **car-free 24/7**. This is the place to share your heart; personal stories about why you walk or bike downtown are what Council members actually remember.

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Tuesday is our moment. See you there.

Strong Towns Santa Barbara

stsb.us

P.S. If you want to read more about our position, check out our coalition letter [here](#)!



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Montecito, CA 93108, United States

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Strong Towns Santa Barbara

stsb.us

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From: [Caitlyn](#)
To: [State Street Master Plan](#)
Subject: State Street Plan
Date: Tuesday, April 28, 2026 9:08:08 AM

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

Hi,

Overall, I like the proposed design for State Street by having more defined pedestrian and biking areas, updating the pavement, adding more landscaping and tree canopies, and the plan to utilize empty spaces and the Paseo Nuevo areas for more multi-use space to allow for more housing downtown. However, I do not think State Street should be open to cars. The retractable bollards are still a good idea for emergency vehicles and deliveries for business (though we could also transition to using more cargo bikes designed specifically for deliveries to help with business deliveries on State Street.) Because State Street is still used as a travel corridor in the evenings to get back home if you've been out at the restaurants and bars at night, it would impact safety by allowing cars back on State Street. Also, if we truly are planning to incorporate more housing in the Paseo Nuevo area, that means there would be even more people moving around at varying hours of the day. And bringing back cars just increases the risk of accidents. People in cars at any time of day can still get around by driving on Chapala and Anacapa.

Thanks for your consideration,
Caitlyn Corrao

From: [Alex Tenno](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Tuesday, April 28, 2026 8:57:23 AM

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

To whom it may concern,

As a member of the Santa Barbara community, I wanted to provide my comments on the proposed State Street 'master plan'. I think the idea is sound - we need to keep State street a walkable, multi-use area and enhancing the street according to the proposed design is exactly what we need to keep the downtown area thriving.

However, what we don't need is cars. Adding an 'off peak overnight' is a middle ground that serves to lessen the impact of what this plan can do. Allowing cars to come onto State after 10 PM will cause accidents. The bars, restaurants, and clubs in this area start becoming popular around this time, and allowing cars to come onto the street exactly when we will have drunk people in the street is foolish. The morning hours pose similar risks: walkers, families, joggers, people walking their pets - all of these types of people use state street, and adding cars is going to hurt them.

Allowing emergency access is a good thing, and I can even see carving out a specific exemption for the Grenada and Arlington theaters, but allowing cars onto State street is something we cannot and should not allow.

Keep state street car-free and let's turn this area into a downtown promenade that we can be proud of.

Alex Tenno

From: [Alex Tenno](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Tuesday, April 28, 2026 8:57:22 AM

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

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Alex Tenno

From: [Susanne Tejada](#)
To: [State Street Master Plan](#)
Subject: We need and want our Main Street back
Date: Tuesday, April 28, 2026 8:56:52 AM

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

Dear Mayor and City Council,

I am a former member of the State Street Advisory Committee. Although I support some of the ideas presented in the Master Plan Update, I urge you to REOPEN and RESTORE State Street now while any changes to State Street as determined in the Master Plan are finalized, designed, engineered, financed, approved, and implemented.

Thank you,
Susanne Kortz Tejada, AIA

From: [Jesus Evans-Gutierrez](#)
To: [City Clerk](#)
Subject: Item 11 Public Comment
Date: Tuesday, April 28, 2026 8:51:14 AM

Some people who received this message don't often get email from jesus.gutierrez101295@gmail.com. [Learn why this is important](#)

To whom it may concern,

I have been living in Santa Barbara since 2013. When the vaccine dropped and Covid studies came out revealing that being outside drastically reduced the chances of contracting it in conjunction with vaccination, I finally felt safe eating at restaurants again, as long as it was outside seating.

The myriad open air seating possibilities up and down State street made me so glad I could enjoy socializing without fear of disease or cramped walkways. Cars are given more rights and space to take up than the people who drive them, but finally there was something like the superblocks in other countries right here where I lived.

Since then I have enjoyed walking up and down State Street as I carry out errands or pick up food for my wife, relishing the safety of a full roadway with no cars, cleaner air, and less noise.

When I served jury duty, I loved smelling the bakery near Figueroa as I walked past it 6 times a week walking to and from my apartment.

I don't think I would have had the chance to notice that if I were squished on the sidewalk with cars lining the street, expelling exhaust, and looking for parking at all hours, as they were wont to do before 2020.

I support the plan. But It should go farther. There should never be cars on State Street anymore. Walking down the street at night for a stroll, being able to take photos, it's so wonderful. I worry too for drunk citizens trying to get home. No cars on the street at night means they have less risk of being harmed.

I was often the designated driver for my friends in college, keeping them off the road was a challenge. It would have been easier if State street was car free at the time.

Thank you for reading,
-Jesús

From: [Taylor Berryman](#)
To: [State Street Master Plan](#)
Subject: Comment Letter – State Street Master Plan
Date: Tuesday, April 28, 2026 8:28:04 AM

You don't often get email from taylor_berryman01@yahoo.com. [Learn why this is important](#)

Dear Tess Harris and the other State Street Master Planning team:

I would like to begin by expressing my appreciation for the extensive work the City has undertaken in preparing the Draft State Street Master Plan. It is clear that a significant amount of effort, coordination, and community engagement has gone into developing this document, and I commend staff and consultants for their dedication.

That said, I would like to offer several comments for consideration.

First, I strongly believe that State Street should remain closed to vehicles. The proposed reintroduction of narrow vehicular lanes will create substantial operational conflicts, particularly related to deliveries, shared-ride services (Uber/Lyft/taxi), and general passenger drop-offs. These activities already pose challenges in constrained urban settings, and reducing available space will only intensify congestion, safety issues, and user frustration. Maintaining a pedestrian-focused corridor remains the most practical and successful approach for downtown Santa Barbara.

Second, I have serious concerns regarding the proposal to locate stormwater retention, treatment, or infiltration facilities directly within State Street. As someone with extensive professional experience in civil engineering and stormwater management, I cannot emphasize strongly enough that placing major stormwater infrastructure in the center of our most active public space is highly inefficient and unnecessarily costly.

If the City intends to allow off-site stormwater capture, retention, and treatment for private development, then it would be far more appropriate to site these facilities in locations that make sense from an engineering, hydraulic, operational, and community-impact standpoint. Factors such as infiltration capacity, existing utilities, construction disturbance, lifecycle maintenance, and overall stormwater volume should guide location decisions. Installing stormwater treatment systems under State Street at scale fails to align with these principles and would result in one of the largest foreseeable misuses of taxpayer dollars for this plan.

I respectfully urge the City to reconsider the proposed stormwater infrastructure approach and pursue alternatives that provide greater benefit, lower cost, and significantly less disruption to the public.

Thank you again for the opportunity to comment, and for the extensive work that has gone into the Draft Plan. I appreciate your consideration.

Taylor Berryman, P.E.
Westside Resident

From: patrick.stateandfig.com
To: [State Street Master Plan](#); [Eric Friedman](#); [Randy Rowse](#); [Meagan Harmon](#); [Oscar Gutierrez](#); [Mike Jordan](#); [Wendy Santamaria](#)
Cc: [Robin Elander](#)
Subject: State Street Draft Opinion
Date: Tuesday, April 28, 2026 7:38:21 AM

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

Good morning Mayor Rowse, City Council members & Master Plan team,
Thank you for your continued work on developing a plan of any sort for our downtown area.

As I know you are all well aware, for the past + years, your downtown business community has struggled with the uncertainty of our downtowns chosen direction. A million dollars & five years later, we are all still struggling to see the reality of any plan. With all the built up hype and anticipation, we received a new perspective from a new consultant (after the previous consultant was fired).

Disappointingly, we received yet another draft full of pretty pictures and a vision that is nowhere near reality.

I am hopeful these errors were just a sign of a consultant who was simply in over their head, and seemingly unfit for the job. The only other option would be that this architect and the Master Plan team intentionally created those errors to deceive the public from the reality of the plan. That in itself, would seem negligent.

The landscape drawing that shows dining 12' and pedestrian space 8', depicts a space for the 8' section to be double the width of the 12' dining section. While the optical illusion would lead the public to believe that pedestrian space would dominate the promenade, the math does not compute. This falsely creates an image to garner support by those seeking a true pedestrian forward solution.

The pretty picture of the Mother/Child riding their bikes in front of the Granada, gleefully portrays the vision Mr. Jordan has continued to pump into the public, but in no way represents the true bicycle user in downtown. Majority of bicycle use is for commuting and e-bike centric. Not sure if this was intentionally done to deceive the public, or Mr. Jordan specifically to gain his vote, but I am hopeful Mr. Jordan is smart enough to see through the tactic being used.

In the background of that same photo, it shows a small footprint being used by a quaint cafe. Ahhhh, so Euro, I can even hear Dave Davis screeching with glee!! Unfortunately, not even close to the reality of either the scale or look of any such outdoor dining on State Street. Every operator will max the full allotted space, if not more, with tables and chairs. Where is the required ABC fencing that will need to be in place? Where are the banged up heaters with warped tops? Where is the stack of chairs chained up when the business is closed? These are the realities of our downtown patios now, just look at the

500 block? It is a downtown that has no oversight with design guidelines or operational leadership to create a cohesive downtown core.

This design, while much better than the current mess, will not address the issue that plagues our downtown the most, inequity.

Our downtown needs to be open to all modes of accessibility.

Our downtown needs discovery, which happens most effectively from a car window (this is why our streets are littered with illegal sidewalk signs. Pedestrians look down, not up/around) but you already know this, and that is why you continue to allow these illegal signs all throughout downtown.

Our downtown needs wayfinding. Signage at every corner, guiding visitors in all directions, for all purposes (retail, dining, historical, POI etc)

Our downtown needs meandering. Right now, we have thrown a huge fishing net over one street, and trapped all of the visitation on one street. This does not encourage exploration (especially with ZERO wayfinding tools in place), this does not encourage meandering. This is purely a single street attraction that has no admission fee (although, the \$2 million paid into the DSBIA by the business owners of downtown foots a big portion of the bill)

For \$2million dollars, our downtown businesses got wallpaper on vacant businesses within the promenade, and a high pressure spray to re-distribute dried urine throughout the area (well, at least that is equally distributed, bravo DSBIA) and the rest of downtown is left to fend for themselves on whatever fish squeezes through the net and actually discovers we have side streets.

Re-Open the street to all modes of transportation (yes, that means cars too)

Retract outdoor dining to a space no wider than the width of their storefront, and two tables deep.

Invest into wayfinding, not crappy tourist maps and websites

Bring back Fiesta Parade

Bring back our community

Restore equity to our business core

Return a full size trolley/shuttle. Even in Modern Times no one wants to be seen on the short bus. A full sized shuttle is communal, appealing, inviting and accommodating

Bring in a downtown leader to take charge of the DSBIA and focus on operations and guest distribution, not managing a perception. Our downtown does not need a gimmick or a marketing campaign, our downtown needs leadership, equity and distribution.

Thank you for your time,

Patrick

From: [chris johnson](#)
To: [City Clerk](#); [City Clerk](#)
Subject: State St.
Date: Tuesday, April 28, 2026 7:30:57 AM

Hello,

No cars, motorcycles, or ebikes on lower State St!

Chris Johnson

From: [Corina Svacina](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State St Plan
Date: Tuesday, April 28, 2026 7:16:19 AM

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

Hi city council,

I am writing to you to urge you to continue to keep state street closed to car traffic. Since we closed state street, there has been a 65% decrease in pedestrian-vehicle collisions. By opening up state street between the hours of 10 PM and 6 AM, we run the risk of future pedestrian-vehicle collisions. I do not want to see anyone hurt or killed on state street ever again - even one person is one too many.

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

Additionally, parking garages are not accessible via state street and the notion that car traffic increases retail sales is an archaic. People don't shop somewhere because they drove by it. They shop somewhere because they saw it go viral on TikTok or one of their friends told them about it.

In addition to the proposal, please consider adding a vacancy tax to storefronts that are empty for more than 2 years. We have buildings on state that have been unoccupied for over 10 years and it's time to incentivize the landlords to actually rent out their properties. This worked well in Santa Cruz, CA and it's something we desperately need here in Santa Barbara.

Lastly I want to say I generally am for the new proposed state street plan and it would be exciting for us to have parades again down state street. But mostly I do not want to see state street opened to cars at any time of the day unless it's for deliveries or for the farmers market.

Thank you for your time and consideration.

Best,
Corina Svacina

From: [Corina Svacina](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State St Plan
Date: Tuesday, April 28, 2026 7:16:18 AM

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

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Best,
Corina Svacina

From: [D Lino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State st
Date: Tuesday, April 28, 2026 6:17:23 AM

We don't need this bullshit save the money and put it towards mtd instead of some bullshit that's useless and will make more traffic that we don't need
Sent from my iPhone

From: [D Lino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State st
Date: Tuesday, April 28, 2026 6:17:13 AM

[Some people who received this message don't often get email from dlinosb805@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

We don't need this bullshit save the money and put it towards mtd instead of some bullshit that's useless and will make more traffic that we don't need

Sent from my iPhone

From: [Mike Suding](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: keep State St. car free
Date: Tuesday, April 28, 2026 5:45:01 AM

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

Hello,

I'm in favor of keeping State St. car free.

I think we should just let the public vote on it. I'm confident that car free will win.

I ride State Street on a regular bike 5 days a week and in addition I give e-bike tours to visitors. They love the fact that there are no cars. Last year I gave tours to 400+ visitors.

I do agree something needs to be done about the reckless bike riders. I think a volunteer enforcement group issue citations 3-4 times per week at random times (so people can't evade those times). The revenue from citations can pay for the administration of the volunteers. I propose a posted speed limit of 12-15 miles per hour. I also think painting the bike lanes clearer will help warn pedestrians to look for bikes. I would even volunteer 4 hours per week on Tues or Wednesday (my days off)

Thanks

Mike Suding, native Santa Barbaran

From: [Mike Suding](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: keep State St. car free
Date: Tuesday, April 28, 2026 5:45:00 AM

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Thanks

Mike Suding, native Santa Barbaran

From: [Terri Brown](#)
To: [State Street Master Plan](#)
Subject: State street plan
Date: Tuesday, April 28, 2026 4:25:29 AM

[You don't often get email from tbrown6344@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

They need open State Street back to Cars and not make side walks wider. They need to get the owners of buildings to get business . I have been downtown and been almost run over by e-bikers, so now I shop out of town.
Sent from my iPhone

From: [Jacqueline Inda](#)
To: [State Street Master Plan](#)
Subject: 400th block of State St
Date: Tuesday, April 28, 2026 12:41:00 AM

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

This block is the entry point of the business corridor and ought to be built up with the same equitable value as the other blocks of State st.

For decades, this block has been ignored because economic drivers of downtown have driven best highlights away from the natural entry point.

It is time we recognize the value of this entry point and give the businesses in this block the same respect others thrive from.

Respectfully,

Jacqueline Inda
Co-Founder of the Hispanic Chamber of Commerce
President of the Hispanic Chamber Foundation
and Founder of Resilience Institute


OFFICE: 805 699-5208

Address: 724 N. Milpas St.

Santa Barbara CA 93103

[Uplifting our community in unity and access to power.](#)

From: [Nadine Pearson](#)
To: [State Street Master Plan](#)
Subject: State Street Master Plan and Pianos on State
Date: Wednesday, April 29, 2026 8:31:56 AM

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

Hi,

Santa Barbara resident Nadine Pearson here, hi! I'm a big fan of the proposed state street changes. Do you have any information on how that might change the annual Pianos on State events? I've been involved with those for the past few years and would love to see it continue, if not expand.

Thanks,
Nadine Pearson

From: [Roger Powell](#)
To: [Santa Barbara City Council](#)
Subject: State street painting
Date: Wednesday, April 29, 2026 9:16:49 AM

Please remove it ! It has no life no heart! It's not true art ! It's totally artificial!
Sent from my iPhone