

From: [Julian Davis](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep State Street Car free!!!!
Date: Monday, April 27, 2026 11:34:38 PM

You don't often get email from jrdavis805@gmail.com. [Learn why this is important](#)

Dear SB City council and State Street master plan team,

As a local kid who has grown up here since the early 80s, stayed through undergrad & grad school @ UCSB then returned to town as a professional with now young kids of my own, I implore you to KEEP STATE STREET CAR FREE!!

I commute to work via bike daily from the mesa to my office by Anacapa & Victoria, using state for key car-free segments, and on the weekends I put the kids on the cargo bike to cruise state from the beach to grab lunch, an ice cream etc. Resuming car traffic will NOT increase business to state street businesses, + it is not needed as a thoroughfare for actual traffic, as there are good one-way up & down roads on both sides of state.

State street needs MORE commitment to the car-free plan. Agree that widening sidewalks for pedestrians and restaurants + establishing more dedicated central bike lanes would be ideal.

Thank you,

Julian Davis, MD

From: [Julian Davis](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep State Street Car free!!!!
Date: Monday, April 27, 2026 11:34:37 PM

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Thank you,

Julian Davis, MD

From: [kenterease.yamamotochin](#)
To: [State Street Master Plan](#)
Subject: parades & bicycles
Date: Monday, April 27, 2026 11:24:47 PM

i applaud the priority of bicycles on state st.
but you need to put lots of signage (painted on the street?) to make bicycles SLOW DOWN. it is not a bicycle FREEEWAY.

i would also like to see parades back on state st. santa barbara st. is just kind of a half-assed disappointment....

-- ky



Virus-free. www.avg.com

From: [Brendan Barnwell](#)
To: [City Clerk](#)
Subject: Public comment re State Street plans
Date: Monday, April 27, 2026 11:18:53 PM

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

These comments are in regard to the plans under consideration for State Street.

State Street should remain permanently car-free and the city council should vote at the earliest opportunity to enshrine that decision in law. The city has wasted too much staff time and too much money on consultants due to the council's failure to give firm direction to staff.

Multiple surveys have shown that most people support keeping State Street closed to cars. Despite this, the council continues to review multi-part proposals that include some options allowing cars. The solution is simple: the council should issue a direct order to the city administrator that no further staff time and no further city funds should be used to in any way contemplate or consider ANY proposals that allow private passenger vehicles on State Street. Any consultants hired by the city should be informed at the outset of their involvement that this prohibition on cars is a prerequisite for all plans, and those consultants should likewise be directed to work within the context of such a prohibition.

Importantly this does not require the council to make any decision on the overall plans. In fact, that is part of the point. Future decisions will be easier if the council takes concrete action now to constrain all future plans. This will reduce the space of alternatives to be considered and allow the city to move forward with the question of what we DO want, rather than wasting any more time thinking about proposals that we already know we DON'T want.

--

Brendan Barnwell

"Do not follow where the path may lead. Go, instead, where there is no path, and leave a trail."

--author unknown

From: [Shalon Edwards](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Car free state street
Date: Monday, April 27, 2026 11:10:41 PM

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

Keep state street car free and pedestrian safe from e-bikes
Sent from my iPhone

From: [Shalon Edwards](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Car free state street
Date: Monday, April 27, 2026 11:10:40 PM

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

Keep state street car free and pedestrian safe from e-bikes
Sent from my iPhone

From: [Elizabeth](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Car free
Date: Monday, April 27, 2026 11:09:37 PM

Check out Pearl St. in Boulder. Keep State car free. It's the only thing it had going for it...

From: [Elizabeth](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Car free
Date: Monday, April 27, 2026 11:09:36 PM

[You don't often get email from elizabethwagner22@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Check out Pearl St. in Boulder. Keep State car free. It's the only thing it had going for it...

From: [Alex Cole](#)
To: [City Clerk](#)
Subject: Regarding Item 11 for meeting 4-28-2026
Date: Monday, April 27, 2026 11:07:50 PM

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

Dear Councilmembers,

Please do NOT reopen lower State Street to car traffic as proposed in Item 11 of the Master Plan. I have thought for decades that State Street should be off-limits to cars, and I believe that the policy restricting them was one of very few benefits of the Covid pandemic.

It also makes no sense to allow traffic only at night, when accidents are more likely to happen.

I hope to hear you have listened to the majority of local residents and allowed lower State Street to remain car-free.

Thank you very much.

Alex Cole

From: [Nate Emery](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Comments on the State Street plan
Date: Monday, April 27, 2026 11:04:38 PM

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

Dear representatives and planners,

As a local resident, I would like to express my partner's and my preference to keep State Street car- free and allow for residential housing above commercial buildings.

I understand the need for commercial vehicles to support the businesses on State Street but the hours should definitely be more constrained than 10pm-10am. Midnight to 8am is more reasonable and safer for pedestrians, especially at night.

As per housing, increasing density along State Street is a win- win for everyone. More consistent patrons for restaurants and shops, more resident taxable income, more efficient use of space and utilities, and desirable living for residents.

Sincerely,
Nate and Aubrie Emery

Nate Emery, PhD (he/him)
nemery@ucsb.edu
Associate Director of STEM Education
[Center for Innovative Teaching, Research, and Learning](#)

UC SANTA BARBARA

<http://www.nathanemery.com>

*If you receive this email at an unreasonable hour, weekend, or holiday,
kindly note that I do not expect you to respond outside of your normal working hours!*

I acknowledge that this University system was founded upon exclusions and erasures of many Indigenous peoples, including those on whose lands this institution is located, the villages and unceded lands of the Chumash people.

From: [Nate Emery](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Comments on the State Street plan
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From: [Anne Cole](#)
To: [City Clerk](#)
Subject: ITEM 11 of Master Plan
Date: Monday, April 27, 2026 10:57:05 PM

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

Dear Councilmembers:

Although there are many appealing elements in the proposed new Master Plan, allowing cars back on lower State Street is not one of them. It has been so much more enjoyable as a pedestrian-only zone, similar to areas in many parts of Europe. It especially makes no sense to allow vehicular traffic there at night, when pedestrian injuries from collisions are much more likely due to reduced visibility. Please revise this plan to keep the current ban in effect!

As a long-time Santa Barbara resident, I thank you for your consideration of this issue.

Anne Carey Cole

From: [Colleen Taylor](#)
To: [State Street Master Plan](#)
Subject: Re-Open State Street. The "Promenade" is a failure.
Date: Monday, April 27, 2026 10:52:45 PM

You don't often get email from cs590taylor@gmail.com. [Learn why this is important](#)

Overwhelming safety and social issues, filth and neglect, the putrid, strong smell of urine throughout, vacant/empty and boarded up storefronts, etc., are just a few of the numerous hazards along the so-called "Promenade" inflicted on the well-being and tax-paying citizens of the City of Santa Barbara.

The state of decay to what was once a beautiful and world-renowned Downtown corridor is overwhelmingly obvious. The "Promenade" is a dump.

Is the rapid deterioration of Downtown State Street intentional City Council?

Tourists and tax-paying SB citizens, young and old, are overwhelmingly repulsed, ashamed, and disheartened by the blight DTSB continues to evolve into.

Shame on all of you for allowing and encouraging this to happen.

From: [Kal Kadlec](#)
To: [State Street Master Plan](#)
Subject: State Street Master Plan - Public Comment
Date: Monday, April 27, 2026 10:30:33 PM

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

Dear Mayor, City Council and State Street Master Plan team,

I am writing as a Santa Barbara resident to express my support for the State Street Master Plan. I appreciate the focus on a human-scale promenade focused on accessibility and experience for pedestrians, including transit users and cyclists. My favorite example is the narrow paved section between cobbles, which is a brilliant solution to manage bicycle speeds. I also appreciate how the plan focuses on integrating housing and transit into the downtown area.

However, I would strongly discourage allowing public automobiles on State Street. Access should be restricted to delivery, emergency, and transit vehicles. Permitting public vehicles between 10 pm and 10 am introduces unnecessary risks involving rideshare traffic and impaired drivers, which compromises safety. Furthermore, allowing cars would necessitate intrusive infrastructure, such as additional parking/traffic signage, lane/curb markings, and flashing crosswalks, which detract from the promenade's character.

To enhance safety, I would like to see the flat promenade design that clearly signals a pedestrian zone. I also suggest narrowing intersections to decrease crossing distances, implementing curb extensions and other traffic calming measures.

Finally, I urge the city to remain committed to the goals of Vision Zero and the Safe Streets for All Action Plan.

State Street should serve as the standard for the entire city; a place for everyone.

Thank you for your time and consideration.

Regards,
Kal Kadlec

From: [Elizabeth Floyd](#)
To: [City Clerk](#)
Subject: Written Public Comment on Draft State Street Master Plan
Date: Monday, April 27, 2026 10:27:17 PM

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

Dear Mayor Rowse and Santa Barbara City Council,

I write to you as a downtown Santa Barbara resident, who has lived downtown (either on De La Vina or Bath streets) for the entirety of my 12 years in Santa Barbara. I first want to thank you for moving forward on a plan to re-envision State Street for the near and long-term future as it has sat in limbo for too long.

As someone who chooses to live downtown, I often feel us local neighborhood residents are not heard in the cacophony of others who do not live or visit downtown. What concerns me about this new plan is that it is open to vehicles for any stretch or period of time. What makes downtown charming for locals is the fundamental walkability, aesthetic character, and overall safety of our streets. Reopening State street to anything but emergency vehicles will harm all of those things.

While there has been a pervasive narrative that State street is nothing but a haven to criminal youths or roving homeless and that the loss of vehicle traffic is what caused the destruction of local businesses, that story is tired and untrue. I visit downtown multiple times a week as a pedestrian and it feels more vibrant and safe than ever. What is needed is a cohesive promenade that allows for pedestrians, whether local or tourists, to more easily walk from business to business and anchor the design. Allowing cars will destroy the sense of community downtown and ruin the aesthetics.

Additionally, eliminating the bike paths in this new Master plan will further emphasize pedestrian culture, as the bikes create a dividing line and hazard, especially ebikes, and are not needed when there are ample bike lanes on the surrounding streets.

If Santa Barbara truly considers itself the American Riviera, it should embrace the design and walking culture that makes its European counterparts tourist magnets and desirable places to live and work for all citizens.

Sincerely,

Elizabeth Floyd
floyd.elizabeth.m@gmail.com

From: [Kal Kadlec](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); statestreetmasterplan@santabararaca.gov
Subject: State Street Master Plan - Public Comment
Date: Monday, April 27, 2026 10:25:55 PM

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

Dear Mayor, City Council and State Street Master Plan team,

I am writing as a Santa Barbara resident to express my support for the State Street Master Plan. I appreciate the focus on a human-scale promenade focused on accessibility and experience for pedestrians, including transit users and cyclists. My favorite example is the narrow paved section between cobbles, which is a brilliant solution to manage bicycle speeds. I also appreciate how the plan focuses on integrating housing and transit into the downtown area.

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Finally, I urge the city to remain committed to the goals of Vision Zero and the Safe Streets for All Action Plan.

State Street should serve as the standard for the entire city; a place for everyone.

Thank you for your time and consideration.

Regards,
Kal Kadlec

From: [Jaclyn Strong](#)
To: [City Clerk](#)
Subject: Keep State Car-free
Date: Monday, April 27, 2026 10:05:51 PM

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

Dear Councilmembers,

I'm writing in strong support of keeping State Street car-free.

State Street has evolved into something truly special—an open, welcoming space where people can walk, gather, and move freely without the stress and danger of vehicle traffic. Prioritizing foot and bike access doesn't just improve the experience of the street; it makes it safer for everyone.

Equally important, increased foot traffic directly benefits our local businesses. When people feel safe and relaxed, they linger longer, explore more shops, and engage more meaningfully with the community. A car-free State Street encourages exactly the kind of vibrant, economically active atmosphere that helps small businesses thrive.

Reintroducing cars would fundamentally change the character of this space—

I urge you to preserve and strengthen this vision by keeping State Street closed to cars in its entirety, ensuring it remains a safe, dynamic, pedestrian sanctuary.

Thank you for your leadership and consideration.

Sincerely,

Jaclyn Strong



[LinkedIn](#)

From: [daniel heald](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Stae street
Date: Monday, April 27, 2026 9:59:38 PM

[Some people who received this message don't often get email from danielheald72@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi

I really do not believe returning state street to the automobile will revive the street. The real reason in my opinion for the decline is on line shopping. People see a product in the bricks and mortar store then get best price on line, to buy the product.

State Street could be much better. Have some attractions for pedestrians so it becomes a destination to do some thing. Public art, kids play area, larger patios to make it feel pedestrian focussed. Presently it is converted car street, not a pedestrian centered street. Perhaps electric bikes should be banned too, so the street is genuinely a pedestrian friendly one. Perhaps more people should live downtown. Perhaps the city should be more generous in re-zoning to allow more residential conversions of the buildings in downtown. People living there will help make it a better place.

There is enough parking around state street. For me parking is a none issue.

The "return to cars brigade" are neathandral in their operating system and fundamentally wrong. Please do not give in to them.

Please continue with pedestrianising state street, simply make it a better one too.

Yours

Daniel Heald

From: [daniel heald](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Stae street
Date: Monday, April 27, 2026 9:59:34 PM

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Daniel Heald

From: [Antoine Descos](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: Public comment on the draft on the state st master plan
Date: Monday, April 27, 2026 9:58:41 PM

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

Hello,

I'm writing to you to tell you how impress I am by the amount of documentation you have made for the State St master plan. Congratulations and thank you for the job!

I also want to share my opinion as a 7 year resident of Santa Barbara.

I truly believe State St should stay car free for all the time of the day. This is safer, simpler and not confusing for people.

The bollards seem to be a good solution to allow for deliveries and emergency service, but should not be open for everyone during any time off the day. I'm not even sure why it's needed for emergency as the current system is good for that. And I think that deliveries for almost every storefront on state street can be made from the back.

Opening the street at night seems to only be a compromise to calm down some voices and will just increase the risk of collisions because most people drive under the influence at that time of the night.

Another comment would be to have the level of state st higher than the crossing street so that cars that cross State St goes over a little bump before crossing where pedestrians and bikes are. I don't think I've seen that design in the master plan and this is a very comment thing to have in pedestrians streets in Europe.

Best regards,
Antoine Descos

From: [Antoine Descos](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: Public comment on the draft on the state st master plan
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Best regards,
Antoine Descos

From: [Mary Frink](#)
To: [State Street Master Plan](#)
Cc: [Santa Barbara City Council](#); [Mom](#)
Subject: Keep State St. car free
Date: Monday, April 27, 2026 9:56:01 PM

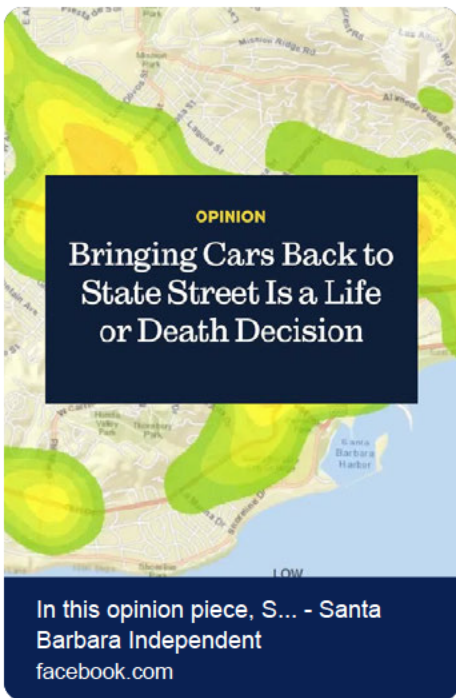
You don't often get email from marykake@yahoo.com. [Learn why this is important](#)

I agree with Sullivan Israel (see below link). For safety reasons, keep cars off State St.

Thank you,

Mary

Mary Frink



“Run to the rescue with love and peace will follow.”

River Phoenix

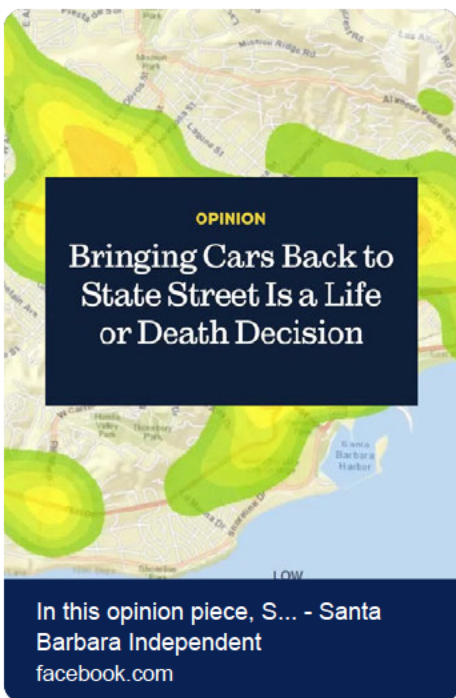
From: [Mary Frink](#)
To: [State Street Master Plan](#)
Cc: [Santa Barbara City Council](#); [Mom](#)
Subject: Keep State St. car free
Date: Monday, April 27, 2026 9:55:52 PM

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Thank you,

Mary

Mary Frink



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River Phoenix

From: [Sarita Bhatt](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state street car/motorcycle free
Date: Monday, April 27, 2026 9:51:50 PM

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

I am a resident and homeowner in Santa Barbara.

Keep the cars off the now beautiful State Street.

Sarita Bhatt

www.saritabhatt.com
@saritabhatt

"There is no progress without struggle" --M.K. Gandhi

From: [Sarita Bhatt](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state street car/motorcycle free
Date: Monday, April 27, 2026 9:51:22 PM

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

I am a resident and homeowner in Santa Barbara.

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Sarita Bhatt

www.saritabhatter.com
@saritabhatter

"There is no progress without struggle" --M.K. Gandhi

From: [Molly Troup](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street Master Plan - Oppose cars on state street
Date: Monday, April 27, 2026 9:49:08 PM

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

Dear Santa Barbara City Council,

The draft master plan is a good start. However, it is unclear what the rationale or benefit of allowing cars from 10 pm to 10 am accomplishes. There is no parking on State Street. Most businesses are closed between 10 pm - 10 am. There is just simply no clear reason that this proposal makes any sense.

State Street has been a vibrant place, much more similar to European cities, since the closure to cars six years ago. I love walking down State Street and seeing all the different people out and about, using the street. I do think that ebikes need to be reigned in. Speed limits should be implemented and enforced. However, allowing cars back on State Street is a move backwards and would make State Street confusing and would also be very expensive. This is an aspect of the plan that should not be considered at all.

Thank you,
Molly Troup



From: [Molly Troup](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street Master Plan - Oppose cars on state street
Date: Monday, April 27, 2026 9:49:07 PM

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Thank you,
Molly Troup



From: [Gillian Heald](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Pedestrian & Bike Friendly
Date: Monday, April 27, 2026 9:39:35 PM

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

To Whom It May Concern,

My name is Gillian Heald and I live on [REDACTED]. I ride my bike from home into downtown and I use the bike path corridors on Haley, Sola, Cota, Cannon Perdido, and State Street. Once I reach State Street, I feel so much more safe because there are no cars, trucks, buses, etc.

Once I lock up my bike, I love walking along State Street without cars. We can all breathe more easily with the lack of emissions, the lack of honking horns and lack of noise from motorcycles and other motor vehicles.

If I want or need to drive my motor vehicle into downtown, I can easily do so, crossing over State Street and driving on Santa Barbara Street or Chapala. It could not be easier.

Please keep State Street free from motor vehicles like motorcycles, cars, trucks and buses.

Sincerely,

Gillian Heald
[REDACTED]

From: [Gillian Heald](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Pedestrian & Bike Friendly
Date: Monday, April 27, 2026 9:39:34 PM

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Sincerely,

Gillian Heald
[REDACTED]

From: [Kevin Miller](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street ideas
Date: Monday, April 27, 2026 9:30:29 PM

You don't often get email from kevinmiller80@gmail.com. [Learn why this is important](#)

As a native of Santa Barbara, I have seen many changes on state street. But I think the most dramatic was a result of COVID, when the streets were open to pedestrian traffic. What a beautiful change, akin to so many urban centers throughout the world, where biking and walking are prioritized to the automobile.

I urge the city council to keep it blocked from cars in a tasteful and permanent fashion.

Thank you for all you do,

Dr Kevin Miller

From: [Kevin Miller](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street ideas
Date: Monday, April 27, 2026 9:30:29 PM

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I urge the city council to keep it blocked from cars in a tasteful and permanent fashion.

Thank you for all you do,

Dr Kevin Miller

From: [Cotter Stern](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street
Date: Monday, April 27, 2026 9:22:11 PM

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

Hello and to whom it may concern

- State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length.
- Increased bike + foot traffic is better for the environment and Santa Barbara community.
- Keeping the street car free is far safer and makes the space more attractive and quiet. Pedestrians travel with ease and traffic in town is not a problem with no easement on state street.
- The shuttle should remain to 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.

It would be a step backwards and a big mistake to allow cars again to travel.

Our climate allows for outdoor businesses to thrive and brings more people into establishments.

Santa Barbara is better with pedestrians only on state street.

Thank you for listening

Joseph cotter stern / Santa Barbara resident and home owner

From: [Cotter Stern](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street
Date: Monday, April 27, 2026 9:22:09 PM

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Joseph cotter stern / Santa Barbara resident and home owner

From: [Ariane Schmidt-Clausius](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11
Date: Monday, April 27, 2026 9:21:52 PM

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

Hello,

Growing up in SB, I've seen downtown state street go through many iterations, however I cannot emphasize enough the difference in vibrancy I've noticed in this public space since it's been car free. The patio dining, strolling and accessibility, and European flair it's added are phenomenal. I personally find myself downtown more often than ever before in my adult life and usually find myself strolling an extra couple blocks just to enjoy the scene— something that never happened when state street was a car thoroughfare. And I'm not the only one! I have been legitimately shocked at the amount of people out and about, young and old, enjoying events and nightlife each time I've been in the area! This is the most consistently crowded (yes, crowded!) I've ever seen state street! When was the last time you said that?! I remember it being mostly desolate for a good decade! Please keep state street car free, it's the best thing to have happened in SB in a long time!

Sincerely,
Ari Schmidt

From: [Ariane Schmidt-Clausius](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11
Date: Monday, April 27, 2026 9:21:52 PM

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Sincerely,
Ari Schmidt

From: [Nikole Gabrielli Paulos](#)
To: [State Street Master Plan](#)
Subject: Item 11
Date: Monday, April 27, 2026 9:17:56 PM

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

Dear City of Santa Barbara,

I'm writing to express my strong support for keeping State Street closed to cars.

The car-free stretch has transformed what was beginning to feel like a generic, cookie-cutter downtown into a true community space and destination. It's created room for people—to walk, gather, connect, and experience the city in a more meaningful way. There's an energy now that simply didn't exist before.

While there's still work to do—especially in bringing in more locally owned businesses and continuing to shape a vibrant, authentic downtown—the closure has made it feel like real change is possible. It's a foundation we can build on.

Just as importantly, this decision impacts the kind of community we're creating for our children and grandchildren. A pedestrian-friendly State Street offers a safer, more welcoming, and more inspiring environment—one that prioritizes people over traffic and fosters connection, creativity, and local culture.

Please continue to invest in this vision. Keep State Street closed to cars and keep pushing forward to preserve what makes Santa Barbara unique.

Thank you for your consideration.

Sincerely,

Nikole Gabrielli Paulos, LM, CPM
Santa Barbara Midwifery
Santa Barbara Birth Center
Phone: [\(805\)450-3910](tel:(805)450-3910)
Fax: [\(805\)272-9184](tel:(805)272-9184)

https://www.youtube.com/watch?v=6h9hM_Jp0JM

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From: [Nikole Gabrielli Paulos](#)
To: [City Clerk](#)
Subject: Item 11
Date: Monday, April 27, 2026 9:17:23 PM

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

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From: [Isabel Vasquez](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State St.
Date: Monday, April 27, 2026 9:16:22 PM

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

Sent (maybe used chat got to help edit my thoughts)

Dear City of Santa Barbara,

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Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
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Thank you for your consideration.

Sincerely,

From: [Jillian Allstadt](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Please keep cars off state street
Date: Monday, April 27, 2026 9:04:09 PM

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

Sent (maybe used chat got to help edit my thoughts)

Dear City of Santa Barbara,

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Thank you for your consideration.

**Sincerely,
Jill**

Sent from my iPhone

From: [Jillian Allstadt](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Please keep cars off state street
Date: Monday, April 27, 2026 9:04:06 PM

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

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**Sincerely,
Jill**

Sent from my iPhone

From: [Sadie Cwikiel](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Comment on State Street Master Plan
Date: Monday, April 27, 2026 8:58:49 PM

You don't often get email from sadiecwikiel@ucsb.edu. [Learn why this is important](#)

Dear State Street Master Planners,

Thank you for the time and consideration you have taken on the State Street Master Plan. I am glad that the thriving heart of downtown will continue to be improved.

However, I urge you all to consider keeping the car free sections of State Street car free at all times. Increased bike and foot traffic is not only great for local businesses, it is also an essential component of keeping our community safe. I fear that opening State Street to cars after 10 pm could be particularly dangerous as there are always many people wandering and biking through the pedestrian area at all times of the night, particularly on weekends.

This issue is deeply personal for me. My partner was hit by a car while biking downtown last fall, and suffered severe injuries and a concussion. If he had not been wearing a helmet, he would likely not be here with us today. Providing safe, protected areas for bikers and pedestrians to navigate downtown day and night is something we need to take very seriously as a community. Having free electric shuttles to make sure State Street is accessible to everyone is a safer, smarter solution than opening the street to cars.

Thank you for taking public comments into consideration!

Best,
Sadie

--

Sadie Cwikiel (she/her)
PhD Candidate | Bren School of Environmental Science and Management
University of California, Santa Barbara
[Past and Future Climates Group](#)
sadiecwikiel@bren.ucsb.edu |  | [LinkedIn](#) | sadiecwikiel.com

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

From: [Sadie Cwikiel](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Comment on State Street Master Plan
Date: Monday, April 27, 2026 8:57:22 PM

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

From: [Cory Salatino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: DO NOT REOPEN STATE STREET FOR CARS
Date: Monday, April 27, 2026 8:56:20 PM

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

Dear Councilmembers,

I'm a local business owner, and I want to be very clear: reopening State Street to cars would be a mistake.

What we have right now is one of the few places in the region that actually prioritizes people over traffic—and it's working. The pedestrian environment has made State Street safer, more inviting, and more economically active in ways that simply weren't happening when it functioned as a pass-through for vehicles.

There's a lot of narrative about struggling businesses, but the reality is more nuanced. Retail patterns are changing everywhere, regardless of cars. What *does* consistently perform is walkability. Studies across the country show that pedestrianized streets increase foot traffic, dwell time, and overall spending per visit. People stay longer, they visit more businesses, and they come back more often.

From a small business perspective, that matters more than whether someone can drive directly past my storefront.

Bringing cars back doesn't solve the underlying challenges—it just reintroduces noise, safety risks, and a worse overall experience. It would undo the one thing that currently makes State Street distinct and competitive.

Instead of going backward, the focus should be on improving what's already working: better programming, clearer organization of outdoor spaces, stronger maintenance, and long-term infrastructure that supports a truly high-quality pedestrian corridor.

State Street should not be treated as an experiment anymore. It's a proven direction. Reopening it to cars would be a step in the wrong direction.

Please keep State Street pedestrian-only.

Cory Salatino



corysalatino@gmail.com

corysalatino.com

From: [Cory Salatino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: DO NOT REOPEN STATE STREET FOR CARS
Date: Monday, April 27, 2026 8:56:16 PM

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Cory Salatino



corysalatino@gmail.com

corysalatino.com

From: [Cory Salatino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: DO NOT REOPEN STATE STREET TO CARS
Date: Monday, April 27, 2026 8:55:19 PM

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

Dear Councilmembers,

I'm a local business owner, and I want to be very clear: reopening State Street to cars would be a mistake.

What we have right now is one of the few places in the region that actually prioritizes people over traffic—and it's working. The pedestrian environment has made State Street safer, more inviting, and more economically active in ways that simply weren't happening when it functioned as a pass-through for vehicles.

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Please keep State Street pedestrian-only.

From: [Cory Salatino](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: DO NOT REOPEN STATE STREET TO CARS
Date: Monday, April 27, 2026 8:55:18 PM

You don't often get email from cory@canyoncollective.studio. [Learn why this is important](#)

Dear Councilmembers,

I'm a local business owner, and I want to be very clear: reopening State Street to cars would be a mistake.

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Please keep State Street pedestrian-only.

From: [Henry Eckold](#)
To: [State Street Master Plan](#)
Subject: Written Comment on Draft State Street Master Plan
Date: Monday, April 27, 2026 8:52:59 PM

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

I'm a resident living near downtown [REDACTED].

I want to share my support for continuing to have state street closed to cars. It's a safer and more active environment without cars. The draft proposes cars to be allowed on state street between 10PM and 10 AM. This is a step backward, and at some very dangerous times. Late at night people will be drunkenly walking home, expecting streets to be closed to cars. And in the morning, around dawn, may be a time that not as many people are on state street, but it's one of the more common times for car accidents. Keep it closed to cars constantly.

Additionally I'd love to see more vegetation and shade, and less pavement. I recognize that additional trees and shade are part of the plan—I just would recommend the space devoted to vegetation and trees be amplified more. Permeable pavers are proposed as the primary ground cover throughout, and that's a positive step, but having more green space is also possible, provides flood resilience benefits, and is something I'd prioritize over pavers where space allows (there's more than enough space for movement in my opinion).

Otherwise, I support the draft plan generally.

Thank you,
Henry Eckold

From: [Jillian Gould](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on state street
Date: Monday, April 27, 2026 8:46:33 PM

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

Dear City of Santa Barbara,

I'm writing to express my strong support for keeping State Street closed to cars.

The car-free stretch has transformed what was beginning to feel like a generic, cookie-cutter downtown into a true community space and destination. It's created room for people—to walk, gather, connect, and experience the city in a more meaningful way. There's an energy now that simply didn't exist before.

While there's still work to do—especially in bringing in more locally owned businesses and continuing to shape a vibrant, authentic downtown—the closure has made it feel like real change is possible. It's a foundation we can build on.

Just as importantly, this decision impacts the kind of community we're creating for our children and grandchildren. A pedestrian-friendly State Street offers a safer, more welcoming, and more inspiring environment—one that prioritizes people over traffic and fosters connection, creativity, and local culture.

Please continue to invest in this vision. Keep State Street closed to cars and keep pushing forward to preserve what makes Santa Barbara unique.

Thank you for your consideration.

Sincerely,
Jill

From: [Jillian Gould](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on state street
Date: Monday, April 27, 2026 8:46:31 PM

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Thank you for your consideration.

Sincerely,
Jill

From: [Ingrid Schaefer](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: In favor of Car free State
Date: Monday, April 27, 2026 8:43:41 PM

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

SB City Council:

I'm writing to express my support for the continuation of a car free section of State Street.

A pedestrian street offers a more inviting area for local businesses and visitors.

Thank you for not opening the street to through traffic.

Ingrid Schaefer

Sent from my iPhone

From: [Ingrid Schaefer](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: In favor of Car free State
Date: Monday, April 27, 2026 8:43:40 PM

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Sent from my iPhone

From: [Cecilia Villaseñor Johnson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State st car free
Date: Monday, April 27, 2026 8:41:18 PM

You don't often get email from pendragonfor5@gmail.com. [Learn why this is important](#)

Dear City of Santa Barbara Council members ,

I am writing to share my suggestions for improving our downtown area. I believe State Street should be kept as pedestrian-friendly zone free of gasoline engines. Prioritizing people over automobiles will help create a more vibrant and eclectic atmosphere for the community.

Additionally, to address the issue of empty buildings downtown, I suggest that the city implement a vacancy fee. If a property remains empty for more than [Number] months, the owner should be charged additional fees. This would discourage price gouging and incentivize land owners to fill these spaces, revitalizing our local economy.

Thank you for your time and for considering these proposals.

Best regards,

Ceci Villasenor Johnson

From: [Cecilia Villaseñor Johnson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State st car free
Date: Monday, April 27, 2026 8:41:17 PM

Some people who received this message don't often get email from pendragonfor5@gmail.com. [Learn why this is important](#)

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Additionally, to address the issue of empty buildings downtown, I suggest that the city implement a vacancy fee. If a property remains empty for more than [Number] months, the owner should be charged additional fees. This would discourage price gouging and incentivize land owners to fill these spaces, revitalizing our local economy.

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Best regards,

Ceci Villasenor Johnson

From: [Marion Germond](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Car Free
Date: Monday, April 27, 2026 8:39:20 PM

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

Please keep state street car free and a space for bikes and pedestrians! It is the way of the future!

From: [Marion Germond](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State Street Car Free
Date: Monday, April 27, 2026 8:39:19 PM

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

Please keep state street car free and a space for bikes and pedestrians! It is the way of the future!

From: [Colin Grant](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep state St open to PEOPLE! No Cars!
Date: Monday, April 27, 2026 8:31:45 PM

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

State ST is vastly better being open to people!!

Cars rumbling loudly down state st is deafening and horrible. I stopped going as a youth in the 1990's because cars were horrific to the atmosphere in the narrow corridor of state st.

We need to emulate car-free bike centric areas of Europe so SB can truly be "The American Riviera!"

Best,

Colin Grant



cogrant@gmail.com

From: [Colin Grant](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep state St open to PEOPLE! No Cars!
Date: Monday, April 27, 2026 8:31:42 PM

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

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We need to emulate car-free bike centric areas of Europe so SB can truly be "The American Riviera!"

Best,

Colin Grant



cogrant@gmail.com

From: [Ryan Reschak](#)
To: [City Clerk](#)
Subject: Item 11 Comment
Date: Monday, April 27, 2026 8:08:24 PM

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

Hello,

I am writing this email to comment on Item 11 that will be discussed April 28th.

When I first moved and visited Santa Barbara 3 years ago the first thing I noticed and appreciated about it was how free from cars State street was. Bikers able to freely go around and people allowed to do street performances like Tango and Swing. Going to other city's gives this sense of clutter when cars on the town's "Main Street" honestly takes away the value of it. Please keep it!

Warm regards,
Ryan Reschak

From: [Lydia Deems](#)
To: [City Clerk](#)
Subject: Item 11. State Street
Date: Monday, April 27, 2026 7:42:29 PM

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

Hello

I am writing to show my support for keeping State Street Car Free 24 hours a day. I think that is safer and more sensible. The compromise of opening State from 10 pm to 20 am is my second choice. Installing and moving bollards sounds expensive and the city is hurting for money.

Maybe you can tell me why so many landlords are allowed to keep their properties vacant for years? Is there some way to encourage them to rent for a lower price so local businesses could move in? Fine them for leaving it vacant for over a year?

Thanks.

Lydia Deems

City of SB long time resident

Sent from my iPhone

From: [Gary Petersen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street
Date: Monday, April 27, 2026 7:36:45 PM

Some people who received this message don't often get email from gpetersen3@me.com. [Learn why this is important](#)

Mayor and City Council:

We hereby register our opinion for the upcoming decisions to be made about the State Street Promenade. The bikes, including and especially the e-bikes, should use the already provided/designated bike lanes on other streets surrounding downtown. The Promenade by definition is for pedestrians!

We have rarely seen any rider get off their bike to buy anything, but we have seen e-bike riders get off and use electrical outlets to charge up their bikes while making no purchase and speed off again.

Please, make it safe for pedestrians to use the State Street Promenade as intended, we want our street back so we can enjoy the restaurants and merchants, to eat a nice meal al fresco and purchase items to participate again and help the city's commerce.

Thank you,
Sherry and Gary Petersen

--

Gary Petersen
Environmental Problem Solving Enterprises
310 720-2020
gpetersen3@me.com
environmentalproblemsolving.com

From: [Gary Petersen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State Street
Date: Monday, April 27, 2026 7:36:43 PM

You don't often get email from gpetersen3@me.com. [Learn why this is important](#)

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Sherry and Gary Petersen

--

Gary Petersen
Environmental Problem Solving Enterprises
310 720-2020
gpetersen3@me.com
environmentalproblemsolving.com

From: [Ofer Amir](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street plan.
Date: Monday, April 27, 2026 7:36:29 PM

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

Hello,

I would like to voice my support to keeping state street car free. State street is much safer without car traffic. It's a joy to walk up and down the street without the traffic, the noise, and the air pollution. I like the free shuttle that takes folks up and down the street. We have access to State street from the other streets in the neighborhood.

Thanks,

Ofer

From: [Ofer Amir](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: State street plan.
Date: Monday, April 27, 2026 7:36:24 PM

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

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Thanks,

Ofer

From: [Kelly R. McAdoo](#)
To: [City Clerk](#); [Nicole Grisanti](#); [Tess Harris](#)
Subject: Fwd: URGENT: Reopen State Street for ALL residents of Santa Barbara
Date: Monday, April 27, 2026 7:27:34 PM

Kelly McAdoo
City Administrator
805-564-5539 office

Sent from my iPhone - pardon any typos!

Begin forwarded message:

From: "pat moorefamily4.com" <pat@moorefamily4.com>
Date: April 27, 2026 at 7:03:47 PM PDT
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" <KMcAdoo@santabarbaraca.gov>, Holly Perea <hperea@santabarbaraca.gov>
Cc: Walter Moore <walterkmoore@me.com>
Subject: URGENT: Reopen State Street for ALL residents of Santa Barbara

[Some people who received this message don't often get email from pat@moorefamily4.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

We are writing to express our strong support for reopening State Street to cars, people, bikes, strollers, wheelchairs and in essence to use it as it was designed to be used: A major connection of all areas of our wonderful town for all to use.

As an interim proposal: Reopen State Street while the City and the citizens consider the proposed Master Plan, that approach would enable people to use State Street as it was envisioned, and possibly the City leaders would see that it is the best option. Alternatively, it could be seen as a disappointment and support the Master Plan's concept of closure.

The State Street Master Plan is a very complex, and EXPENSIVE proposition, for example establishing automated bollards. Even if the Plan is adopted by the City Council and other relevant parties, it will take YEARS before funds are found to finance it and to implement all of its provisions.

In conclusion, PLEASE OPEN STATE STREET, AT LEAST AS A TEST TO SEE HOW IT WORKS.

Thank you for considering our views.

Patricia Quealy and Walter Moore



Sent from my iPad so please excuse any errors

From: [Neil Nathan](#)
To: [City Clerk](#)
Subject: Public comment on draft state street master plan
Date: Monday, April 27, 2026 7:09:14 PM

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

Hello,

I would like to comment on the draft master plan for state street, namely to say that I strongly believe State Street should remain car-free at all times, 24/7. A pedestrian mall and safe area to walk or bike in the liveliest part of town is essential to the appeal and experience of downtown Santa Barbara. Not only is it better for businesses, which receive much more foot traffic from this set up, but it is significantly safer for those of us who spend time downtown. I am speaking as someone who was recently injured in a hit-and-run while riding my bike downtown, just one street over from State St. on Anacapa. Every single person I know in Santa Barbara loves the fact that State Street is closed to car traffic and would be horrified to see this decision change. It would almost certainly lower business and make the street less enjoyable and less lively. If anything, these plans should create more car-free streets so that the community can safely and happily tour these areas, also motivating more green transit options like bikes and public transport.

Best,
Neil

--

Neil Nathan

Project Scientist

Benioff Ocean Science Laboratory

Email: neilnathan@ucsb.edu



UC SANTA BARBARA

From: [Marilyn Freeman](#)
To: [State Street Master Plan](#)
Subject: Comments to new State Street Master Plan
Date: Monday, April 27, 2026 6:53:21 PM

I am opposed to most of the new general plan proposal.

First off, it too way too expensive for us city residents who are paying for it.

Second, why are bikes, both pedal and automatic, getting such a priority in the project? It seems that the City Planners have forgotten how many of us drive cars, with both electric and gas engines, and take public transportation.

Third, the majority of the community miss the parades on State St. Certainly, you could figure out way to let the parades come both up and down State Street?

This proposal leaves me with the impression that the City Planners have their own agenda. What is it and where did it come from? They are certainly proud of what they have done, and I have to wonder why?

Regards,
Marilyn Freeman



From: [Larry Rennacker](#)
To: [State Street Master Plan](#)
Cc: [Randy Rowse](#); [Mike Jordan](#)
Subject: Recommendations
Date: Monday, April 27, 2026 5:59:39 PM

Hi State Steet Master Planners:

I appreciate the city's and its consultant's hard work trying to crack the State Street success code.

A couple of suggestions:

On the center-running bike path:

The proposal to thread a primary bicycle arterial down the dead center of State Street is an idea that sounds bold on a rendering but is a dangerous one, and e-bikes make it worse. The city has put a primary bicycle arterial through the dead center of the city's (hopefully) active pedestrian zone where there will be drinking and tourists. No comparable city has made this work. More conflicts (liabilities) will come...

On the sequencing problem:

The master plan has the cart firmly before the horse. The Funk Zone thrives not because of its streetscape, but because of the hotels, hostels, and accommodations packed around it. People don't discover a neighborhood and then go looking for a place to sleep — they find an apartment or book a room and then wander. State Street is currently an accommodation wasteland. The city should be aggressively converting the vacant retail and office space *adjacent* to State Street into housing and visitor accommodations. Get the bodies there first. The street will take care of itself, with a bit of help.

Good luck and Godspeed.

Larry Rennacker
ArrowTek
805.680.9476

From: [BONNIE DONOVAN](#)
To: [City Clerk](#)
Subject: State Street Master Plan item at CC
Date: Monday, April 27, 2026 5:30:56 PM

April 27, 2026

Honorable Mayor Randy Rowse
Santa Barbara City Council
City Administrator Kelly McAdoo

Subject: Urgent: Reopen State Street and Prioritize Fiscal Responsibility

Dear Mayor, Councilmembers, and City Administrator McAdoo,

I write as a concerned Santa Barbara resident to urge immediate action on State Street and our city's fiscal priorities. Many in our community—both vocal and quietly observant—want State Street reopened to vehicular traffic while any potential changes are carefully considered.

The closure of State Street in 2020 was a temporary emergency response to COVID-19, intended to allow outdoor dining and protect public health. Other cities restored normal operations long ago. Yet six years later, Santa Barbara continues to extend this “temporary” closure, despite the rest of the city operating without a COVID emergency. During this period, well over **\$5 million** has been spent on consultants, staff, and council time for conceptual “Master Plan” efforts, with a minimum projected cost of **\$80 million** to implement. These expenditures are non-essential and do not address our city's growing fiscal deficit, now totaling approximately **\$14 million**. You haven't balanced the budget!

It is imperative to remember that State Street became an iconic and vibrant corridor because of its flexible use, accommodating pedestrians, vehicles, cyclists, and public gatherings in a balanced and inclusive way. The recent messaging portraying reopening to cars as a “life-or-death decision” is unnecessarily alarming and counterproductive.

Given our current budget crisis, I respectfully urge the City Council and City staff to:

1. **Reopen State Street to vehicular traffic** immediately to restore the flexible, inclusive use that made it a historic and vibrant thoroughfare.
2. **Halt further non-essential expenditures** on conceptual plans and experiments until the city is fiscally secure.
3. **Prioritize essential city responsibilities**, including:
 - Living within our means and balancing the budget
 - Efficiently delivering core services to residents
 - Ensuring public safety
 - Addressing the stalled **micro-unit housing** projects

Who Protects Our Finances?

- **City Finance Director (Keith DeMartini):** Oversees budgeting, revenue collection, accounting, and financial reporting; identifies deficits.
- **City Administrator (Kelly McAdoo):** Implements policies and ensures departments operate within the approved budget.
- **City Council:** Approves the budget, sets spending priorities, and votes on measures that impact finances.
- **Citizen Oversight / Audit Committees:** Provide independent review to ensure funds are used as intended.

Clearly, the current deficit shows that fiscal protection is **not being fully achieved**, which makes your attention to these matters urgent.

STOP THE WASTE – REOPEN STATE STREET

Key Facts:

- **\$5+ MILLION** spent on consultants & experiments
- **\$80 MILLION MINIMUM** projected for the Master Plan
- **\$14 MILLION DEFICIT** threatening essential services

Immediate Actions: Reopen State Street now Stop non-essential spending,

Focus on essentials: budget balance, core services, and our safety.

Then you might have millions for your Housing Trust Fund!

Bonnie Donovan

From: [Martin McCormick](#)
To: [State Street Master Plan](#)
Subject: Great plan
Date: Monday, April 27, 2026 5:25:01 PM

You don't often get email from mrtm@alum.mit.edu. [Learn why this is important](#)

Well done on the State Street plan. Bollards seem to balance the needs well. Walkability has become a defining characteristic of Santa Barbara and one of the reasons people now move here (it was a big factor for us).

We hope the construction process is also thought through as thoroughly, to limit disruption. Obviously night work is preferable when possible. The transition period is ultimately a significant amount of time (and will shape the main public perception of the project for the first decade). The farmers markets are also very popular and hopefully are not too affected.

Overall, very well done, we strongly support the plan!

-Martin &
Murphy

From: [Linda Honikman](#)
To: [City Clerk](#)
Cc: [Kelly R. McAdoo](#); [Barbara Andersen](#); [Anthony E. Valdez](#); [Caroline Paine](#)
Subject: item 11: Housing Comments re: State Street Plan
Date: Monday, April 27, 2026 5:16:51 PM
Attachments: [April 27, 2026 State St HOUSING comments.pdf](#)

Please distribute the attached to Council Members. Thank you.

Linda Honikman



From: [Chris Bovbjerg](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Monday, April 27, 2026 5:01:17 PM

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

Dear City Council,

I am writing to share my support for plans to prioritize pedestrians and bicycles on State Street. Keeping the street closed to vehicular traffic is not only much safer, but creates a better environment, one in which I am much more inclined to go downtown and spend time and money supporting our local businesses and civic institutions. I urge you to keep the safety and betterment of our community in mind and keep the street closed to car traffic.

Best,
Christoffer Bovbjerg

From: [Chris Bovbjerg](#)
To: [City Clerk](#); [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Monday, April 27, 2026 5:01:15 PM

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

Dear City Council,

I am writing to share my support for plans to prioritize pedestrians and bicycles on State Street. Keeping the street closed to vehicular traffic is not only much safer, but creates a better environment, one in which I am much more inclined to go downtown and spend time and money supporting our local businesses and civic institutions. I urge you to keep the safety and betterment of our community in mind and keep the street closed to car traffic.

Best,
Christoffer Bovbjerg

From: [Bruno](#)
To: [City Clerk](#)
Subject: Public Comment: Support for Keeping State Street Car-Free
Date: Monday, April 27, 2026 4:44:48 PM

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

To Whom It May Concern,

I am concerned about the possibility of reopening State Street to cars. I would like to keep State Street car-free. I believe it is safer and better for the surrounding businesses. As a pedestrian, I often walk and shop at stores I would never think to drive to. If the promenade goes away, I will visit State Street much less often.

Regards,
Bruno

From: [Strong Towns Santa Barbara](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Public Comment for Item 11: Draft State Street Master Plan from Strong Towns SB
Date: Monday, April 27, 2026 4:37:16 PM
Attachments: [image.png](#)



April 28, 2026

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

Re: Draft State Street Master Plan

Dear Mayor Rowse and Councilmembers,

On behalf of Strong Towns Santa Barbara, we write to both **support** and **caution**.

Summary

What We Support

- Support advancing the State Street Master Plan and its overall vision
- Support the beautiful, people-first design: wider sidewalks, new landscaping, outdoor dining, and housing emphasis
- Support a street for **pedestrians, bikes, and transit**, with service/delivery and emergency access
- Support continued flexibility and phased implementation
- Support choices of materials, including brick, cobbles, and stone paving

We ask Council to:

- Advance the Plan **without committing to private car access**
 - Direct staff to **study a fully car-free option** in both interim and long-term phases, with access for emergency, delivery, and other business and police vehicles.
 - Pursue **lower-cost, lower-conflict access solutions** (limited or passive bollards, transit-first design)
 - Reconsider how a now car-free roadway design might be further optimized for **pedestrian safety and access for all ages and mobility capacities**.
-

The Draft State Street Master Plan represents years of work. It reflects thousands of voices, dozens of public meetings, and a clear community vision. We want to begin by recognizing that effort. The design is thoughtful, ambitious, and worthy of Santa Barbara.

The Plan correctly identifies State Street as the city's “**community front yard**”, a shared civic space centered on people, safety, and placemaking . The proposed 80-foot cross section (with generous sidewalks and a narrow 20ft central lane divided into two 10ft travel lanes) prioritizes walking, gathering, and local business activity. This is the right direction.

We also strongly support the Plan's emphasis on increased downtown housing, which is essential to long-term economic vitality and reducing car dependence. A vibrant State Street must be a neighborhood, not just a destination.

And importantly, the data is clear: the promenade has worked. Since the closure to cars, collisions and injuries have dropped by more than 50 percent. It has recovered economically since the Pandemic. That is not theoretical, it is measurable success.

Where We Have Concern

Safety

-

Reintroduction of private cars, even part-time (10 PM – 10 AM)

- High-cost automated bollard system required to manage that access
- Long-term policy conflicts with Vision Zero, Bike Master Plan, Safe Streets for All, and other adopted city plans and goals
- Creation of ongoing political conflict over when cars are allowed
- Reversal of proven safety gains

After years of study, the community is being asked to accept a “compromise” that reintroduces private vehicles. We believe this is a mistake.

Before 2020, State Street was the third most dangerous corridor in the city in terms of fatalities and severe injuries. Since its closure, it has effectively disappeared from the list of high-injury streets. Reintroducing cars (especially at night, when crash risk historically peaked) reintroduces that danger.

This is not aligned with our adopted policies. Santa Barbara has committed to **Vision Zero**, to eliminate traffic deaths. We cannot meet that goal while reintroducing vehicle conflict into our busiest pedestrian corridor. No amount of decorative paving can protect pedestrians from drunk driving and speeding, as mid-block collisions were a common crash type on State Street before 2020.

The Plan itself acknowledges that safety improves when pedestrian, bicycle, and vehicle movements are separated. Yet the proposed compromise does the opposite: it reintroduces conflict into the system, requiring expensive infrastructure to manage it.

For more information on this topic please read Sully Israel’s recent [Independent Article](#).

Intersections

The intersection design shown in the Plan is a missed opportunity to deliver on the safety and placemaking goals that have guided this process.

We were told to expect raised intersections and strong traffic-calming treatments. These are not reflected in the current drawings. Instead, intersections appear largely conventional, with long crossing distances and minimal vertical or visual cues that

prioritize pedestrians. This matters. Intersections are where the majority of conflicts occur. If State Street is to be a safe street, its intersections must be designed to the highest standard, not treated as an afterthought. Without raised crossings, the street will rely on signage and compliance rather than design to manage behavior.

Curb extensions are also largely absent. Aside from limited examples, there are no consistent bulb-outs to shorten crossing distances or improve visibility. As a result, pedestrians will be asked to cross wider expanses of pavement than necessary, reducing comfort and increasing exposure time.

We are also concerned about how bollards are integrated into the crossings. Today, pedestrians cross behind protective barriers. In the proposed design, it appears pedestrians may cross in front of bollards, placing them closer to potential vehicle paths. This is a step backward in safety.

For cyclists, the issue is similar. The proposed intersection geometry appears to lengthen crossing distances and reduce clarity of movement. State Street functions as the spine of the bike network, and its intersections should reflect that with direct, legible, and protected crossings.

The Plan itself emphasizes the importance of slowing vehicles and improving visibility at crossings. Intersection design is the primary way to achieve this. Without raised tables, curb extensions, and clear priority for pedestrians and cyclists, these goals will not be fully realized.

Finally, intersections are not just about safety, they are about place. Raised, continuous paving across intersections would reinforce State Street as a unified civic space, not a series of blocks interrupted by vehicle corridors. The current design does not yet achieve that level of cohesion.

We urge Council to direct staff to strengthen the intersection design to include:

- - Raised, continuous crossings across all intersections
- - Consistent curb extensions to shorten crossing distances
- - Clear pedestrian priority through materials and elevation
- - Safer integration of bollards that protects, rather than exposes, crossing

movements

- Direct, legible crossings for cyclists as part of the broader bike network

If we get the intersections right, the rest of the street will follow.

The Cost and Complexity Problem

To accommodate part-time cars, the City must install a project-length, automated bollard system. This adds cost, maintenance, and operational complexity to an already expensive project, estimated at \$48–64 million.

We question this approach when simpler options exist:

- Today's breakaway or manual bollards already allow emergency access
- Service and delivery can be accommodated via cross streets, timed access, and fewer bollards. Delivery access is already allowed on the street today at night, without expensive bollards. Why spend so much money on something that is already working?
- Smaller transit options (such as shuttles or carts) reduce the need for full-width vehicle clearance and lower the proposed number of bollards

If the goal is access (not through-traffic) then we should design for access, not cars.

Community Support

Allowing cars back on the street, even from 10pm to 10am, goes against years of city outreach and public support results.

City-led outreach has already demonstrated this clearly. A survey of over 5,000 participants found that 79% of respondents supported keeping State Street car-free. This level of consensus is rare in any public planning process, and it has remained consistent over time.

Strong Towns Santa Barbara has gathered over 2,500 petition signatures, the vast majority from South Coast residents, alongside hundreds of written comments. The most common reaction we hear is not opposition to cars being removed, but surprise that their return is still being considered.

Business sentiment aligns with this broader public support. In our in-person survey of State Street businesses, 75% expressed a preference for the street remaining car-free. Responses were often direct and unequivocal:

Direct quotes from business owners we interview include: “100% no!”, “They should have done this years ago!”, “We won’t extend our lease if they bring cars back... our business would drop 20% overnight.” Across dozens of conversations, a clear pattern emerged: business owners value foot traffic, outdoor space, and the overall experience of a people-oriented street.

There is strong, sustained support for a car-free State Street that prioritizes people, safety, and place.

The Economic Performance

The Plan’s own findings, along with years of surveys and outreach, show:

- Many businesses benefit from increased foot traffic and outdoor space
- Economic challenges downtown are structural (retail oversupply, changing markets), not caused by a lack of cars

The concern that a car-free State Street harms economic performance is not supported by the available data. In fact, the opposite trend is observed.

Commercial vacancy rates have improved since the street was closed. Data shows a decline from **15% vacancy in 2018 to approximately 12% in 2024**. Notably, the **highest vacancy rates are found on blocks that still allow vehicle traffic**, such as the 400 and 1300 blocks, undercutting the argument that cars are necessary for economic vitality.

The economic success of downtown is not solely dependent upon the configuration of the right-of-way. The right-of-way configuration is one piece of multiple factors which contribute to an economically successful downtown. Believing the reintroduction of automobile traffic on State Street will decrease vacancies and reinvigorate the downtown economy is wrong. Other factors are correlated to downtown economic decline. According to a 2019 study commissioned by the city, there is an oversupply of retail space downtown and that it is critical that retail space be converted into mixed-use, housing, and office uses. Vacancy issues are also compounded by many long-term commercial property owners that leave tenant spaces vacant in hopes of obtaining

lease rates that the current market is unlikely to support.

Keeping State Street without vehicles at all hours will support the transition of downtown into a vibrant neighborhood that is shared between State Street residents, workers, and tourists. It is important that the city facilitate this transition by adopting policies that not only facilitate the conversion of existing retail space into housing, but use State Street as the outdoor living space for new State Street residents. In turn, the new residents will reinvest their dollars into downtown businesses.

Delivery Vehicle Conflict

The plan justifies opening the street from 10pm to 10am by stressing the need for delivery access to businesses. We agree delivery access is vital to State Street's future!

However, delivery access is allowed today without private vehicle access.

Also, it is unclear how delivery operations will work under the proposed configuration. Will delivery vehicles stop in the middle of travel lanes? If so, they will block traffic, including transit. If they are directed to pull into the bus pull-outs, they will block bus stops. If they pull up onto the sidewalk using the rolled-curbs, they will block part of the sidewalks and the travel lanes, and will be parked on a slope, making unloading difficult.

We urge the council to consider the details of delivery operations, and whether the layout as proposed truly prioritizes them.

A Long-Term Governance Concern

We are also concerned about what comes next. If this Plan includes cars (even part-time) the debate will not end. It will intensify. Every future Council will be asked to revisit the hours, the rules, and the access. We risk locking the City into a permanent argument instead of a clear vision. A fully car-free State Street provides clarity. It aligns with policy, with safety data, and with public expectations. Most importantly, it allows the City to move forward.

Our Recommendation

Advance this Plan. It is strong, thoughtful, and worth building. But do not compromise its core principle.

Study and prioritize a **fully car-free State Street**, with:

- Transit access
- Delivery and service access
- Emergency access, and drop-off zones on side streets

—all achievable without reintroducing private vehicles directly on State Street.

To Recap: What We Support / What We Urge Against

Support:

- A people-first State Street
- Safe, vibrant public space
- Housing, transit, and economic revitalization
- Moving forward with the Plan

Warn Against:

- Reintroducing private cars
- Undermining safety gains
- Spending millions on unnecessary bollards
- Creating long-term policy conflict
-

Moving away from a clear, community-supported vision

We appreciate the immense work that has gone into this process. This is a rare opportunity to shape the future of our city for generations.

We urge you to choose clarity over compromise, safety over ambiguity, and people over cars.

Respectfully,

Strong Towns Santa Barbara

Sullivan Israel, *Local Conversation Leader*

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Lily Heidger, *Member*

Ian Baucke, *Member*

Hannah Cohen, *Member*

Kal Kadlec, *Member*

Anita Stahl, *Member*

George Nicks, *Member*

Alex Gravenor, *Member*

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Cameron Morris, *Member*

Yen Seay, *Member*

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John Dagger, *Member*

Tomaso Todosi, *Member*

Nick Storr, *Member*

Malcolm Brabec, *Member*

Ben Parnas, *Member*

John Semancik, *Member*

Melissa Cunningham, *Member*

Emma Meyer, *Member*

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Ethan Keller, *Member*
Anika Clements, *Member*
Sophia Keane, *Member*
Guthrie Leonard, *Member*
Michael Adlai Arnold, *Member*
Art Ludwig, *Oasis Design*
Linda Honikman, *Member*
And the 500+ members of STSB

From: [Strong Towns Santa Barbara](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Public Comment for Item 11: Draft State Street Master Plan from Strong Towns SB
Date: Monday, April 27, 2026 4:37:14 PM
Attachments: [image.png](#)

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



April 28, 2026

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

Re: Draft State Street Master Plan

Dear Mayor Rowse and Councilmembers,

On behalf of Strong Towns Santa Barbara, we write to both **support** and **caution**.

Summary

What We Support

- Support advancing the State Street Master Plan and its overall vision
- Support the beautiful, people-first design: wider sidewalks, new landscaping, outdoor dining, and housing emphasis
- Support a street for **pedestrians, bikes, and transit**, with service/delivery and emergency access
- Support continued flexibility and phased implementation
-

Support choices of materials, including brick, cobbles, and stone paving

We ask Council to:

- Advance the Plan **without committing to private car access**
- Direct staff to **study a fully car-free option** in both interim and long-term phases, with access for emergency, delivery, and other business and police vehicles.
- Pursue **lower-cost, lower-conflict access solutions** (limited or passive bollards, transit-first design)
- Reconsider how a now car-free roadway design might be further optimized for **pedestrian safety and access for all ages and mobility capacities**.

The Draft State Street Master Plan represents years of work. It reflects thousands of voices, dozens of public meetings, and a clear community vision. We want to begin by recognizing that effort. The design is thoughtful, ambitious, and worthy of Santa Barbara.

The Plan correctly identifies State Street as the city's "**community front yard**", a shared civic space centered on people, safety, and placemaking . The proposed 80-foot cross section (with generous sidewalks and a narrow 20ft central lane divided into two 10ft travel lanes) prioritizes walking, gathering, and local business activity. This is the right direction.

We also strongly support the Plan's emphasis on increased downtown housing, which is essential to long-term economic vitality and reducing car dependence. A vibrant State Street must be a neighborhood, not just a destination.

And importantly, the data is clear: the promenade has worked. Since the closure to cars, collisions and injuries have dropped by more than 50 percent. It has recovered economically since the Pandemic. That is not theoretical, it is measurable success.

Where We Have Concern

Safety

- Reintroduction of private cars, even part-time (10 PM – 10 AM)
- High-cost automated bollard system required to manage that access
- Long-term policy conflicts with Vision Zero, Bike Master Plan, Safe Streets for All, and other adopted city plans and goals
- Creation of ongoing political conflict over when cars are allowed
- Reversal of proven safety gains

After years of study, the community is being asked to accept a “compromise” that reintroduces private vehicles. We believe this is a mistake.

Before 2020, State Street was the third most dangerous corridor in the city in terms of fatalities and severe injuries. Since its closure, it has effectively disappeared from the list of high-injury streets. Reintroducing cars (especially at night, when crash risk historically peaked) reintroduces that danger.

This is not aligned with our adopted policies. Santa Barbara has committed to **Vision Zero**, to eliminate traffic deaths. We cannot meet that goal while reintroducing vehicle conflict into our busiest pedestrian corridor. No amount of decorative paving can protect pedestrians from drunk driving and speeding, as mid-block collisions were a common crash type on State Street before 2020.

The Plan itself acknowledges that safety improves when pedestrian, bicycle, and vehicle movements are separated. Yet the proposed compromise does the opposite: it reintroduces conflict into the system, requiring expensive infrastructure to manage it.

For more information on this topic please read Sully Israel’s recent [Independent Article](#).

Intersections

The intersection design shown in the Plan is a missed opportunity to deliver on the safety and placemaking goals that have guided this process.

We were told to expect raised intersections and strong traffic-calming treatments.

These are not reflected in the current drawings. Instead, intersections appear largely conventional, with long crossing distances and minimal vertical or visual cues that prioritize pedestrians. This matters. Intersections are where the majority of conflicts occur. If State Street is to be a safe street, its intersections must be designed to the highest standard, not treated as an afterthought. Without raised crossings, the street will rely on signage and compliance rather than design to manage behavior.

Curb extensions are also largely absent. Aside from limited examples, there are no consistent bulb-outs to shorten crossing distances or improve visibility. As a result, pedestrians will be asked to cross wider expanses of pavement than necessary, reducing comfort and increasing exposure time.

We are also concerned about how bollards are integrated into the crossings. Today, pedestrians cross behind protective barriers. In the proposed design, it appears pedestrians may cross in front of bollards, placing them closer to potential vehicle paths. This is a step backward in safety.

For cyclists, the issue is similar. The proposed intersection geometry appears to lengthen crossing distances and reduce clarity of movement. State Street functions as the spine of the bike network, and its intersections should reflect that with direct, legible, and protected crossings.

The Plan itself emphasizes the importance of slowing vehicles and improving visibility at crossings. Intersection design is the primary way to achieve this. Without raised tables, curb extensions, and clear priority for pedestrians and cyclists, these goals will not be fully realized.

Finally, intersections are not just about safety, they are about place. Raised, continuous paving across intersections would reinforce State Street as a unified civic space, not a series of blocks interrupted by vehicle corridors. The current design does not yet achieve that level of cohesion.

We urge Council to direct staff to strengthen the intersection design to include:

- Raised, continuous crossings across all intersections
- Consistent curb extensions to shorten crossing distances
- Clear pedestrian priority through materials and elevation

- Safer integration of bollards that protects, rather than exposes, crossing movements
- Direct, legible crossings for cyclists as part of the broader bike network

If we get the intersections right, the rest of the street will follow.

The Cost and Complexity Problem

To accommodate part-time cars, the City must install a project-length, automated bollard system. This adds cost, maintenance, and operational complexity to an already expensive project, estimated at \$48–64 million.

We question this approach when simpler options exist:

- Today's breakaway or manual bollards already allow emergency access
- Service and delivery can be accommodated via cross streets, timed access, and fewer bollards. Delivery access is already allowed on the street today at night, without expensive bollards. Why spend so much money on something that is already working?
- Smaller transit options (such as shuttles or carts) reduce the need for full-width vehicle clearance and lower the proposed number of bollards

If the goal is access (not through-traffic) then we should design for access, not cars.

Community Support

Allowing cars back on the street, even from 10pm to 10am, goes against years of city outreach and public support results.

City-led outreach has already demonstrated this clearly. A survey of over 5,000 participants found that 79% of respondents supported keeping State Street car-free. This level of consensus is rare in any public planning process, and it has remained consistent over time.

Strong Towns Santa Barbara has gathered over 2,500 petition signatures, the vast majority from South Coast residents, alongside hundreds of written comments. The

most common reaction we hear is not opposition to cars being removed, but surprise that their return is still being considered.

Business sentiment aligns with this broader public support. In our in-person survey of State Street businesses, 75% expressed a preference for the street remaining car-free. Responses were often direct and unequivocal:

Direct quotes from business owners we interview include: “100% no!”, “They should have done this years ago!”, “We won’t extend our lease if they bring cars back... our business would drop 20% overnight.” Across dozens of conversations, a clear pattern emerged: business owners value foot traffic, outdoor space, and the overall experience of a people-oriented street.

There is strong, sustained support for a car-free State Street that prioritizes people, safety, and place.

The Economic Performance

The Plan’s own findings, along with years of surveys and outreach, show:

- Many businesses benefit from increased foot traffic and outdoor space
- Economic challenges downtown are structural (retail oversupply, changing markets), not caused by a lack of cars

The concern that a car-free State Street harms economic performance is not supported by the available data. In fact, the opposite trend is observed.

Commercial vacancy rates have improved since the street was closed. Data shows a decline from **15% vacancy in 2018 to approximately 12% in 2024**. Notably, the **highest vacancy rates are found on blocks that still allow vehicle traffic**, such as the 400 and 1300 blocks, undercutting the argument that cars are necessary for economic vitality.

The economic success of downtown is not solely dependent upon the configuration of the right-of-way. The right-of-way configuration is one piece of multiple factors which contribute to an economically successful downtown. Believing the reintroduction of automobile traffic on State Street will decrease vacancies and reinvigorate the downtown economy is wrong. Other factors are correlated to downtown economic decline. According to a 2019 study commissioned by the city, there is an oversupply of retail space downtown and that it is critical that retail space be converted into mixed-

use, housing, and office uses. Vacancy issues are also compounded by many long-term commercial property owners that leave tenant spaces vacant in hopes of obtaining lease rates that the current market is unlikely to support.

Keeping State Street without vehicles at all hours will support the transition of downtown into a vibrant neighborhood that is shared between State Street residents, workers, and tourists. It is important that the city facilitate this transition by adopting policies that not only facilitate the conversion of existing retail space into housing, but use State Street as the outdoor living space for new State Street residents. In turn, the new residents will reinvest their dollars into downtown businesses.

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Warn Against:

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- Undermining safety gains
- Spending millions on unnecessary bollards
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- Moving away from a clear, community-supported vision

We appreciate the immense work that has gone into this process. This is a rare opportunity to shape the future of our city for generations.

We urge you to choose clarity over compromise, safety over ambiguity, and people over cars.

Respectfully,

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Sophia Keane, *Member*
Guthrie Leonard, *Member*
Michael Adlai Arnold, *Member*
Art Ludwig, *Oasis Design*
Linda Honikman, *Member*
And the 500+ members of STSB

From: [Peter Conn](#)
Cc: [Eric Friedman](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Meagan Harmon](#); [Wendy Santamaria](#); [City Clerk](#)
Subject: State Street Revise Should be the Cass Ensberg plan-practical, beautiful, affordable, doable now, fair to all
Date: Monday, April 27, 2026 4:22:59 PM

Dear Mayor and City Council,

What is the purpose of the State Street changes that Cass Ensberg's practical design does not address?

1. Do you want business to thrive? Think about who really spends money - "the newlyweds and the nearly dead" and residents of all ages.

If a resident or tourist knows there are parking garages but does not know what block the restaurant or retail store is located, they drive down State Street to find it, go around the block and park at the nearest location.

This is needed by families with small children who can not walk far, the lazy, and the disabled or elderly. We want to park as close to our destination as possible.

2. Do you want businesses to thrive? Think about whether catering to bicycle riders is helping or hurting.

Do you want State Street to be the City's Public Bicycle Free-for-All Entertainment Center?

Pedestrians need room, predictability, and pleasant surroundings as well as public seating where they are walking so they feel happy in downtown and want to spend time there.

Bicycle riders, including e-bike riders, know how to commute sedately along the sides of streets.

They know how to behave.

Not so with the middle-of-the-road so-called bike lanes and entire road shared with walkers.

The entire road becomes the bicycle riders' playground to weave in and out of other bikers, do wheelies, speed, etc.

Cars are very visible to pedestrians. Everyone knows the rules of the road.

E-bikes all over the street are not very visible nor audible to pedestrians.

The result is that residents run downtown errands as fast as possible or choose to go elsewhere instead.

3. Do you want business to thrive? Think about whether the circulation pattern for residents driving cars is convenient.

Right now if I want to drop off books at the Library or go anywhere, I have to actually think what blocks I can go up or down or cross town due to all the one way streets and the closed State Street and now the closed east side Sola St. too near downtown.

There is much inconvenience downtown for residents.

Dropping off books at the library can need a two block or more detour.

4. Do you want business to thrive? Think about and act on a permanent solution for the homeless to be while in SB and not loiter with all their stuff.

Do you think all the homeless and their belongings make downtown pleasant for residents who are lucky enough to have housing (adults and children) and for tourists?

I will go to the beach, enjoy a park, go as fast I can to the restaurant I want to go to and certainly not loiter on State Street for any reason.

That means there will be no increase in business until the homeless have a safe place to stash their stuff and have a safe, pleasant place to spend time, preferably a park, an activity spot, or real supportive housing.

5. Do you want business to thrive? Think about what businesses really need. They need people who want to go to their businesses not painted intersections.

Painting the street intersections like the one at State and Carrillo St. is not going to help business.

This was a comical distraction that gave paid work to a few and gave Mr. Bloomberg and nice tax right-off.

But this intersection is going to cost the city or business money to just to keep clean. Tire marks, spills, dirt etc. will soon smudge the art work and make it look unkempt.

6. Do you want business to thrive? Think about how the parades brought families downtown.

Businesses often closed while the Fiesta Parade went by but for the other parades businesses often would stay open.

People often sat on the curb for a while but then would wander along the shops and stop and go in.

Keep the Fiesta Parade on Cabrillo Boulevard. It is better for the horses and a gorgeous historical setting.

Bring the other parades back to State Street to bring happy family vibrancy back to the shops.

7. Do you want business to thrive? Think about how to have landlords offer acceptable rents instead of preferring to leave their spaces empty.

I don't know how government can mandates private landlords to rent their premises.

Perhaps a public infrastructure maintenance fee over and above property taxes needs to be imposed.

I do not what is legal, feasible or fair.

8. Do you want all businesses to thrive? Think about who is being catered too and at what cost and why.

It seems to me that restaurants seem to be the favored business.

It seems strange when so many fail, so many are poorly run, so many duplicate others, so many are asking for more and more tax payer paid for space that will be cheap for them compared to what their private landlords are charging. And so much more pollution will occur do to gas heating of outdoor space.

Dear Mayor and City Council,

You have heard from me before.

I believe that way too much money is being spent and nothing will be accomplished except "rearranging the deck chairs on the Titanic", so to speak.

Please close the books on the State Street redesign and return to the beautifully designed State St. that we had.

You can remove right and left turn lanes on State St. if you want.
They take up space that vehicles here do not need.

Put bicycles back along the sides of the street or off State St. all together.
We need predictable behavior from bicycle riders be they regular or e-bikes or tricycles.

Thank You for your consideration.

Sincerely yours,

Paulina Conn
permanent Santa Barbara resident since 1953 who no longer enjoys downtown.
And I used to love downtown and wanted to live in the little tower of El Paseo in 1960.

Certainly increasing appropriate, well designed, workforce housing will help business thrive.

Solving the homeless problem will help business thrive.

Lowering rents by private landlords will help business thrive.

Redesigning State Street will NOT help business thrive.

Put vehicles back so life can be workable again for all including your income from your parking garages.

From: [Kayla Treffinger](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Draft State Street Master Plan
Date: Monday, April 27, 2026 4:18:09 PM

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

Dear City Council Members,

Please keep State street closed to cars. Please continue to prioritize pedestrian and bicycle traffic. It is much safer and much more pleasant. State street has become such a beautiful place to walk since being closed. My family and I enjoy the outdoor dining and would be much less likely to eat out if that was no longer there. Permanent closure of State street with expansion of the outdoor dining areas would be even more pleasant, especially with expansion of landscaped areas. The native plant project from the Botanic Garden is also lovely. The farmer's market is also a great addition to downtown. We love to grab breakfast or a coffee while we're down there to do our market shopping. Thank you for your time.

Best,
Kayla Treffinger

From: [Kayla Treffinger](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Draft State Street Master Plan
Date: Monday, April 27, 2026 4:18:05 PM

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

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Best,
Kayla Treffinger

From: [Kelsey Tinkham](#)
To: [Santa Barbara City Council](#)
Subject: Support for a Permanently Car-Free State Street
Date: Monday, April 27, 2026 4:06:13 PM

Dear Mayor & City Council,

I am writing to express my strong support for making State Street permanently car-free, with no time windows allowing for regular vehicle traffic.

I frequently enjoy walking and biking down State Street, and the current atmosphere makes the experience significantly more pleasant and safe. Eliminating the risk of car traffic allows for a much more relaxed environment for residents and visitors alike. Furthermore, it is clear that local businesses benefit from the increased foot traffic and the vibrant, community-focused space that a pedestrianized street provides.

Thank you for your advocacy on this important issue for the future of our downtown. It is time to make a permanent decision to keep State St car-free and vibrant.

Thank you,

Kelsey Tinkham

From: [Dustin Hoiseth](#)
To: [City Clerk](#)
Cc: [Kristen Miller](#); [Rachel Murphy](#)
Subject: 4/28 City Council - Public Comment: State Street Master Plan Update (SBSC Chamber)
Date: Monday, April 27, 2026 3:56:38 PM
Attachments: [State Street Master Plan Update SBSC Chamber.pdf](#)

Hello,

Please distribute the following public comment (attached and below) with the City Council and add to the public record.

This public comment is from the Santa Barbara South Coast Chamber of Commerce, in regards to the April 28 Council Meeting regarding the State Street Master Plan update.

Thank you.

Dear Mayor Rowse and Councilmembers,

The Santa Barbara South Coast Chamber of Commerce, representing business interests from Goleta to Carpinteria, would like to formally share our position on the State Street Master Plan update.

Thank you for the significant work that has gone into the State Street Master Plan process and for moving us toward a clear path forward. We strongly support the City's goal of creating certainty for downtown. That certainty is critical for business investment, leasing decisions, and long-term economic vitality. Resolving uncertainty is essential to restoring State Street as a premier destination.

We also agree with the core premise that State Street is not just a corridor, but a civic space for the community, and a key driver of economic and cultural activity. The Chamber's position is focused on maximizing the use of any closed areas of State Street as a true destination space. This whole discussion is really about the question of "how do we create a sense of place and feeling of community connectedness downtown?"

The proposed model of daytime closure with nighttime vehicle access, enabled by retractable bollards, is a great way to provide the long-term flexibility we need to have activations during peak times while still allowing access to vehicular traffic when needed. However, by not permanently closing the central section of the street not permanently closed it makes it difficult to fully realize permanent, high-quality activations that create consistency, identity, and long-term value.

In the Chamber's previously shared vision, we specifically identified the 700–800 blocks as the ideal location for a "Grand Paseo": A central, car-free gathering space designed to serve as the heart of State Street. This area was envisioned as a place for permanent and ongoing

activation, including space for performances, community programming, outdoor dining, and everyday gathering. This would be supported by infrastructure that signals permanence and purpose. Elements that can exist continuously and build identity over time.

To be clear, this is not necessarily about cars or no cars. We appreciate the three distinct zones being called out and recognized in the plan, as well as the emphasis on outdoor dining. This is about ensuring that whatever direction we take, especially in key blocks like the 700-800 corridor, we are fully leveraging the opportunity in front of us to create a space that is vibrant, intentional, and economically productive.

Our only concern is that from the 900 block north, the new configuration is making permanent the configuration we currently have, which up to now has not been proven to be as active as the central district and entertainment district. As the City works through the phasing of this project, we recommend focusing on the central district and the entertainment district so that the arts district can explore alternative approaches in the meantime.

We appreciate the City's effort to balance multiple needs, and we are supportive of moving forward. As you refine this plan, we encourage continued focus on how the design can support consistent activation, strong identity, and long-term economic performance, particularly in areas with the greatest potential to serve as a central gathering space.

We stand ready to partner with you to help bring that vision to life.

Sincerely,
Kristen Miller
President & CEO
Santa Barbara South Coast Chamber of Commerce

DUSTIN HOISETH | Director of Economic Development
SANTA BARBARA SOUTH COAST CHAMBER OF COMMERCE
(805) 729-5525 | Dustin@SBSCChamber.com

1. **Introduction**
The purpose of this document is to provide a comprehensive overview of the project's goals, objectives, and scope. It serves as a reference for all stakeholders involved in the project.

2. **Project Goals and Objectives**
The primary goal of this project is to develop a new software application that streamlines the workflow of the department. The specific objectives are as follows:

- 1. To identify the current workflow and its inefficiencies.
- 2. To design a new software application that addresses these inefficiencies.
- 3. To develop and test the software application.
- 4. To implement the software application and train the staff.
- 5. To evaluate the effectiveness of the new system and make necessary adjustments.

3. **Project Scope**
The project scope is defined by the following parameters:

- 1. **Geographical Scope:** The project will be implemented across all departments within the organization.
- 2. **Functional Scope:** The software application will focus on automating the data entry and reporting processes.
- 3. **Time Scope:** The project is scheduled to start on January 1st, 2024, and is expected to be completed by June 30th, 2024.
- 4. **Budget Scope:** The total budget for the project is \$100,000, which includes software development, testing, and implementation costs.

4. **Project Organization**
The project is managed by a Project Manager (PM) who is responsible for the overall coordination and execution of the project. The PM is supported by a Project Team consisting of members from various departments. The roles and responsibilities of the team members are as follows:

- 1. **Project Manager (PM):** Overall coordination and execution of the project.
- 2. **Software Developer:** Design and development of the software application.
- 3. **Tester:** Testing the software application for bugs and errors.
- 4. **Implementer:** Implementing the software application in the live environment.
- 5. **Trainer:** Training the staff on the new software application.

5. **Project Risks**
The project is subject to several risks that could potentially impact its success. These risks are categorized as follows:

- 1. **Technical Risks:** The complexity of the software application may lead to development delays or technical issues.
- 2. **Resource Risks:** The availability of skilled personnel may be a challenge, particularly during the implementation phase.
- 3. **Time Risks:** The project may face delays due to unforeseen circumstances or changes in requirements.
- 4. **Budget Risks:** The project may exceed the budget due to additional costs or changes in scope.

6. **Conclusion**
This document provides a clear and concise overview of the project's goals, objectives, and scope. It is essential for all stakeholders to understand the project's purpose and to work together to ensure its successful completion.

From: [carrie fernandes](#)
To: [City Clerk](#)
Subject: Comment referencing Item 11
Date: Monday, April 27, 2026 3:48:07 PM

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

Hello,

I'm writing in reference to Item 11. Allowing cars on State Street for any given time, but especially during the hours of 10pm-10am, should not be approved. Keeping State Street car-free allows pedestrians and patrons to enjoy the area safely and engage with others in the community. I regularly run into familiar faces while walking down State Street, and that sense of community will be quickly lost once cars are allowed to drive through.

Please keep State Street car free 24/7!

Thank you,
Carrie

From: [Matthew Lefebvre](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Public comment for Draft State Street Master Plan (item 11)
Date: Monday, April 27, 2026 3:45:36 PM

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

Dear Mayor and City Council Members,

I am writing as a Santa Barbara resident to express my strong support for keeping State Street closed to cars as part of the Draft State Street Master Plan (Item 11).

Every other street in downtown Santa Barbara already accommodates vehicles. Asking that we preserve just these 10 blocks as a people-first space is a modest and entirely reasonable request. The promenade has become something genuinely special, and I urge the Council to protect it.

Keeping State Street car-free is also good for local businesses. Research consistently shows that increased foot and bike traffic generates more economic activity on walkable streets than car-dominated ones, and business owners here in Santa Barbara have reported increased revenue since the closure. To ensure that everyone can access and enjoy State Street, the waterfront, and the Funk Zone, I also urge the Council to fully fund the downtown/waterfront shuttle, which provides an equitable means of access for those less able to walk the full length of the promenade.

I want to specifically address the proposal to allow cars onto State Street at night. I strongly oppose this idea. Allowing vehicle access after dark does not solve any meaningful problem, and it would compromise the integrity of the entire design process. If we are serious about creating a world-class pedestrian promenade, the design must be built around that singular purpose. Engineering the space to double as a part-time roadway would force compromises that reduce the quality of what could otherwise be achieved. And frankly, opening the street to cars only after dark makes little sense from a safety standpoint either -- that is precisely when conditions are more dangerous for everyone.

There is also no real need for cars on State Street at night. Nearly every block along the 10-block promenade has ample public parking within a one-block radius, whether on the parallel blocks accessed via Chapala or Anacapa Streets, or from the cross streets themselves.

I also want to address the legitimate concern about dangerous cycling behavior on the promenade. The answer is not to reintroduce cars -- it is to design the space better. A well-designed boulevard with wider pedestrian pathways, more greenery, and thoughtful obstacles would naturally slow bike traffic and create a safer, more compatible environment for all users. Designing around shared car and pedestrian use eliminates exactly the kinds of design elements that would achieve this.

Finally, we should take a step back and recognize how lucky we are. Santa Barbara is an extraordinarily livable city, and State Street is a reflection of that. Cities around the world have embraced walkable, people-centered urban spaces and seen them become defining assets. What we have created here sets Santa Barbara apart. Rather than retreating to a car-centric status quo, we should be thinking long term: expanding our green spaces, encouraging residents and visitors alike to spend more time outdoors, and investing in what makes this city exceptional.

Please vote to make the car-free State Street permanent, without compromise.

Thank you for your time and public service.

Matthew Lefebvre, Ph.D



From: [Matthew Lefebvre](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Public comment for Draft State Street Master Plan (item 11)
Date: Monday, April 27, 2026 3:45:34 PM

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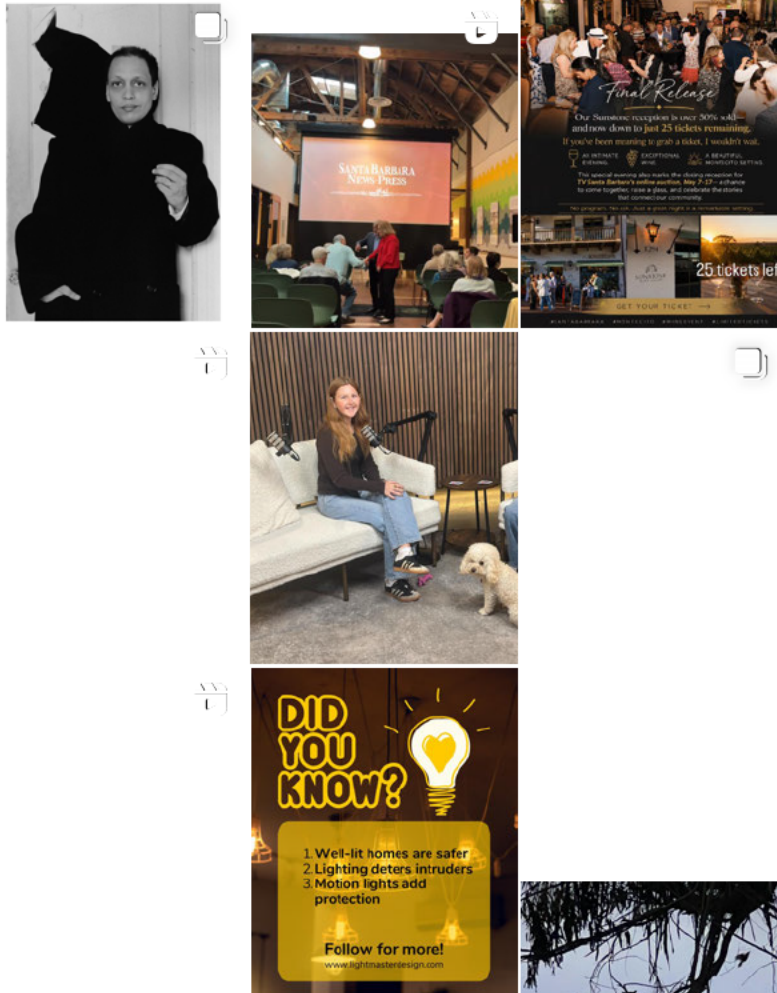
From: [Instagram](#)
To: [State Street Master Plan](#)
Subject: sbstatestreet, catch up on moments you've missed
Date: Monday, April 27, 2026 3:43:57 PM

Catch up on Instagram



arivieramedia, tvsantabarbara and others posted something new.

Open Instagram





You have 1 notification you may not have seen.

This message was sent to statestreetmasterplan@santabarbaraca.gov. If you don't want to receive these emails from Instagram in the future, please [unsubscribe](#).

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.
[Learn more](#)

From: [Christine Neuhauser](#)
To: [City Clerk](#); [City Clerk](#)
Subject: Fw: City Council Agenda April 28, 2026 - Open State St to cars
Date: Monday, April 27, 2026 3:43:12 PM

Dear Members of City Council and city staff,

Away with the State St promenade/bikepath/neighborhood/playground. Release State Street from the confines and obstruction made by tunnel-visioned activists. Let State St return to it's former status, before the covid closures. And to be used for it's original, traditional purposes, as a transportation corridor, and open to SB's annual celebrations, July 4th, Fiesta, Solstice and Christmas parades. Untie the hands of the HLC and reinstate their function to steer preservation and design.
This is the El Pueblo Viejo!

Why would a city take such a classic beautiful main street and turn it into a carnival act, in a 3-ring circus? Who is profiting from this 6-year costly merry-go-round? Paint this, move this planter, sidewalk on, sidewalk off. Endless consultants hired then fired, if they don't follow your narrative.(MIG said this experiment will end in failure. They were dismissed for a cost of \$780,000. Oh, and the time wasted.

The idea of a meandering walkway/experience is laughable, except for the taxpayers and townspeople, for them, it's revolting. Trees and vegetation down the middle of State ST? This isn't Disneyland, just more confusion. Besides which the trees and vegetation in the roadway obstructs the iconic view of the ocean from State St and Sola to the beach. The ocean which in the first 40 pages of the Master plan pays homage to the importance the ocean holds for the Chumash. But alas, in the effort for flat, fun and flexibility, we can't see the water anymore, except when we have a good rain, we will have it at our ankles.

Nationwide, none of the very few pedestrian promenades have proven financially successful. This mile long playground is too long, too costly, and too stupid. And everyone knows it or else "they" would have pulled the trigger. As Dave Davis originally asked, where is the poetry, and how do we revive commerce?

Presently, downtown State St presents itself as a glorified racing bike path, empty, except for e-bikers whizzing by vacant storefronts, and strolling tourists. No window shopping to be had, inspiration that creates desire is absent. Their solution - widen the sidewalks to 30 ft, so full circle, pedestrians back on the sidewalk safely. After 6 years that's what 15 million to date got us, and the future new and improved with the best-consultant-ever is over \$80 million plus with an undetermined end date. Who is benefiting from this? Where is the housing above the retail?

Today, Incorporate Cass Ensberg's idea to open State St and share the road as decent people do.

Wow! It is simple arithmetic. On the other hand, the City Council will not balance the budget, no matter how often you tax us and raise our fees.

Respectfully,

From: [Matt Bovbjerg](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Dedicate state street for pedestrians and bicycles
Date: Monday, April 27, 2026 3:31:56 PM

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

Hello,

Please dedicate State Street to pedestrians, bicycles, outdoor dining, and greenery! There is so much free/cheap parking in SB, and there is no reason that anyone needs to drive down State st other than perhaps for emergencies and deliveries. Cars are loud and pollute. Why would we prioritize cars over ourselves enjoying more curated outdoor space, which supports local businesses?

Driving is my mode of transportation whenever I go downtown, and I would never want to drive down state street. Parking is everywhere you'd want it to be, and state street is busy with pedestrians and cyclists.

Thank you,
Matt Bovbjerg

From: [Matt Bovbjerg](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Dedicate state street for pedestrians and bicycles
Date: Monday, April 27, 2026 3:31:56 PM

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Thank you,
Matt Bovbjerg

From: [Kelly R. McAdoo](#)
To: [City Clerk](#); [Nicole Grisanti](#); [Tess Harris](#)
Subject: FW: State Street Master Plan
Date: Monday, April 27, 2026 3:19:05 PM

Kelly McAdoo

City Administrator

CITY OF SANTA BARBARA, City Administrator

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

From: Ronald Robertson Jr <ron@balboabuilding.com>
Sent: Monday, April 27, 2026 1:57 PM
To: Santa Barbara City Council <SBCityCouncil@SantaBarbaraCA.gov>
Cc: Randy Rowse <rrowse@santabarbaraca.gov>; Eric Friedman <EFriedman@SantaBarbaraCA.gov>; Mike Jordan <MJordan@SantaBarbaraCA.gov>; Oscar Gutierrez <OGutierrez@SantaBarbaraCA.gov>
Subject: State Street Master Plan

Dear Santa Barbara City Council,

I am writing to express my strong opposition to the Moule and Polyzoides vision for the State Street Master Plan.

After reviewing the proposal, I believe it represents a flawed approach for several key reasons. First, the proposed twenty-foot “street” width will effectively render the corridor vehicle-free upon completion. This design would transform one of Santa Barbara’s most iconic thoroughfares into what is essentially a mile-long **bike path**—at an extraordinarily high cost.

Second, the substantial funds allocated to this plan could be far more effectively utilized by restoring State Street to its pre-COVID configuration, engaging a local design team to address deficiencies in the existing sidewalks, and directing remaining resources toward critical infrastructure needs such as stormwater management and utilities. Should the City wish to prioritize housing initiatives, ample alternative funding sources are available.

I respectfully urge you to vote against this plan and instead pursue a more practical and balanced approach that restores a sense of normalcy and vitality to one of the finest streets in our central business district.

Thank you for your time and consideration.

Best regards,

Ron Robertson Jr., DDS

The Balboa Building

Managing Member

735 State Street Suite 608

Santa Barbara, CA 93101

805-962-8407

ron@balboabuilding.com

From: [david neuhauser](#)
To: [City Clerk](#)
Subject: Fw: City Council Agenda April 28, 2026 Open State St to vehicles
Date: Monday, April 27, 2026 3:16:05 PM

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

-

Subject: City Council Agenda April 28, 2026 Open State St to vehicles

Dear City Council and city staff,

Regarding the Master Plan? Have you lost your collective minds? Open State ST.

No one elected you to create a haven for the disenfranchised, or those who could not afford a car. No one elected you to foist your communist manifesto on the city of Santa Barbara and call it a State St. Master Plan and close the roadway permanently.

You don't like cars, why don't you lead by example and refuse your annual \$10,000 city car allowance, and bike to work.

Regarding the unnecessary outrageous cost, we are in a deficit caused by you, yet you continue to spend money we don't have. This is not the federal government. You can't print more money. \$250,000,000? It's lunacy.

But your M.O. is to increase fees, sales tax and property taxes which then overburden businesses and residents.

The decline of State St? I suspect it wasn't due to the lack of retail, but to a weak city council who would not back the police department to remove the transient population before it became entrenched. Who said Santa Barbara needs to change? It needs to be cleaned up.

Most of you are elected with a couple of hundred votes. That does not make a mandate. It makes a vacuum of aware citizens with no newspaper. Most of you have never met a payroll, or paid quarterly taxes. Where did you get the idea, you have the intellectual capacity to formulate plans for economic development?

Open State St. to cars.

Concerned taxpayer,

David Neuhauser

From: [Kelly R. McAdoo](#)
To: [City Clerk](#); [Nicole Grisanti](#); [Tess Harris](#)
Subject: FW: REOPEN STATE STREET - YES TO CARS
Date: Monday, April 27, 2026 3:16:01 PM
Attachments: [Open Street and INCLUDE CARS!.pdf](#)

Kelly McAdoo

City Administrator

CITY OF SANTA BARBARA, City Administrator

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

From: Cassandra Ensberg <cassejd@gmail.com>
Sent: Monday, April 27, 2026 2:33 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 <KMcAdoo@SantaBarbaraCA.gov>; Holly Perea <hperea@santabarbaraca.gov>
Subject: REOPEN STATE STREET - YES TO CARS

Greetings Honorable Leaders

Please see attached letter regarding State Street and proposed Master Plan.

Thank you

Cassandra Ensberg, FAIA Architect, LEED AP

805 455 8332

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

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

From: [Hannah Zentner](#)
To: [City Clerk](#)
Subject: No cars on State St!!! (Item 11)
Date: Monday, April 27, 2026 3:13:49 PM

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

To whom it may concern,

I'm writing to voice my opinion and express my support for the draft State Street Master Plan (item 11 on tomorrow's agenda), with the exception that I am **strongly opposed** to allowing cars after 10pm.

The car-free design has made downtown safer, more vibrant, and more enjoyable for residents and visitors. It supports local businesses through increased foot traffic, creates a more welcoming environment for walking and biking, and aligns with Santa Barbara's environmental goals. Allowing cars, even if only at certain hours, seems logistically difficult, much less safe, and unwelcoming to pedestrians.

I encourage the Council to continue improving access and circulation without reintroducing cars. Keeping State Street pedestrian-only is a positive, forward-looking decision for the community.

Thank you for your consideration.

Sincerely,
Hannah Zentner



From: [Garrett Pearson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep State St. car free 24/7
Date: Monday, April 27, 2026 2:50:33 PM

Without cars, State Street has become even more of a hub for locals and tourists to hang out and enjoy the people in the community. This is a safe and business friendly initiative!

- Garrett Pearson

From: [Garrett Pearson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Keep State St. car free 24/7
Date: Monday, April 27, 2026 2:50:26 PM

Some people who received this message don't often get email from gpearson84@yahoo.com. [Learn why this is important](#)

Without cars, State Street has become even more of a hub for locals and tourists to hang out and enjoy the people in the community. This is a safe and business friendly initiative!

- Garrett Pearson

From: [Weston Gottlieb](#)
To: [Santa Barbara City Council](#)
Date: Monday, April 27, 2026 2:29:31 PM

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

Hello. I have an emoto and I love riding it and when I ride I'm always scared because even if I'm not doing tricks I still have a high chance of getting impounded and I have a suggestion. I know I'm just a kid but it's worth a try. In Code 10.52 it states "Bicycles and e-conveyances must be operated safely. Unsafe riding includes riding against traffic, speeding, ignoring traffic signs, performing stunts, or failing to yield to pedestrians or vehicles when required." And even when people are following all the rules stated they still get impounded and I think that that is unfair. My suggestion is that if riders are not "riding against traffic, speeding, ignoring traffic signs, performing stunts, or failing to yield to pedestrians or vehicles when required" they should not get in trouble. These bikes are so fun and I don't think others understand how much they mean to us. Or I think there should be a place that they are legal to ride like a designated space that has a place to ride these e bikes. If riders are riding in this area they are fully permitted to ride without getting in trouble with the police.

Sincerely

weston

From: [Hannah Cohen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Draft State Street Master Plan - Public Comment
Date: Monday, April 27, 2026 1:58:51 PM

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

Dear Santa Barbara Mayor and City Council,

I would like to express my favor and concerns for item 11 at the April 28 City Council meeting.

Overall, I am encouraged and excited for the Draft State Street Master Plan that prioritizes pedestrians and bicyclists. However, there are certain details that are concerning for public safety and economic vitality. The four key aspects of the master plan that trouble me the most are the nighttime private vehicle schedule, the high cost of allowing vehicles, the rolled curbs, and the interim plan.

1. The 10 p.m. - 10 a.m. timeframe that would allow private vehicle access to the promenade. This is a dangerous proposal with no real purpose aside from trying to find a compromise. **Downtown State Street is a DUI hotspot.** This, combined with a street that is closed during the day, will cause confusion that could lead to fatalities. Between the hours of 10 p.m. - 10 a.m., the street is full of intoxicated pedestrians. Many of these pedestrians are visitors, who may be unfamiliar with the car/no car schedule of State Street and will be walking in the middle of the street during these hours. This combination of nighttime vehicle access on a daytime pedestrian promenade is dangerous and provides no real benefit to residents, visitors, or businesses. Of course, deliveries to businesses should be allowed during this time, but bringing private vehicles onto the street provides no benefit.

Additionally, extending the hours of vehicle access to 10 a.m. means that bicycle and pedestrian commuters will be faced with more dangerous morning commutes, likely pushing those currently commuting sustainably to drive alone in their vehicles.

2. Allowing private vehicles on the road comes at a high cost for the city. **A large portion of the cost of the State Street Master Plan comes from the retractable bollards.** We are spending extra just to allow vehicles on the road at dangerous times. The current method of blocking State Street to cars works well to keep private vehicles off, while still allowing access for deliveries and emergency vehicles. Additionally, retractable bollards take time to go down. In an emergency, this can significantly slow emergency vehicles, whereas currently, the flexible post in the center of the street is easy for an emergency vehicle to drive over.

Keeping State Street car-free is the most economical option. Not only can we avoid expensive bollards, but the maintenance of a street without thousands of heavy vehicles daily does not need as much maintenance, saving the city money in the long-term. With the money saved from expensive bollards, we can fund the **Downtown Waterfront Shuttle** or a version of the Loop, increasing access and mobility on State Street.

3. Community feedback has consistently been in support of a **"flat and flexible"** plan. The rolled curbs do not provide additional safety, but create a visual barrier to pedestrians that can prevent them from crossing the street freely. This is especially true for individuals with

disabilities who cannot easily go up and down curbs or are in a wheelchair. If private vehicles are allowed on the street, a rolled curb does not provide the same safety from vehicles as a standard curb. It also creates barriers that disrupt the continuity of the promenade, preventing pedestrians from freely exploring businesses on either side of the street.

4. The **interim plan** is especially concerning. It calls for the street to begin the 10 p.m. - 10 a.m. schedule **without the implementation of any of the safety measures** of the Master Plan (such as a narrower vehicle lane). It also does not provide an explanation of what will happen to the parklets or other infrastructure that is currently installed in the street. This could lead to many more life-threatening incidents than the Master Plan alone.

My asks are: please move forward with the overall plan, but remove the 10 p.m. - 10 a.m. vehicle schedule, especially the interim plan to test it out; include a flat option; include an option not designed around private vehicle traffic; include raised intersections.

It saddens me that many people see traffic deaths as an unavoidable fact of life when there are proven ways to make streets safer. **While our traffic deaths increase year-over-year, Helsinki, Finland, has cut its traffic deaths to zero.** We talk about Vision Zero, so let's work toward it and keep cars off of State Street for the full length of the current promenade.

Thank you for your time,
Hannah Cohen

From: [Hannah Cohen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Draft State Street Master Plan - Public Comment
Date: Monday, April 27, 2026 1:58:51 PM

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Thank you for your time,
Hannah Cohen

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Monday, April 27, 2026 1:57:41 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]
[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

[Redacted Signature]

From: [Ronald Robertson Jr](#)
To: [Santa Barbara City Council](#)
Cc: [Randy Rowse](#); [Eric Friedman](#); [Mike Jordan](#); [Oscar Gutierrez](#)
Subject: State Street Master Plan
Date: Monday, April 27, 2026 1:56:53 PM

Dear Santa Barbara City Council,

I am writing to express my strong opposition to the Moule and Polyzoides vision for the State Street Master Plan.

After reviewing the proposal, I believe it represents a flawed approach for several key reasons. First, the proposed twenty-foot “street” width will effectively render the corridor vehicle-free upon completion. This design would transform one of Santa Barbara’s most iconic thoroughfares into what is essentially a mile-long **bike path**—at an extraordinarily high cost.

Second, the substantial funds allocated to this plan could be far more effectively utilized by restoring State Street to its pre-COVID configuration, engaging a local design team to address deficiencies in the existing sidewalks, and directing remaining resources toward critical infrastructure needs such as stormwater management and utilities. Should the City wish to prioritize housing initiatives, ample alternative funding sources are available.

I respectfully urge you to vote against this plan and instead pursue a more practical and balanced approach that restores a sense of normalcy and vitality to one of the finest streets in our central business district.

Thank you for your time and consideration.

Best regards,

Ron Robertson Jr., DDS

The Balboa Building
Managing Member
735 State Street Suite 608
Santa Barbara, CA 93101
805-962-8407
ron@balboabuilding.com

From: [Simon Kiefer](#)
To: [State Street Master Plan](#)
Subject: Comments on Master Plan
Date: Monday, April 27, 2026 1:43:29 PM

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

Hello Master Planner,

I am writing to support completely the Master Plan as drafted.

I support civic placemaking over cars.

Banning cars on State is not the reason for our commercial decline.

On-line shopping and COVID are the reasons.

Bringing more residents in is what will save State Street.

And please, is there nothing we can do about the reckless e-bikes?

They're giving the rest of us bicyclists a bad name.

Thanks for all you do for our community.

I love living here.

Sincerely,
Simon Kiefer

From: [Caitlin Colyer](#)
To: [Caitlin Colyer](#)
Subject: Pamela Boehr re: State Street
Date: Monday, April 27, 2026 1:24:17 PM
Attachments: [SA2891 City26042712270.pdf](#)

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Monday, April 27, 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]
[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.

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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: [Rick Longpre](#)
To: [City Clerk](#)
Subject: Agenda item 11 4/28
Date: Monday, April 27, 2026 1:08:56 PM

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

Car free State St 24/7. There is no justification to reintroduce cars on State St

Rick Longpre, Broker
CA Lic #01002539
805-895-1342 UPDATE EMAIL (richardjlongpre@gmail.com)

From: [Valerie Yoshimura PhD](#)
To: [City Clerk](#)
Subject: Item 11. Keep State St car-free
Date: Monday, April 27, 2026 1:07:42 PM

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

Dear Clerk:

I write to express my opposition to reopening State Street to vehicles between 10 PM and 10 AM.

State Street is beautiful as a pedestrian thoroughfare. Before the pandemic, there were many close calls, especially with those crosswalks in the middle of the block.

Moreover, 10 AM is very late for there to be cars. I would propose 8 AM at the latest. But, since people will undoubtedly forget and/or cheat the law, I think a continuation of keeping State Street as a pedestrian zone would be preferred.

Thank you.

Valerie Yoshimura, PhD
Goleta CA

<https://www.custom-matters.com/>

From: [Joseph Pierandozzi](#)
To: [City Clerk](#)
Subject: Public Comment Re: The State Street Master Plan for the April 28 City Council meeting
Date: Monday, April 27, 2026 12:25:31 PM

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

Hello!

My name is Joe Pierandozzi, and I've lived in Santa Barbara for 6 years now. I appreciate the Council taking the time to discuss the State Street Master Plan, and I want to provide written comment on that plan and its proposed adoption.

First, I want to thank the plan creators and participants for the many nuanced and measured ideas it contains, and for the effort put in to address a wide variety of community needs and wants with specific projects within a holistic plan. While there have been loud voices, including some in this room, demanding changes that would clearly have negative impacts on the corridor and the city, it is heartening to see clearer heads prevail.

Secondly, I do have a few suggestions and requests, which I hope the Council and the project leads will take under consideration:

1. The Storefront Activation Plan is a good start, but please continue to discuss how to reduce and control high commercial rents that likely have made it more difficult for small and interesting businesses to land on State Street, exist long enough to determine feasibility, and succeed long term when embraced by the community. And while it may not be the strict purview of the SSMP, please also continue to discuss high *residential* rent and home prices, which eat up money residents might otherwise spend at various businesses on State Street.
2. For blocks where the SSMP recommends overnight vehicular traffic access between 10pm and 10am, please consider that this may conflict with the stated goal of reducing further collisions between vehicles and cyclists and pedestrians, by overlapping the 8am - 10am vehicle traffic with commuters going to work on and near state street. As someone who commuted on foot and bicycle from various neighborhoods to and from the 800 and 400 blocks every workday for years, I can attest to the need for separation from cars during those times for safety.
3. Please continue to work with other groups like MOVE Santa Barbara, etc, to bring more non-car transit options (i.e. bikes and buses) to more neighborhoods, allowing locals to get to State Street in the first place. I was pleased to learn of a planned BCycle expansion that, while it didn't include my own neighborhood (Lower West Side), was encouraging and will hopefully let folks enjoy State Street via more efficient, cleaner, and healthier modes of transportation.

Thank you for the time.

-Joe

--

Joseph Pierandozzi
[Find me on LinkedIn](#)

From: [Cora Snyder](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#); [Kristen Sneddon](#)
Subject: I support a car-free State Street
Date: Monday, April 27, 2026 11:51:09 AM

You don't often get email from cora.snyder.22@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and City Council Members,

I am writing in support of the Draft State Street Master Plan and urge you to **keep State Street closed to car traffic**.

Since 2020, the car-free State Street has transformed our downtown into a space that fosters community, safety, and sustainable transportation. Families, visitors, and residents of all ages use it safely and comfortably. Research consistently shows that pedestrian- and bike-friendly streets generate more economic activity per square foot than car-oriented ones. On a personal level, I love being able to walk and bike on State Street safely with my toddler, and to sit outside at restaurants and cafes in peace without traffic noise.

I ask that you:

1. Keep State Street car-free, prioritizing pedestrians and cyclists
2. Ensure the downtown/waterfront shuttle is fully funded to provide equitable access for those unable to walk or bike

Santa Barbara's downtown is wonderfully people-centric. City Council has a rare opportunity to make this car-free transformation permanent. Please seize it.

Thank you for your consideration.

Sincerely,
Cora Snyder
Upper East Side Resident

--

Cora Snyder
Program Manager, Pacific Institute
Water Policy Lecturer, UCSB
Phone: 1 (650) 787-8792
Email: cora.snyder.22@gmail.com

From: [Cora Snyder](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#); [Kristen Sneddon](#)
Subject: I support a car-free State Street
Date: Monday, April 27, 2026 11:51:08 AM

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Cora Snyder
Upper East Side Resident

--

Cora Snyder

Program Manager, Pacific Institute
Water Policy Lecturer, UCSB
Phone: 1 (650) 787-8792
Email: cora.snyder.22@gmail.com

From: [Joe Story](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11 public comment in support of state street master plan
Date: Monday, April 27, 2026 10:42:55 AM

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

Dear City Council and State Street Master Plan team,

I'm writing as a Santa Barbara resident to express my support for the Draft State Street Master Plan, and to ask the Council to commit to a few specific points as it finalizes the plan.

First, State Street should continue to prioritize pedestrians and bicycles, and remain closed to cars along the full length of the current promenade. The closure put in place in 2020 has produced real, measurable benefits. A 2023 analysis published in the Santa Barbara Independent found that severe and fatal pedestrian and cyclist injuries on the promenade dropped significantly after cars were removed, even as foot and e-bike traffic surged. That is a safety outcome worth preserving.

Second, a car-free State Street is good for local businesses. The research compiled by Strong Towns and others is consistent on this point: walkable, people-oriented streets generate more economic activity and more tax revenue per acre than car-oriented ones. They invite people to linger, browse, and spend. Returning cars to the corridor would work against the very thing that has been drawing people downtown over the last several years.

Third, please fully fund the MTD Downtown-Waterfront Shuttle. The shuttle currently runs only on summer weekends, on temporary grant funding. A fully funded, year-round shuttle is the most equitable way to ensure that seniors, people with mobility challenges, and people without cars can comfortably reach all of State Street, the waterfront, and the Funk Zone. A great pedestrian district needs a transit backbone to match, and the shuttle is the most natural fit.

Fourth, keeping the promenade car-free 24/7 is cheaper. Car access at night puts additional strain on the budget with unclear economic return.

In short: keep the full promenade car-free, lean into the economic and safety benefits that have already shown up in the data, and pair the pedestrian district with a fully funded shuttle so that access is equitable for everyone.

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

Joe Story

From: [Joe Story](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Item 11 public comment in support of state street master plan
Date: Monday, April 27, 2026 10:42:54 AM

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

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In short: keep the full promenade car-free, lean into the economic and safety benefits that have already shown up in the data, and pair the pedestrian district with a fully funded shuttle so that access is equitable for everyone.

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

Joe Story

From: [Caitlin Ree](#)
To: [State Street Master Plan](#)
Subject: Written Comment on Draft State Street Master Plan
Date: Monday, April 27, 2026 10:35:14 AM

You don't often get email from caitlinree45@gmail.com. [Learn why this is important](#)

Dear City Council members,

My name is Caitlin Ree, and I've lived in downtown Santa Barbara for the past year. State Street has become my main running route because it carries me straight down to the Cabrillo Bike Path. State Street offers something rare: a **safe, open stretch of road** where you can move freely and take in the beauty of the city.

I am writing to raise a concern that is absent from the draft State Street Master Plan: **the needs of runners**. The proposed design allocates two 10-foot central travel lanes reserved for cyclists, transit vehicles, and vehicles during overnight hours, with two 30-foot pedestrian sidewalks on either side. The sidewalks are further subdivided into a Frontage Zone for outdoor dining, a Through Zone of minimum eight feet clear of obstructions, and a Furnishings Zone for trees and seating. This leaves **no designated space for running**.

Running on State Street is common and, for many residents, essential. The corridor's length, flatness, and central location make it a natural route. The plan's pedestrian sidewalks, busy with foot traffic, outdoor dining, furniture, and obstructions, are not a viable running surface, particularly during peak hours. Runners need clear, unimpeded forward motion; a **crowded eight-foot through zone shared with casual pedestrians does not provide that**.

The plan acknowledges a tension in the current promenade between cyclists and pedestrians wandering into bike lanes. The proposed textured surfacing is intended to keep pedestrians on the sidewalk. But this logic applies equally to runners, who similarly need a smooth, unobstructed lane, and who move significantly faster than pedestrians and far slower than cyclists, making them a **poor fit for either the sidewalk or the bike lane**.

I urge the City to address this gap explicitly. Options worth considering include: explicitly permitting runners to use the central lane alongside cyclists, with appropriate signage and speed guidelines to manage the speed differential safely; marking a dedicated running lane within the central travel lane; or at minimum, **acknowledging runners as a user group in the plan's mode hierarchy** and committing to address their needs in the detailed design phase.

State Street currently sees approximately 2,000 cyclists per day and 8,000–11,000 pedestrian crossings per intersection per day. Runners are part of this population too. A plan intended to serve all users for the next 20–30 years should recognize them.

Thank you for considering this input.

From: [Ted Hoagland](#)
To: [State Street Master Plan](#)
Subject: State Street for pedestrians please
Date: Monday, April 27, 2026 9:57:33 AM

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

Hello,

I'm a 30-year resident of Santa Barbara. I support a 24/7 pedestrian promenade without expensive bollards and cars at night. There has to be a better way to deal with deliveries and emergency vehicles.

I also think the promenade should be shortened -- Cota to Victoria.

Thanks,
Ted Hoagland

From: [Mkt Dev](#)
To: [City Clerk](#)
Subject: Keep State Street car free
Date: Monday, April 27, 2026 9:46:12 AM

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

Please keep State Street car free

From: [Bruce Caron](#)
To: [City Clerk](#)
Cc: [State Street Master Plan](#)
Subject: Draft State Street Master Plan, Item 11, April 28, 2026
Date: Monday, April 27, 2026 9:29:37 AM

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

To: the Mayor and City Council
Re: Draft State Street Master Plan, Item 11, April 28, 2026

I am asking you to support moving ahead with the Draft State Street Master Plan.

I would also ask that you give directions to staff to focus on the pedestrian-first, car-free aspects of this Plan. The future of State Street is car-free, and this future needs to be secured today. We are all tired of the continuing argument over cars on State.

Spending 4-5 million dollars on retractable bollards to allow cars along State after 10 pm is both a critical design compromise, and a great waste of City funds. Apart from setting up State as a conflict zone between drunk drivers and (perhaps drunk) pedestrians, who are now used to walking across the street when cars are not present, how many tourist cars per day will be trapped at 10 am when the bollards are raised? How many cars stopped at traffic lights will be damaged by automated bollards? Reject the plan for automated bollards, and continue the current system of removing bollards routinely for deliveries and other service vehicles.

With staff guidance, the promenade design can be strengthened (one way is to have raised crosswalks) to the point that signage prohibiting driving on the promenade will be sufficient to prevent daily car traffic. Removable bollards can be used for additional safety when and where this is necessary (such as during the Farmer's Market).

Seven years ago, the AIA Street Charrette promised us a series of open rooms, where a mix of social uses attracts locals and tourists into the heart of Santa Barbara. They also designed adaptive reuse for downtown buildings and parking lots. New housing for thousands of Santa Barbara's workers and their families.

As soon as you approve the Draft State Street Master Plan, it is time to focus on housing downtown. By passing this Plan today, you can move ahead with the very important work of finding solutions to housing on and around State Street.

In the decades ahead, the emergent downtown residential/retail neighborhood will thank you every day for a street of broad sidewalks and outdoor cafes, places for kids to play, and the elderly to rest and talk. Small shops selling essential goods for residents and boutique goods for tourists.

I ran a business with an office on State for several years. I would have really enjoyed walking out on the promenade.

Please vote yes on the Master Plan and for a car-free State, for today, tomorrow, and for the future of Santa Barbara.

Sincerely,
Bruce Caron, Santa Barbara resident

--

Bruce Caron, PhD
New Media Studio, 501 (c) 3
417 Samarkand Drive
Santa Barbara, CA 93105
email me for a phone number...

From: [Bruce Caron](#)
To: [City Clerk](#)
Cc: [State Street Master Plan](#)
Subject: Draft State Street Master Plan, Item 11, April 28, 2026
Date: Monday, April 27, 2026 9:29:37 AM

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Sincerely,
Bruce Caron, Santa Barbara resident

--

Bruce Caron, PhD
New Media Studio, 501 (c) 3
417 Samarkand Drive
Santa Barbara, CA 93105
email me for a phone number...

From: [Jamie Montgomery](#)
To: [City Clerk](#)
Subject: Keep state street car free
Date: Monday, April 27, 2026 9:22:14 AM

Some people who received this message don't often get email from jcmonty16@gmail.com. [Learn why this is important](#)

Good morning -

This is in reference to item 11 for tomorrow's meeting.

I want to voice my support for keeping State Street car free. I don't understand why we would let cars drive on state street from 10 pm to 10 am. 7-10 am is a very busy time on state street. I could understand midnight to 6 am to allow for deliveries for businesses. Otherwise I firmly oppose letting cars back onto state street.

Everything else in the draft master plan I like, especially the 30ft wide sidewalks and dedicated bike lanes.

Jamie Montgomery
SB Resident since 2011, living and working downtown.

From: [Daniel Schneider](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state closed
Date: Monday, April 27, 2026 9:06:43 AM

[Some people who received this message don't often get email from 17schneiderd@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

State street is way better closed. Opening it up will hurt businesses, tourists, and make it more dangerous!

From: [Daniel Schneider](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Keep state closed
Date: Monday, April 27, 2026 9:06:43 AM

[You don't often get email from 17schneiderd@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

State street is way better closed. Opening it up will hurt businesses, tourists, and make it more dangerous!

From: noahsarkofanmls@aol.com
To: [State Street Master Plan](#)
Subject: Open state street please
Date: Monday, April 27, 2026 8:59:57 AM

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

Good Morning!

My vote is to open state street.

I have written the mayor several times and we share the same vision.

I know you have heard it over and over but as an aging life long citizen of Santa Barbara, I relied on the street being open to find stores, then go around the block to park. Actually we did that when running errands with my mom some 60+ yrs ago!

I now avoid State street because a couple of times walking from the parking structure to State street, I was confronted by aggressive homeless people. (I don't run the way I use to) it was very frightful, not to mention the loitering "groups" of individuals.

I don't think the city would like another law suit when their people are attacked.

It's the silent majority of the many generations of "locals" that would like to see it opened again. I don't mean "locals" of less than 10 years! It's the ones whose families that made Santa Barbara what it is before they were "on the map". The ones where streets were named after, buildings and restaurants owned by "a Mom and Pop", hard working people, living amongst the rich and poor.

I apologize but I don't see the logic of closing State street to cars and making it a "Mall like" promenade, when we see how Malls are becoming a thing of the past.

I was in Oxnard at their version of a cute open mall/ street called "The Collection". The street , maybe 1 block radius, was booming and the sidewalks had shoppers with shopping bags. That area had foot traffic and car traffic. I noticed no presence of bikes , then when leaving I noticed a sandwich board saying no bikes or e bikes allowed.

There also was a presence of foot patrol as well as ones driving .

The street parking had meters to pay into which was nice, as well as plenty of parking both on the street and lot. It was refreshing ,as a pedestrian, not to have to dodge bikes and parklets, but to have the sidewalk for only pedestrians.

... one more thing, I have noticed the parklets attract "small animals" , which could potentially be a health issue.

Please reconsider the future of our State Street.

Thank you for time,
Cindy Suzuki

From: [chris johnson](#)
To: [City Clerk](#); [City Clerk](#)
Subject: State St.
Date: Monday, April 27, 2026 8:53:40 AM

Hello,

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

Chris Johnson

From: [Fabiola Juárez](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on State Street
Date: Monday, April 27, 2026 8:48:37 AM

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

I am for no cars on State Street.

From: [Fabiola Juárez](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on State Street
Date: Monday, April 27, 2026 8:48:34 AM

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

I am for no cars on State Street.

From: [molly pearson](#)
To: [State Street Master Plan](#); [Tess Harris](#); [City Clerk](#)
Subject: April 28, 2026 City Council meeting - Comments for agenda item 11, State Street Master Plan
Date: Monday, April 27, 2026 8:44:37 AM
Attachments: [M Pearson comments 4-16-26 Draft State Street Master Plan.pdf](#)

You don't often get email from mollypearson99@gmail.com. [Learn why this is important](#)

To whom it may concern:

Please include the attached comments in agenda item 11, provide them to Council members ahead of the meeting, and also provide them on your website for members of the public to review. Also, please do not include this email transmittal or my personal email in the agenda materials; the attached letter should stand on its own as my public comments on the agenda item.

Thank you, Molly Pearson

From: [molly pearson](#)
To: [State Street Master Plan](#); [Tess Harris](#); [City Clerk](#)
Subject: April 28, 2026 City Council meeting - Comments for agenda item 11, State Street Master Plan
Date: Monday, April 27, 2026 8:44:23 AM
Attachments: [M Pearson comments 4-16-26 Draft State Street Master Plan.pdf](#)

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Please include the attached comments in agenda item 11, provide them to Council members ahead of the meeting, and also provide them on your website for members of the public to review. Also, please do not include this email transmittal or my personal email in the agenda materials; the attached letter should stand on its own as my public comments on the agenda item.

Thank you, Molly Pearson

From: [Dylan Schuyler](#)
To: [City Clerk](#)
Subject: No Cars on State Street
Date: Monday, April 27, 2026 8:20:44 AM

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

Hey City of Santa Barbara!

Thank you for working on the state street master plan, I think it looks great so far. The only two comments I have is I would love to see more seating areas/ places to congregate prioritized in the plan. (I think this makes a space where locals including myself will be more likely to come down town and spend time in with friends),

And I think 100% car free makes more sense too. Biking down the street early in the morning to work is very nice. And late at night it is nice to wander state without concern.

Thank you for your consideration, and I wish you the best in fulfilling your commission to revitalize our beautiful heart of Santa Barbara!

Dylan Schuyler

From: [Ben Williams](#)
To: [City Clerk](#)
Subject: comment on Item 11, State Street Master Plan
Date: Monday, April 27, 2026 6:20:24 AM

[Some people who received this message don't often get email from halpern@ncsu.acad.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>

I am unable to make the public meeting on April 28 and so am sending my comments via email.

I am a long time resident of Santa Barbara, for nearly 20 years, and I have seen the many faces and versions of State Street.

I am hugely supportive of a car-free State St. for the section from Haley to Victoria. The plan to have wider sidewalks and a dedicated bike path and shuttle loop are amazing.

I am 100% against the plan to allow cars, and particularly confused why the plan would open State St from 10pm to 11pm, when few cars would be driving anyway. It will require a massive expense to install the transformable barriers at each intersection that keep cars out some times and allow them in other times. I do not want to waste any or anyone else's tax dollars on this unnecessary expense.

For the sake of our community, please amend the plan to not allow cars at any time (of course delivery trucks can access shops in the early morning if/as needed, using the shuttle lane).

A concerned citizen,

Ben

 Benjamin S. Halpern
 Director, North Center for Food, Anal. & Synth. (NCEAS)
 University of California
 1021 Alvarado St., Santa Barbara, CA 93101
 (805) 883-1280 reach reach@nrcslab.ucsb.edu
<http://www.nceas.ucsb.edu>
 Executive Director, LTER North Office
 Professor, Bren School of Environmental Science and Management
 UCSB, Santa Barbara, CA 93106

From: [Kathie Rose Mashni](#)
To: [State Street Master Plan](#)
Subject: State Street
Date: Monday, April 27, 2026 8:01:25 AM

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

Enough is enough. Stop wasting our money on a family project and open State Street back up to cars. You can't even balance a budget, Why should we continue lending you more and more of our hard earned money for a project that many of us (Including me) don't even want, and that the city cannot afford.

Stop. This has gone too far. Too much of our money has already been wasted. And all you want is more, and more and more. Open the street to cars!

Kathie Mashni

City resident

From: [John](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on State Street
Date: Monday, April 27, 2026 7:52:23 AM

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

Hello,

State Street should prioritize pedestrians and bicycles and remain closed to cars/trucks for the entire length. There is no need for cars/trucks on State St. We've proven that! The rest of the plan looks great! Thank you.

Regards,
John Richards

From: [Benny](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: No cars on state
Date: Monday, April 27, 2026 7:52:23 AM

You don't often get email from ben_surfs@pm.me. [Learn why this is important](#)

No cars on state! Seriously I mean come on.

From: [Laura Wilson](#)
To: [State Street Master Plan](#)
Subject: State Street comments
Date: Monday, April 27, 2026 7:41:29 AM

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

I am a native Santa Barbaraian and grew up on the upper East and have lived in [REDACTED] 50 years. I much prefer no cars on State...with the exception of a trolley system to ferry folks around. I think it would be great to have a way to ride up and down State to the Wharf and Breakwater. A system like that would answer the needs of the 34% who think cars are necessary.

I have noticed that the cars v. no cars is very generational...we should not be making policy based on the desires of folks over 50---they are not the future. My children (now in their 40s) are all for no cars and they will be the ones to live in this town when those of us oldsters are gone.

My husband and I walk State often...he walks to Ralph's several times a week and we both (in our 70s and 80s) feel safe...the bikes don't bother either one of us. After all, "look both ways" isn't exactly rocket science. We like no cars on State. What we do NOT like are property owners who jack up rents and then get the tax breaks for empty buildings...greed is NOT good.

Sincerely,

Laura Wilson
[REDACTED]

From: [Randy Wilson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Yes State Street Master plan, but No on cars !!
Date: Monday, April 27, 2026 7:17:23 AM

Dear Santa Barbara City Council,

I am writing to express my strong support for the Draft State Street Master Plan being reviewed this Tuesday. The proposed vision for 30-foot sidewalks, cobble streets, and the return of the electric shuttle is a massive step toward the "people-first" downtown our community deserves. I am particularly supportive of the dedicated bike paths and the zoning for over 1,000 new homes.

However, I urge you to amend the plan to keep State Street car-free all the time, rather than allowing private vehicles back on the street from 10 PM to 10 AM. I can't believe we want cars cruising and playing loud music starting at 10pm, which is what will probably happen, while tipsy pedestrians get out of bars. Who is really going to be driving on State from 10pm to 3am; is that the crowd you really want to support with infrastructure, street line painting, etc? A permanent car-free zone is far safer and preferred by 80% of surveyed SBians. (Morning delivery/work trucks allowed of course.)

Please commit to a fully pedestrian-focused future for Santa Barbara's downtown.

Randy Wilson



From: [Randy Wilson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#)
Subject: Yes State Street Master plan, but No on cars !!
Date: Monday, April 27, 2026 7:17:22 AM

You don't often get email from randy4w@gmail.com. [Learn why this is important](#)

Dear Santa Barbara City Council,

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Please commit to a fully pedestrian-focused future for Santa Barbara's downtown.

Randy Wilson



From: [Ann Brinker](#)
To: [State Street Master Plan](#)
Subject: State St
Date: Monday, April 27, 2026 3:59:00 AM

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

Hello,

I am a frequent walker of State St since I live within .5 miles of downtown. I would like State St to be car free.
Ann Brinker

Sent from my iPhone

From: [JEFF ROSS](#)
To: [State Street Master Plan](#)
Subject: Comment
Date: Monday, April 27, 2026 3:24:05 AM

If anybody within the powers to be, isn't 100% sure to their commitment in making State Street better, here is my suggestion: At Taxpayer expense, go to Amsterdam. This is what S B, will become if we do nothing. Also, start enforcing the NO SMOKING policy of Santa Barbara to every Tourist Market, so when they come here, it won't end up like Europe. Let's begin a Public Education program, by letting those who don't abide by our Laws, initiate a means to Educate. I like the NEW State Street Plan! Let's not get bogged down with....Paralysis by Analysis!

Jeff Ross