

From: [Benjamin Reinert](#)
To: [State Street Master Plan](#)
Cc: [Meagan Harmon](#); [Benjamin Reinert](#)
Subject: [Public Comment] Draft State Street Master Plan - Support for Pedestrianization (!)
Date: Friday, April 24, 2026 8:11:04 PM
Attachments: [f65a7aa0-1ff5-4257-8cc9-262497896a8e.png](#)
[image.png](#)
[image.png](#)

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To Whom it may Concern,

Thank you for the opportunity to comment on the draft State Street Master Plan released on April 16, 2026. As a resident of [REDACTED] I frequent State Street multiple times daily for commutes, events, passeggiata-style strolls, shopping, and more. My professional and educational background spans urban planning, urban design, and civil engineering. Consequently, my relationship with this plan is both intimate and cerebral.

There is much to applaud in the *Create State* plan. I appreciate the boldness of the Council, committee members, staff, and consultants in envisioning a corridor that prioritizes pedestrian experience and positions State Street as a distinctive destination. Details such as unique street furniture, soft lighting, materiality, and asphalt art matter enormously, as do broader planning visions like the paseo network. However, I have four thematic concerns that I urge you to consider before adoption:

1) Public vehicular access from 10 PM to 10 AM contradicts the plan's core objectives. Car-free environments are well [documented](#) to improve public health, safety, and environment. State Street is a designated Class II bike corridor, and regional [commute volumes](#) already peak between 7–8 AM. Reintroducing vehicles during this period introduces real and perceived risks that may deter cycling and shift riders to less suitable routes—directly conflicting with the plan's KPI of increasing cycling activity by 20% within five years. Similarly, the plan emphasizes nighttime activation, particularly in the Civic District. Successful nightlife depends heavily on perceived safety and ambiance. Noise, emissions, harsh lighting, and the unpredictability of late-night vehicle traffic would likely inhibit the very vibrancy the plan seeks to cultivate.

That said, State Street cannot function without some level of vehicular access. Emergency services, maintenance, deliveries, and construction are essential. The plan identifies a viable control mechanism, but it warrants further development.

2) Bollards should integrate "smart access" with open windows. The bollards will play a critical role in both the function and character of State Street. As an early implementation item, they will have an outsized impact on long-term outcomes. In terms of hardware, the form and finish should align with the City's architectural standards, and non-retractable bollards could incorporate natural materials. Integrated lighting could also enhance visibility and mark key access points and intersections at night.

Most importantly, smart integration presents an opportunity to maintain pedestrian priority around the clock. Incorporating networked (Wi-Fi-enabled) retractable bollards could grant vetted users on-demand access via uniquely generated codes. Maintenance and service workers, business personnel, transit operators, and perhaps future disabled residents, would be able to access the street during permissible hours without opening the street to general vehicle traffic. This would allow the street to function much like it does now, permitting service functions, while minimizing commuter and nightlife conflicts. The Police Department could oversee vetting and access privileges, potentially reducing the need for dedicated enforcement resources. Clear signage should communicate access rules by time of day and user group.

3) Street design should address problematic e-bike behavior more directly. The plan thoughtfully incorporates traffic calming measures, but should more explicitly address e-bikes and problematic micro-mobility behavior. Travel paths should be wide enough for authorized micro-transit vehicles, while restricting space for stunting and erratic maneuvers. The proposed permeable pavers should allow for easy travel over short distances, but discourage extended, higher-speed riding. Marked left-turn wait zones at intersections could cue cyclists together and reduce rear-end collisions. Textured pavement markings at mid-block pedestrian crossings could reinforce yielding behavior. Curb extensions, narrowing of the travel-way to 20 feet, and low curbs are all strong proposals, and should be prioritized for funding. The 20 mph speed limit is appropriate but must be actively enforced — design alone may not be sufficient.

4) Landscape design should prioritize biodiversity and sensory richness. The plan's preference for reducing ground-plane plantings sacrifices texture and visual interest. Expanding the tree canopy, and developing a visual language through planting are positive, but restrictions on bloom color and plant variety may risk sterilizing the streetscape relative to its current condition. Biodiversity and habitat value should be explicit design criteria. Incorporating aromatic and night-blooming plants would enrich the sensory experience and support of the night time activation goals discussed above. Shade and urban heat island studies should guide decisions about where to preserve, remove, or introduce plantings for maximum benefit.

I have included screenshots of several memorable pedestrian streets I encountered while living in Europe, all featuring retractable bollard systems, cut stone pavement, and low curbs. Hopefully, these are helpful precedents for the team.

This investment presents an opportunity to create a truly memorable public realm. In State Street, Santa Barbara has the potential to become globally recognized for pedestrian experience, alongside cities such as Porto, Edinburgh, and Hoi An. I encourage the City Council to move forward with urgency, but also to be brave and ambitious in ensuring this vision is the best it can be. Stronger vehicular restrictions and targeted design enhancements will help realize its full potential.

Thank you for your attention and your service to our community.

Benjamin Reinert

benjaminreinert@gmail.com

Affiliation Disclosure: I am currently on staff in the Department of Public Works, but I have had no involvement in the development of this Master Plan.





From: [Loy Beardsmore](#)
To: [State Street Master Plan](#)
Subject: Open State Street
Date: Friday, April 24, 2026 7:47:49 PM

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Hello,

State Street is a disaster and this master plan is ridiculous. It needs to be reopened. Period!

Opening it from 10pm on is a terrible plan. Who is going to drive down the street at that hour other than people leaving the bars?

If it is to be closed at all, it should be during the evening hours and open during the day. It should also be opened for the parades.

Retail shopping is NOT dead and not everyone shops online all the time. I'd love to drive down State St. to see what is there, and understand, I am quite capable of walking.

It is not safe to walk downtown with all the bikes. It is not clean, and it is not inviting at all.

The money wasted on this project could have been spent elsewhere. We do NOT have money in our budget to spend anymore on this debacle. Enough is enough!

Please open it again, and like I said earlier, if you're going to close it down at all, it should be in the evening hours, NOT during the day.

Thank you,
Loy Beardsmore

From: [Ruth Malengo](#)
To: [State Street Master Plan](#)
Subject: Comments
Date: Friday, April 24, 2026 3:02:55 PM

While I can see that a lot of thought had gone into the plan but short of opening the street completely we can not support.

My husband was born and raised in Santa Barbara and had such good memories of all the parades and be able to drive down state street.

I grew to love those things as well.

The parades belong on state street.

I really don't think that safety for walkers will be solved by what is proposed. The out of control bikes are a real problem.

Sure it's nice to eat outside but we always enjoyed our time indoors as well in years past.

I hope you don't have need for emergency service.

What good is opening the street from 10 pm to 10 am.

With online shopping I don't know that stores would come back but I miss being able to see and touch what I buy.

John and I do not support the current suggested plan

Ruth Malengo



[Sent from Yahoo Mail for iPhone](#)

From: [Kevin](#)
To: [State Street Master Plan](#)
Subject: Written Comment | State Street Master Plan Appendix I
Date: Friday, April 24, 2026 1:32:13 PM

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Dear Mayor Rowse & Members of the City Council,

I am submitting this written comment regarding the Draft State Street Master Plan ahead of the April 28, 2026 meeting.

Which Appendix I projects are already funded, and which have active procurement or contracts underway? Given that Appendix I describes these as temporary, testable interventions, at what point does near-term infrastructure spend of this scale, committed before final adoption, foreclose the community's ability to meaningfully shape the final design?

Appendix I, Transitional Project Opportunities, identifies near-term projects with a combined anticipated cost in the range of several million dollars. These include \$500,000 to grind and seal travel lanes across all blocks, \$500,000 in intersection barriers, \$600,000 per intersection for retractable bollards spanning the full corridor, and \$500,000 or more to advance the plan to construction documents. Most items carry a timeframe of 3 to 12 months.

The final Master Plan is not scheduled for adoption until Summer 2026. The public is being asked to comment on a vision. The community deserves to know how much of that vision is already being built.

Respectfully,

Kevin

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Friday, April 24, 2026 1:12:11 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



From: [Kevin](#)
To: [State Street Master Plan](#)
Subject: Written Comments: State Street Master Plan Appendix K
Date: Friday, April 24, 2026 12:18:19 PM

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Dear Mayor Rowse & Members of the City Council,

I am submitting this written comment regarding the Draft State Street Master Plan ahead of the April 28, 2026 meeting.

If the bollard infrastructure is designed to support community events with minimal additional setup, why does Appendix K require parade organizers to independently provision a full traffic control apparatus at every intersecting block, as if the bollards don't exist?

The plan states that retractable bollards enable community events with minimal additional setup. Appendix K, dated August 18, 2025 and predating the finalized Master Plan, requires parade organizers to fully provision and staff traffic control at every intersecting block with no mention of the bollard system.

Respectfully,

Kevin

From: [Zachary Elgart](#)
To: [State Street Master Plan](#)
Subject: Keep State Street 24 hours a day
Date: Friday, April 24, 2026 12:06:06 PM

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State Street should be free from cars 24 hours a day. Allowing cars for half the day erodes any progress made towards preserving State as a public space that serves people and caters to special interests that do not have the cities best interest or long-term future/sustainability in mind, not to mention the significant increase in safety that keeping cars away from people provides (over 60% reduction in crashes!). Please do not sacrifice my safety, the safety of my family, and the safety of our community to pursue your plan to allow cars back on State.

From: [Kevin Heim](#)
To: [City Clerk](#)
Subject: Item 11/Draft Master Plan Public Comment - Opposing Nighttime Private Vehicle Access and Strengthening a People-First Paseo
Date: Friday, April 24, 2026 11:14:32 AM

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Dear Mayor Rowse and Members of the Santa Barbara City Council,

Thank you for the opportunity to comment on the April 16, 2026 Draft State Street Master Plan and Appendices. The plan reflects serious thought, strong design work, and a genuine effort to imagine State Street as the civic heart of downtown for the next generation. I especially support the physical layout of the proposed plan, including the widened pedestrian realm, the improved paving and drainage strategy, the enhanced tree canopy, the attention to paseos and public gathering space, and **the overall commitment to making State Street the most pleasant place in Santa Barbara.**

In many respects, the draft gets the big picture right. It recognizes that State Street's future lies in becoming the most pleasant place in Santa Barbara rather than trying to recreate an older auto-oriented model. It also correctly identifies the need for more downtown housing, more small-scale activation, better transit circulation, and a stronger mix of arts, culture, dining, and neighborhood-serving uses to support year-round life downtown. From my perspective, those are exactly the right instincts: invest in a durable public realm, support incremental mixed-use growth, strengthen the local tax base through productive land use, and make downtown a place where people can comfortably live, walk, bike, shop, and gather without depending on a car for every trip.

My principal concern is the proposal to allow private vehicles on State Street overnight, from 10 p.m. to 10 a.m. That aspect of the plan should be removed or substantially narrowed. The plan itself shows that safety improved dramatically after State Street was converted to a promenade, with average annual collisions dropping from 17.6 to 5.9 and annual injuries falling from 10.2 to 5.0 after the removal of regular vehicle conflicts. Those are not marginal gains. They are strong evidence that reducing private vehicle presence on the corridor has made State Street safer for pedestrians and cyclists.

The draft also makes clear that State Street is now heavily used by people walking and biking, with approximately 8,000 to 11,000 pedestrian crossings per intersection per day and roughly 2,000 cyclists per day, with even higher activity on weekends. It further notes that the Entertainment District contains a high concentration of bars, restaurants, and nightlife activity, and explicitly acknowledges that blocks with significant nightlife may require vehicle restrictions beyond standard hours to avoid conflicts between large pedestrian crowds and vehicles where alcohol service is prevalent. That point is important. The hours after 10 p.m. are not a low-risk period. They are often the exact hours when impairment, darkness, crowding, distraction, and nightlife activity combine to increase the risk of severe pedestrian injury.

For that reason, opening State Street to private cars overnight appears inconsistent with the plan's own safety findings and its stated goals to be people-centric, livable, connected, and sustainable. A street designed to feel like a promenade, with broad sidewalks, frequent crossing activity, outdoor dining, cultural destinations, and a shared public-realm character, should not also function as a nighttime cruising corridor for

private vehicles. Even if speeds are intended to remain low, the presence of private cars at late-night hours creates avoidable risk and changes the social character of the street in exactly the wrong direction.

There are also quality-of-life concerns that the current draft does not adequately confront. Allowing private vehicles overnight is likely to increase nuisance behavior, including cruising, engine revving, excessive noise, altercations, and potentially street racing or reckless driving, particularly on weekend nights and after events when crowds are at their largest. While the plan is right to preserve access for emergencies, deliveries, refuse collection, maintenance, and other necessary operations, that is very different from reopening the corridor to general private traffic. The current promenade condition appears to have preserved operational flexibility while greatly reducing vehicle conflict, and the draft already contemplates a bollard system, emergency override capability, cross-street loading, and appointment-based access for exceptional needs. Those tools should be used to support essential access, not general private driving.

A better approach would be to keep the 500 through 1200 blocks closed to general private vehicles at all hours, while preserving access for emergency responders and tightly managed service and delivery functions. If the City believes some overnight access is still necessary, it should be limited to permitted service vehicles only, not ordinary private cars. The City could use bollards, permit systems, or license-plate-based access controls to allow deliveries, refuse pickup, maintenance vehicles, and construction access during specified windows, while prohibiting general traffic. That would meet operational needs without undermining the safety and public-space benefits the promenade has already demonstrated.

The City should also consider extending pedestrian-priority hours later into the night on weekends and during major events, especially in the Entertainment District and around the Arts District. The draft already recognizes the importance of flexible block-by-block closures and stronger nighttime management where nightlife is concentrated. That flexibility should be used to protect people, not to invite more cars into the corridor. In a successful downtown, the late-evening transportation strategy should rely more on walking, transit, shuttle service, pedicabs, and peripheral parking access from surrounding streets than on opening the main civic spine to private vehicles.

More broadly, I encourage the City to strengthen the parts of the plan that support downtown as a true neighborhood rather than just a visitor destination. The draft correctly notes that less than 350 residential units currently exist in the study area and that downtown should accommodate a substantial share of future housing growth, including 1,000 to 2,000 units in the broader master plan area. That is one of the most important findings in the plan. A resilient State Street will not be built by chasing the old department-store era. It will be built by adding residents, supporting mixed-use redevelopment, adapting excess retail space, activating paseos and side streets, and encouraging a steady rhythm of daily life that does not depend solely on tourism or office workers.

From my perspective, that means prioritizing incremental housing and mixed-use infill near the corridor, especially around Paseo Nuevo and underutilized public parking sites, simplifying approvals for outdoor dining and small-scale activations, and ensuring the ground floor remains transparent, active, and hospitable to local businesses. It also means continuing to invest in the basics that make a place successful over time: shade, seating, maintenance, lighting, clear wayfinding, safe crossings, transit access, and a

streetscape that invites ordinary daily use by people of all ages. Those are the kinds of investments that produce long-term value for both the public and private sectors.

I also support the plan's emphasis on improving bicycle and transit access. If downtown housing grows as envisioned, then reducing car dependence will become even more important. The corridor should remain a low-stress place to bike, and transit service should be improved so visitors, workers, older adults, and people with mobility challenges can move conveniently along and to State Street without needing to drive through it. The State Street Loop has already shown meaningful demand, and the draft rightly points to the value of better shuttle and circulator service. That is a much better solution than nighttime private vehicle access.

In short, I support the physical design direction of the draft plan and believe it contains the foundation of an excellent long-term vision for downtown Santa Barbara. But the proposal to reopen State Street to private vehicles from 10 p.m. to 10 a.m. is a serious mistake. It conflicts with the plan's own safety data, weakens the logic of a pedestrian-first paseo, and risks reintroducing the very dangers and nuisances that the promenade has helped reduce. State Street should remain a people-first corridor, with private vehicles excluded except where truly necessary for emergency or tightly managed service access.

Santa Barbara has an opportunity to create a downtown that is beautiful, economically resilient, safe, and genuinely livable. The strongest version of this plan is one that treats State Street not as a street that can become pedestrian-friendly for part of the day, but as a true civic promenade that supports housing, culture, commerce, and public life first. I urge you to adopt the best parts of the draft plan while revising the operations framework to keep private vehicles off the core blocks of State Street overnight as well as during the day.

Thank you for your consideration and for your stewardship of downtown Santa Barbara's future.

Sincerely,

Kevin Heim
Santa Barbara, CA

From: [Kevin Heim](#)
To: [State Street Master Plan](#); [Santa Barbara City Council](#)
Cc: info@strongtownssb.org
Subject: Comment on Draft State Street Master Plan – Opposing Nighttime Private Vehicle Access and Strengthening a People-First Paseo
Date: Friday, April 24, 2026 10:52:28 AM

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In many respects, the draft gets the big picture right. It recognizes that State Street's future lies in becoming the most pleasant place in Santa Barbara rather than trying to recreate an older auto-oriented model. It also correctly identifies the need for more downtown housing, more small-scale activation, better transit circulation, and a stronger mix of arts, culture, dining, and neighborhood-serving uses to support year-round life downtown. From my perspective, those are exactly the right instincts: invest in a durable public realm, support incremental mixed-use growth, strengthen the local tax base through productive land use, and make downtown a place where people can comfortably live, walk, bike, shop, and gather without depending on a car for every trip.

My principal concern is the proposal to allow private vehicles on State Street overnight, from 10 p.m. to 10 a.m. That aspect of the plan should be removed or substantially narrowed. The plan itself shows that safety improved dramatically after State Street was converted to a promenade, with average annual collisions dropping from 17.6 to 5.9 and annual injuries falling from 10.2 to 5.0 after the removal of regular vehicle conflicts. Those are not marginal gains. They are strong evidence that reducing private vehicle presence on the corridor has made State Street safer for pedestrians and cyclists.

The draft also makes clear that State Street is now heavily used by people walking and biking, with approximately 8,000 to 11,000 pedestrian crossings per intersection per day and roughly 2,000 cyclists per day, with even higher activity on weekends. It further notes that the Entertainment District contains a high concentration of bars, restaurants, and nightlife activity, and explicitly acknowledges that blocks with significant nightlife may require vehicle restrictions beyond standard hours to avoid conflicts between large pedestrian crowds and vehicles where alcohol service is prevalent. That point is important. The hours after 10 p.m. are not a low-risk period. They are often the exact hours when impairment, darkness, crowding, distraction, and nightlife activity combine to increase the risk of severe pedestrian injury.

For that reason, opening State Street to private cars overnight appears inconsistent with the plan's own safety findings and its stated goals to be people-centric, livable, connected, and sustainable. A street designed to feel like a promenade, with broad

sidewalks, frequent crossing activity, outdoor dining, cultural destinations, and a shared public-realm character, should not also function as a nighttime cruising corridor for private vehicles. Even if speeds are intended to remain low, the presence of private cars at late-night hours creates avoidable risk and changes the social character of the street in exactly the wrong direction.

There are also quality-of-life concerns that the current draft does not adequately confront. Allowing private vehicles overnight is likely to increase nuisance behavior, including cruising, engine revving, excessive noise, altercations, and potentially street racing or reckless driving, particularly on weekend nights and after events when crowds are at their largest. While the plan is right to preserve access for emergencies, deliveries, refuse collection, maintenance, and other necessary operations, that is very different from reopening the corridor to general private traffic. The current promenade condition appears to have preserved operational flexibility while greatly reducing vehicle conflict, and the draft already contemplates a bollard system, emergency override capability, cross-street loading, and appointment-based access for exceptional needs. Those tools should be used to support essential access, not general private driving.

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public-realm character, should not also function as a nighttime cruising corridor for private vehicles. Even if speeds are intended to remain low, the presence of private cars at late-night hours creates avoidable risk and changes the social character of the street in exactly the wrong direction.

There are also quality-of-life concerns that the current draft does not adequately confront. Allowing private vehicles overnight is likely to increase nuisance behavior, including cruising, engine revving, excessive noise, altercations, and potentially street racing or reckless driving, particularly on weekend nights and after events when crowds are at their largest. While the plan is right to preserve access for emergencies, deliveries, refuse collection, maintenance, and other necessary operations, that is very different from reopening the corridor to general private traffic. The current promenade condition appears to have preserved operational flexibility while greatly reducing vehicle conflict, and the draft already contemplates a bollard system, emergency override capability, cross-street loading, and appointment-based access for exceptional needs. Those tools should be used to support essential access, not general private driving.

A better approach would be to keep the 500 through 1200 blocks closed to general private vehicles at all hours, while preserving access for emergency responders and tightly managed service and delivery functions. If the City believes some overnight access is still necessary, it should be limited to permitted service vehicles only, not ordinary private cars. The City could use bollards, permit systems, or license-plate-based access controls to allow deliveries, refuse pickup, maintenance vehicles, and construction access during specified windows, while prohibiting general traffic. That would meet operational needs without undermining the safety and public-space benefits the promenade has already demonstrated.

The City should also consider extending pedestrian-priority hours later into the night on weekends and during major events, especially in the Entertainment District and around the Arts District. The draft already recognizes the importance of flexible block-by-block closures and stronger nighttime management where nightlife is concentrated. That flexibility should be used to protect people, not to invite more cars into the corridor. In a successful downtown, the late-evening transportation strategy should rely more on walking, transit, shuttle service, pedicabs, and peripheral parking access from surrounding streets than on opening the main civic spine to private vehicles.

More broadly, I encourage the City to strengthen the parts of the plan that support downtown as a true neighborhood rather than just a visitor destination. The draft correctly notes that less than 350 residential units currently exist in the study area and that downtown should accommodate a substantial share of future housing growth, including 1,000 to 2,000 units in the broader master plan area. That is one of the most important findings in the plan. A resilient State Street will not be built by chasing the old department-store era. It will be built by adding residents, supporting mixed-use redevelopment, adapting excess retail space, activating paseos and side streets, and encouraging a steady rhythm of daily life that does not depend solely on tourism or office workers.

From my perspective, that means prioritizing incremental housing and mixed-use infill near the corridor, especially around Paseo Nuevo and underutilized public parking sites, simplifying approvals for outdoor dining and small-scale activations, and ensuring the ground floor remains transparent, active, and hospitable to local businesses. It also means continuing to invest in the basics that make a place successful over time: shade,

seating, maintenance, lighting, clear wayfinding, safe crossings, transit access, and a streetscape that invites ordinary daily use by people of all ages. Those are the kinds of investments that produce long-term value for both the public and private sectors.

I also support the plan's emphasis on improving bicycle and transit access. If downtown housing grows as envisioned, then reducing car dependence will become even more important. The corridor should remain a low-stress place to bike, and transit service should be improved so visitors, workers, older adults, and people with mobility challenges can move conveniently along and to State Street without needing to drive through it. The State Street Loop has already shown meaningful demand, and the draft rightly points to the value of better shuttle and circulator service. That is a much better solution than nighttime private vehicle access.

In short, I support the physical design direction of the draft plan and believe it contains the foundation of an excellent long-term vision for downtown Santa Barbara. But the proposal to reopen State Street to private vehicles from 10 p.m. to 10 a.m. is a serious mistake. It conflicts with the plan's own safety data, weakens the logic of a pedestrian-first paseo, and risks reintroducing the very dangers and nuisances that the promenade has helped reduce. State Street should remain a people-first corridor, with private vehicles excluded except where truly necessary for emergency or tightly managed service access.

Santa Barbara has an opportunity to create a downtown that is beautiful, economically resilient, safe, and genuinely livable. The strongest version of this plan is one that treats State Street not as a street that can become pedestrian-friendly for part of the day, but as a true civic promenade that supports housing, culture, commerce, and public life first. I urge you to adopt the best parts of the draft plan while revising the operations framework to keep private vehicles off the core blocks of State Street overnight as well as during the day.

Thank you for your consideration and for your stewardship of downtown Santa Barbara's future.

Sincerely,

Kevin Heim
Santa Barbara, CA

From: [Sandy Masinter](#)
To: [Santa Barbara City Council](#)
Subject: Bring cars back to State Street
Date: Friday, April 24, 2026 9:50:29 AM

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

I am a native Santa Barbaran old enough to remember when downtown had a pulse, a life, and where we did a huge amount of our retail shopping.

Rental spaces were always occupied-- and were a healthy mix of independent retail and a few chains. The downtown back then was a beautiful environment, and a place to be proud of. That was in the 1970s/1980s. There was a LIFE to the area. And parking was easy and mostly free.

Downtown has been on a downhill slide since then. Vacancies rampant. Homeless out of control. Dirty. Most stores are the same ones you can find in any run-of-the-mill mall. The sparkle is long gone.

Then you took away the cars.

The former bustle from the energy of cars, the movement of people, the convenience, now, faded. You sucked the last bit of life from the area. You've also put the nail in the coffin for the retailers, who now have even less foot traffic on an average day.

Bring back the cars! Clear out the homeless. Provide BIG rent subsidies for independent retailers so they can afford to come back. It will bring the excitement of variety back to the street. Something new. Bring in a walking/biking safety patrol (ambassadors) to keep the area monitored. Make there a REASON to come downtown, even for residents. And that doesn't mean a festival. It means a DAILY reason to return to downtown, even if it is to grab coffee and do a daily walk.

None of this is rocket science, yet you keep going in the wrong direction. Wake up!

Sincerely,
Sandy Schaack

From: [Christine Bourgeois](#)
To: [State Street Master Plan](#)
Subject: State Street designed for people!
Date: Friday, April 24, 2026 9:42:28 AM

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

City Council members,

For the last 6 years, removing cars from State Street—the street with the highest pedestrian and bike volumes in Santa Barbara—has been a game-changer for safety. People of all ages can finally enjoy a noise-, pollution-, and stress-free public space on foot, by bicycle, skateboard, or in a wheelchair.

I don't understand how bringing cars back onto the street from 10:00 PM to 10:00 AM represents some kind of "compromise". It will certainly transform State Street into a dangerous zone by attracting bad behaviors such as speeding, running red lights, driving under the influence and hitting/killing vulnerable road users.

Let's keep State Street designed for people!

Thank you for expanding the sidewalks to 30 feet and creating two 10-foot travel lanes in the center of the street.

--

Christine Bourgeois
Santa Barbara home owner

From: [Christine Bourgeois](#)
To: [City Clerk](#)
Subject: Fwd: State Street designed for people!
Date: Friday, April 24, 2026 9:41:16 AM

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

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Christine Bourgeois
Santa Barbara home owner

From: [Michael Carpenter](#)
To: [State Street Master Plan](#)
Subject: State street master plan
Date: Friday, April 24, 2026 9:22:33 AM

[You don't often get email from mjcarp2@mac.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Stop the nonsense. Stop spending money you don't have to fix something that doesn't need fixing. Open state street.

Sent from my iPhone

From: [Lisa Reifel](#)
To: [State Street Master Plan](#); info@downtownsb.org; [Santa Barbara City Council](#)
Subject: State Street Master Plan Draft
Date: Friday, April 24, 2026 9:07:30 AM

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

Hello,

My name is Lisa Reifel. I'm a 44-year veteran of State Street retail. My mother and I opened Lewis & Clark in 1981 in Victoria Court. We relocated to the 1100 block of State Street a few years later to an art museum owned space. Since 1998 we have been in beautiful La Arcada Plaza. We also owned a store on Coast Village Road for 20+ years. This lifetime of work gives me a unique perspective on this hot button issue, and a wealth of experience on consumer patterns in Santa Barbara, traffic flows downtown, the importance of tourists to downtown economic growth, as well as many of the various iterations our downtown has experienced over the past several decades.

I have shared my perspective with city council on many past occasions, but I will reiterate here that I firmly believe keeping State Street (as this document poetically and accurately refers to as the "spine of Santa Barbara") closed to vehicular traffic is extremely bad for retail, commercial vitality, and sense of place in downtown Santa Barbara. Our downtown is as large as it is because visitor spending keeps it afloat. Intentionally cutting off the primary artery of our downtown to car travel, the most-used form of transportation in this state, is a terrible idea for anyone whose intention is to return economic success to State Street. Without economic success, State Street is unable to function as a "third space" that people, both visitors and locals, want to visit.

Downtown has a wealth of problems: lack of public restrooms, a dying mall in the most vacant part of it (the 700-900 blocks), too high rents for unappealing and uncared for spaces...the list goes on. Since the street closure, these problems have only multiplied: the closure is inaccessible and ableist, businesses lack visibility for those unwilling (or, crucially, unable) to walk or bike ride nine blocks, visitors have declined per DSBIA data, etc. An irresponsibly expensive makeover that fails to address these extremely obvious flaws will not revitalize our downtown core. I would strongly encourage you to stop trying to reinvent the wheel and, instead, note which parts of our city and state appear to be succeeding where State Street is failing. I cannot think of a single one that is a 9-block bike lane.

Lastly, I will note that opening the street to car traffic between 10pm and 10am is not only confusing, but unhelpful for my business. We receive deliveries throughout the day, during normal business hours. I imagine this is the case for many of my neighbors. Perhaps it would be a good idea to survey affected businesses in the next iteration of this project.

Best,
Lisa Reifel

From: [Lisa Reifel](#)
To: [State Street Master Plan](#); info@downtownsb.org; [Santa Barbara City Council](#)
Subject: State Street Master Plan Draft
Date: Friday, April 24, 2026 9:07:20 AM

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Best,
Lisa Reifel

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Friday, April 24, 2026 8:01:43 AM

Some people who received this message don't often get email from coleallie1@gmail.com. [Learn why this is important](#)

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



From: [Rory Forster](#)
To: [State Street Master Plan](#)
Subject: Please Keep State Street Closed to Cars
Date: Friday, April 24, 2026 7:34:29 AM

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

Dear Santa Barbara City Council,

I am writing to urge you to keep State Street fully closed to cars along its entire length, prioritizing pedestrians and cyclists.

A car-free State Street is safer and more welcoming for everyone, and the evidence is clear that increased foot and bike traffic benefits local businesses. Removing the threat of vehicles makes the space more inviting and encourages people to spend more time — and money — downtown.

I also want to emphasize the importance of fully funding the downtown/waterfront shuttle. Ensuring equitable access for those who are less able to walk the full length of State Street, the waterfront, and the Funk Zone is essential to making this vision work for all members of our community.

Thank you for your time and consideration. I hope you will champion a pedestrian- and bicycle-first State Street.

Sincerely,
Rory Forster

From: [Tania Darnton](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: State street
Date: Thursday, April 23, 2026 10:32:38 PM

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

Hello,

I do not know if I will be able to make it to the city council meeting, so I am emailing in my feedback.

I first became a stakeholder in the Santa Barbara area when I started as a freshman at UCSB in 2006. I came from LA, and I always found it baffling that State Street allowed cars when it (to me) was clearly a primarily pedestrian promenade similar to 3rd Street in Santa Monica.

I returned to LA for graduate school in 2011, but thankfully a career opportunity allowed me to return to Santa Barbara in 2018. My partner (now husband) followed me in 2019. We leveled up into homeowners in 2021, married at the Unitarian Society of Santa Barbara in 2023, and became parents last February when I gave birth to our son Calvin at SB Cottage Hospital.

I applauded the decision to close State Street to cars during the pandemic. I am dismayed that the idea of reopening it to vehicle traffic is under consideration.

I urge you to evolve State Street into its final form by permanently closing it to vehicle traffic and encouraging its development as the linchpin of our community by funding parklets, fountains, and other public gathering spaces.

I include a picture of my son (at home and at the SB Botanic Garden) in hopes that he will draw additional attention to this email!





Warmly,
Tania Wojdak

From: [Tania Darnton](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: State street
Date: Thursday, April 23, 2026 10:32:37 PM

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

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Tania Wojdak

From: [Andy .](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: Keep State Street closed to motor vehicles 24 hours per day.
Date: Thursday, April 23, 2026 5:33:08 PM

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

Dear SB City Council,

This message is regarding your current State Street Master Plan, which proposes to allow private automobiles on the street from 10 p.m. to 10 a.m. every day. As a conservative, I urge you to support the City's Vision Zero Plan by keeping lower State Street closed to motor vehicles and open exclusively to bicycles, e-scooters (known as micro-mobility) and pedestrians 24 hours per day, seven days a week.

I am a conservative that lives in the liberal-infested city of L.A. Here, liberals everywhere drive their cars every darn day for every single trip, thus endangering pedestrians and cyclists and forcing the city to spend taxpayer dollars on pothole repair and repaving. Therefore, I often escape to Santa Barbara, which is a conservative haven for me. My family and I are always thrilled to stay in a hotel right on lower State Street so we can walk and cycle to local restaurants and other businesses because the city's conservative City Council voted to keep it free of motor vehicles 24 hours a day. As you know, conservative values believe in conserving life, by making State Street safer for cycling and walking, conserving road infrastructure, by allowing only ultra-light vehicles like bicycles and e-scooters, which cause far less damage to roads than motor vehicles do, and conserving the city budget since it's cheaper to maintain roads that are used only by walkers and cyclists. Conservatives also believe in conserving clean air by keeping motor vehicles off State Street; heck, even we conservatives know that EVs create air pollution when their tires create friction with asphalt, thereby releasing tire particles into the air, something that those liberal EV drivers are guilty of causing. Finally, conservatives believe in supporting small businesses by making it convenient for folks to cater to local restaurants and stores without having to find parking. Liberals don't care about small businesses. That's why there're so many closed down businesses in L.A. while big chain stores reign since such liberal motorists drive there. If you open State Street up to cars, all those restaurants and other enterprises will lose business because the street will be less attractive to potential customers. The reason lower State Street is so popular as a tourist destination is because it's free of cars. If you have a problem believing this, come take a walk on Melrose Avenue in L.A. It's reminiscent of State Street except it's failing spectacularly because it's uninviting to pedestrians and cyclists. Or even take a walk on upper state street where you can see with your own eyes that there are less customers there.

If you vote to bring motor vehicles back to State Street, you'll be betraying the city's

conservative values by supporting liberal values, which aim to liberally spend the city's limited budget on increased maintenance of road infrastructure, due to the heavy weight of motor vehicles, as well as having to spend more taxpayer dollars on emergency response (Santa Barbara fire department and paramedics) when motorists hit more cyclists and pedestrians. Additionally, you'll have to spend more taxpayer dollars on unemployment benefits as businesses on lower State Street close down and lay off their workers due to the influx of motor vehicles.

What sense does it make to allow motor vehicles onto lower State Street when motorists can drive everywhere else in Santa Barbara? Geographically, lower State Street represents less than 1% of the entire City and yet my guess is that, ever since the City closed it down to motor vehicles, tax revenues going back into the City coffer have increased exponentially compared to the rest of the City.

Please stick with conservative values by keeping Street Open to walkers and micro-mobility only. Otherwise, this conservative in L.A. will cease spending his tourist dollars in Santa Barbara.

Sincerely

Ross Rivas, resident of Los Angeles and visitor of Santa Barbara
UCSB alumnus

From: [Andy .](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: Keep State Street closed to motor vehicles 24 hours per day.
Date: Thursday, April 23, 2026 5:33:08 PM

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Sincerely

Ross Rivas, resident of Los Angeles and visitor of Santa Barbara
UCSB alumnus

From: robert@dibley.com
To: [State Street Master Plan](#)
Subject: From Dibley - Master Plan
Date: Thursday, April 23, 2026 4:18:18 PM

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

I just read the Noozhawk article of Apr 23 which invited comments.

The new master plan makes sense to me but I really hope that during times traffic is prohibited that you include bicycles in that prohibition. Whatever you do, if pedestrians and fast-moving vehicles of any kind (push bikes and especially electric bikes) are on the same thoroughfare, there will be accidents.

Europe has many of these pedestrian areas, and bikes are walked through the area during shopping hours, not ridden. Motorized traffic is permitted during early morning and for deliveries, street cleaning vehicles and utility and City workers, moving slowly. Pedestrians yield as necessary, but no mounted bikes of any kind.

If cyclists really need to get around Santa Barbara, there are plenty of bike lanes just a couple of streets away.

Get rid of the parklets. They are ugly and break up the flow of the street. And have a patrolling police officer move along anyone loitering or sleeping on the sidewalks and in the doorways.

Regards,

Robert Dibley

[REDACTED]
[REDACTED]
[REDACTED]

From: [Talhia Dorado](#)
To: [Mayor & City Council](#); [City Clerk](#); [Tess Harris](#); [Adriana Morales](#); [Anthony E. Valdez](#)
Subject: Public Comment for Council 04.28.2026
Date: Thursday, April 23, 2026 4:11:15 PM
Attachments: [SA2690_City26042315330.pdf](#)

Hello,

Attached is a public comment document that was dropped off in City Administrator's Office for Council on April 28, 2026.

Please review.

Thank you,



Talhia Dorado

Administrative Specialist Confidential

CITY OF SANTA BARBARA, City Administrator
(805) 564-5305 | tdorado@SantaBarbaraCA.gov
SantaBarbaraCA.gov

From: [Evie Vermeer](#)
To: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Thursday, April 23, 2026 2:32:34 PM

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

Hello! I am submitting a public comment as a resident of Santa Barbara.

State Street is the heart of SB, for visitors and residents alike. The last few years of exclusive bike and pedestrian access have made the area safer and more accessible, which is huge for the area's appeal to families with children and those who want to be outside while seeing the city. There is ample adjacent parking infrastructure for visitors to gain access within easy walking distance to most any business, too. For safety reasons, business reasons, and the spirit of Santa Barbara - I urge you to remove this tiny part of the city from traffic access.

While I have much more to say on this, I want to be mindful of your time.

Thank you for your consideration,

Evert (Evie) Vermeer

From: [Kelly Bourque](#)
To: [City Clerk](#)
Subject: Public Comment - State Street Master Plan Item - Council April 28
Date: Thursday, April 23, 2026 1:30:34 PM

Some people who received this message don't often get email from kellylbouque1226@gmail.com. [Learn why this is important](#)

Please submit my email for public comment on the City Council April 28 agenda item for the State Street Master Plan.

Hello City Council and the State Street Master Plan Team,

THANK YOU for your amazing, hard work, and dedication to this process and plan, it cannot be easy. I applaud your work.

As a daily downtown bike commuter and resident, I strongly support keeping State Street a car-free and pedestrian-focused. Since COVID, State Street has provided a safer, more vibrant downtown where people can walk, bike, and support local businesses without the noise and risk of vehicle traffic. The pedestrian environment has brought new life to State Street (all my friends and family love to visit) and reflects the human-centered design that strengthens our community.

A car-free State Street improves safety, boosts economic activity, and creates a welcoming public space that supports families, teens, older adults, and visitors alike. It also aligns with our long-term climate, health, and transportation goals.

If a compromise must be considered, I urge the City to limit vehicle access strictly to 12:00 AM to 6:00 AM for services like delivery trucks and cleaning. Allowing evening traffic hours puts pedestrians at unnecessary risk—particularly at night when lighting is lower and people leaving restaurants or bars may be less aware of approaching vehicles. Maintaining a vehicle-free environment during all active hours is essential to keeping people safe. Or - consider closing the most active blocks and opening up those in the evening to traffic towards the Granada if so needed.

As for e-bikes, I agree that some of those are out of control. The proposed plan does help keep pedestrians on the sidewalk and bikers in the street, which should help.

Thank you for your efforts! It's one of the most difficult projects the City has even seen.

Sincerely,
Kelly B.

From: [allie cole](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Please Keep State Street Car-Free — A Promenade Worth Protecting
Date: Thursday, April 23, 2026 1:12:10 PM

Some people who received this message don't often get email from coleallie1@gmail.com. [Learn why this is important](#)

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



From: [gary and kate](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Thursday, April 23, 2026 12:51:00 PM

We so enjoy the State Street promenade. Please keep it, improve it and figure out something for the electric bikes. Above all, do not open it to cars!!

Gary and Kate Belanger
93103

[Sent from AOL on Android](#)

From: [allie cole](#)
To: [Santa Barbara City Council](#)
Cc: [City Clerk](#)
Subject: Don't open state to cars!
Date: Thursday, April 23, 2026 12:45:29 PM

[Some people who received this message don't often get email from coleallie1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello SB City Council,

My name is Allie Cole, I have lived in Santa Barbara my whole life. My dad grew up here, and my grandparents moved here when they were young. I feel a strong sense of love, responsibility, and community in Santa Barbara. I have seen the changes to State St pre pandemic, and after the closing of the streets. I also live on Fig Ave, just a half block away from the busiest part of State street. I have LOVED having the road closed to cars. It has felt more vibrant and alive on the five hundred block of state they past few years then it did right before the pandemic. The fiesta party two years ago was the most people I had ever seen on State Street in my life! And everyone was having a great time, shopping, eating, dancing, interacting with our wonderful downtown community. This would not have been the same if cars were allowed back. Safety is up, people are getting more exercise, meeting more people, and stopping into shops more often.

I have also really appreciated the cars being gone on state as I have a host of health issues that are made worse by air pollutants. I also live with my elderly grandmother (she's right down on state as well) who has cancer. The air quality around our homes are now so much better, without the additional cars idling on state. I feel better living there, walking around, and spending time downtown knowing that there is less air pollution.

Please, please, do not open state back up to cars, even at night (when the majority of accidents is going to take place! Mixing cars, and intoxicated people is never a good idea). We are in a pivotal moment right now, and the choices you make will be remembered for generations come, please make the right ones.

Allie

From: [Gavin McDonald](#)
To: [Santa Barbara City Council](#); [City Clerk](#); [SSAC Secretary](#)
Subject: Serious concern about opening State Street to cars
Date: Thursday, April 23, 2026 11:17:03 AM

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

Hi there,

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

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

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

All the best,
Gavin McDonald

--

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

From: [Shayan](#)
To: [Santa Barbara City Council](#)
Cc: [City Clerk](#)
Subject: Keep State St Car Free
Date: Thursday, April 23, 2026 11:16:09 AM

Some people who received this message don't often get email from shayan.k66@gmail.com. [Learn why this is important](#)

Dear City Council,

When I think of Santa Barbara - it is the sweeping scenery of beaches, mountains, and the beautiful rooftops of our incredible town. Part of the joy of this town is the liveliness that State Street brings. Having moved to SB after Covid, State Street was always a slow street and because of that, it was a place I spent most of my time. Many of my best memories take place on State Street for this very reason - forget the beach and mountains, State Street is accessible to everyone.

Having a common space that youth and all can access that prioritizes pedestrians and bicycles is an essential third space that many cities lack and make SB a unique and wonderful space. In addition, it increases the likelihood of window shopping and increasing business instead of trips to the destination and no where else. It provides a safe place and makes life more comfortable. With a fully funded shuttle, SB may have one of the most accessible, beautiful, and joyful downtown areas I have seen in the US. Opening this up to cars will devastate the culture that it has created. Please - for Santa Barbarans - keep it closed to cars!

With care,
Shayan Kaveh

From: [Marie Fairbanks](#)
To: [State Street Master Plan](#)
Subject: Another review of State Street
Date: Thursday, April 23, 2026 11:13:52 AM

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

Being old and limited mobility I am unable to get to restaurants and stores in the middle of the block on State Street. No vehicle is able to drop me in front of an establishment either. I miss eating and shopping in old Santa Barbara. Opening the street to vehicle from 10 am to 10 pm does not solve that problem either.

If you want a pedestrian promenade then close the street to all motorized vehicles. However, my preference would be to reopen State street.

Marie Fairbanks

From: [Lori Mohr](#)
To: [State Street Master Plan](#)
Subject: E-Bikes on State Street
Date: Thursday, April 23, 2026 11:02:52 AM

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

Dear Commission,

The master plan depicts families on manual bikes riding down State Street. If only. But that is not the reality. E-bikes have absolutely taken over, teens speeding in small groups, forcing pedestrians onto the crowded sidewalks.

The idea of bicyclists using this car-free zone was conceived with manual bikes in mind, as I recall. Now State Street is a speed zone with no enforcement, no mechanism in place for control.

Pedestrians have always been on the sidewalk. And we still are.

Disheartened resident,
Lori Mohr



From: [Mac Bakewell](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: Cars on State Street?
Date: Thursday, April 23, 2026 9:57:16 AM

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

I think SB has delayed way too long to reimagine State Street along the lines of what Boulder Colorado did back in the second half of the 70's. I'm glad they're finally getting started on it, and I'm surprised that anyone still thinks cars should be part of the equation. It's been many decades since there was any parking on State Street, or any way to drive into a parking lot from there, so I really don't see why anyone cares about cars on State. To me it's completely counterintuitive, like allowing cars in city parks from 10 PM to 10 AM. Simply no good reason and makes no sense.

-- Mac Bakewell

Santa Barbara resident 1952-1966 and 1981-present

From: [Mac Bakewell](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: Cars on State Street?
Date: Thursday, April 23, 2026 9:57:13 AM

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-- Mac Bakewell

Santa Barbara resident 1952-1966 and 1981-present

From: [Seth Reid](#)
To: [State Street Master Plan](#)
Subject: State street master plan again
Date: Thursday, April 23, 2026 8:02:09 AM

You don't often get email from sethreid70@hotmail.com. [Learn why this is important](#)

I am 45, lived here my entire life. I am the next generation of SB native..... and Im planning to leave, take my family of 4 away.

Grew up on state street, walking the sidewalks. visiting stores. then later, when I got my drivers license.... I cruised state street every friday/saturday night.....

ALONG WITH 100's of others!

you will not see that now, even before the street was blocked, downtown was dwindling. The stores were catering to outsiders, and not locals.

you wont see the solstice parade on state anymore, the fiesta parade on state..... our main street.

the masterplan of state street has been the reason state street is continuing downhill. You are not listening to the locals, or you are not listening to the locals that actually matter. We have locals that are NOT locals.... locals that have different ideals for our area than we do. Different ideas for what a community is.... but santa barbara built ourselves to be different, not like the rest.

the "parklets" were temporary, then you allowed them to stay because the restaurants that were failing already, wanted more tables. You allowed the street to be blocked indefinitely to cater to business's that were failing because of the street closure!

We the tax payers have paid how much for these "plans" from experts? 800k + 1mil + and + and + till you get an answer you like.

ask the locals, ask the ACTUAL locals. the local business owners, the local pedestrians, the local residents. what they want. OPEN the STREET

its not more ebike mayhem, its not more confusing closed streets

this needs to be voted on. and voted on the right way. on the ballot, if this cant be decided on the city council. then move it to a vote.

Seth Reid

From: [Lori La Riva](#)
To: [State Street Master Plan](#)
Subject: bike riding concern re: car access hours
Date: Wednesday, April 22, 2026 10:44:33 PM

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

To whom it may concern:

I think the State Street Master Plan is impressive, but the one thing that stands out to me are the hours that car vehicular travel will be permitted on State Street. The plan states that private cars will be allowed from 10 p.m. to 10 a.m.—the 7:30 to 10 a.m. range concerns me because it creates a car-bike conflict for morning would-be riders. (A conflict which is otherwise addressed from 10 a.m. to 10 p.m. when cars wouldn't permitted.)

In the interest of reducing car-bicycle conflicts, improving a cyclist's comfort, encouraging more bike trips, and acknowledging that State Street is a major north-south bicycle corridor, why should private cars be permitted during morning school and work commute hours? Elementary schools start after 8 a.m., the Junior High and High Schools start later than they used to (SBHS 1st Period doesn't start until 9:15), and people often commute to work to arrive by 8 or 9 a.m. We know people are more likely to ride bikes in protected bikeways that don't share space with cars. Permitting cars during the morning hours will inhibit parents biking with kids to school, place teens biking to school in more conflict with cars, and deter employees who want to try riding to work.

Thank you for your time,

Lori La Riva

(14+ years of Transportation Demand Management and bicycle commute programs at SBCAG)

From: [Meriwether Clarke](#)
To: [State Street Master Plan](#); info@downtownsb.org; [Santa Barbara City Council](#)
Subject: Comments on proposed State Street Master Plan
Date: Wednesday, April 22, 2026 6:03:21 PM

Hello,

My name is Meri Clarke. I'm a downtown retailer. Keeping the street closed to cars is incredibly inconvenient, and bad for retail. While justifications for this closure have suggested there is a positive environmental impact (without, to my knowledge, an actual study of this), I am fairly certain just as many cars are downtown, there are simply more bottlenecks and traffic jams on streets other than State. This makes it hard for me to get to and from work, as well as other downtown workers, shoppers, visitors, etc.

I also believe this plan is negative for non-restaurant business growth—the length of the closure is far too long to be successful, involves unnecessarily confusing rules, and, most importantly, is incredibly financially irresponsible. The city is currently in a budget shortfall! Please, use whatever would be implemented to pay for this to address more pressing issues, such as affordability, healthcare costs, increased public transit, and NECESSARY infrastructure improvements (e.g. more public bathrooms). Almost every day, visitors and locals complain to me about how the current street closure is inconvenient and distressing. It boggles my mind that endless discussions about this failed experiment continue to eat up city funds.

A better plan for downtown revitalization would involve taxing owners of long-term empty storefronts, returning the downtown shuttle (not the micro transit “shuttles” currently in operation—most people don't even know what they are, and half the time I see them they are completely empty), and opening the street back up to cars. Long closed promenades don't work in other American cities. This isn't Europe, we, sadly, don't have robust public transit like they do in Barcelona or Copenhagen. Stop trying to reinvent the wheel! Fixing our downtown doesn't need to be this complicated, OR EXPENSIVE. Please, use common sense!

Thank you for reading,
Meri Clarke

From: [Meriwether Clarke](#)
To: [State Street Master Plan](#); info@downtownsb.org; [Santa Barbara City Council](#)
Subject: Comments on proposed State Street Master Plan
Date: Wednesday, April 22, 2026 6:03:19 PM

You don't often get email from meriwether.clarke0@gmail.com. [Learn why this is important](#)

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Thank you for reading,
Meri Clarke

From: [Chris Bellamy](#)
To: [State Street Master Plan](#)
Subject: State St Master Plan
Date: Wednesday, April 22, 2026 5:38:07 PM

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

Team,

I've reviewed the draft State Street Master Plan in detail.

It is exactly right.

The framework is clear, the priorities are correct, and the execution strategy aligns with what State Street actually needs to become a functional, durable, and economically viable downtown spine again. The emphasis on pedestrian priority, flexible use, and long-term adaptability is not just appropriate—it's necessary. The balance between design, programming, and implementation is handled correctly, and the plan avoids the common mistake of over-fixing a space that needs to evolve over time.

The focus on activating the central corridor, addressing structural retail issues, and introducing residential density is particularly well grounded in reality. The infrastructure and phasing approach also reads as executable, not theoretical.

There is no need to revert State Street back to general vehicle traffic. Chapala and Anacapa already serve that function. Maintaining State Street as a pedestrian-first environment is the correct long-term decision.

This is a strong plan. It should move forward. You guys nailed it!!

Chris

From: [Erin McClanahan](#)
To: [State Street Master Plan](#)
Subject: Our Shared Vision for a Permanent, People-Oriented State Street Promenade and the Downtown Core
Date: Wednesday, April 22, 2026 2:49:51 PM

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

Dear Mayor, City Council, and the Community,

We are writing to you today as a **unified voice from a broad coalition of local stakeholders** with a compelling vision for the future of State Street. We advocate for a resilient, fiscally sound, and people-oriented path forward for this public space. We urge the City Council to commit to a **permanently car-free State Street from Haley to Victoria**, open and welcoming to pedestrians, bicyclists, and transit.

As we make crucial decisions regarding the future of State Street, we urge you to build a vibrant, car-free promenade, designed as the Santa Barbara-style “[Grand Paseo](#)” that has emerged as the consensus choice following years of collaborative community conversations. The facts demonstrate that the most successful and thriving State Street will result from:

- **Formalizing a final commitment to a car-free public promenade**, from the 500 block to the 1200 block. This includes ensuring the entire Arts District is car-free, as past attempts to reintroduce cars there have been [counterproductive](#).
- Creating a pedestrian-centered space with separated paths for bicyclists and public shuttles along its entire length, through a flat and flexible design that provides a sense of comfort and place for everyone sharing the space.
- Fostering a lively, inviting, equitable, and human-scale “[third place](#)” that is enjoyable for all to visit and spend time in and incorporates increased housing and public amenities such as art, seating, play areas, shade trees, outdoor dining, and accessible restrooms.

The Grand Paseo is the best way to draw more people Downtown while also celebrating State Street’s role as the heart of the El Pueblo Viejo district. We believe this vision is achievable. Our coalition is ready to work in partnership with the City to accommodate the construction of vital new housing and other improvements, which we understand could include a phased approach with temporary access where necessary.

Arguments against pedestrianizing State Street often misrepresent data and overlook

key factors. The marginal dip in sales tax revenue [began well before the 2020 street closure](#), primarily driven by [the departure of major retailers](#) like Nordstrom and Macy's and the undeniable surge of online shopping. In 2016, the Santa Barbara Downtown Organization published that '[retailers worry about state of State Street](#)'.

Comparing State Street to Coast Village Road is like comparing a town square to a high-traffic road. They serve fundamentally different functions in our community. State Street, which hasn't had on-street parking for decades, is aspiring to be a distinct, mixed-use downtown plaza with a true civic heart. Retail success is not about the space dedicated to cars but about creating a vibrant, appealing environment that draws people in. This is exactly what the State Street Master Plan aims to achieve.

The evidence overwhelmingly supports a car-free State Street:

- **Widespread Community and Business Support:** A [city survey](#) with over [5,000 responses](#) found that **79% of locals want to keep State Street closed to cars**. The AIA found a [similar result](#) in their charrette survey. A Strong Towns survey of over 40 businesses revealed that 75% did not want cars to return, with many reporting increased foot traffic and sales. The [State Street Advisory Committee](#), after dedicating countless hours to this, voted in strong support of the [Flat and Flexible](#) design for the 500-800 blocks. There was little support from the SSAC or Council for reintroducing vehicle traffic to the upper blocks.
- **Improved Safety:** A car-free State Street dramatically improves safety for all users, aligning with the city's adopted [Vision Zero](#), [Bike Master Plan](#), and forthcoming **Safe Streets for All Action Plan**. The closure of State Street in May 2020 has transformed one of Santa Barbara's most dangerous streets for serious and fatal collisions into a corridor with a [significantly lower](#) rate of incidents involving pedestrians and cyclists. Lower State Street has virtually disappeared from injury heat maps since 2020, even as the public faces increasingly dangerous roads citywide.
- **Economic Potential:** The car-free State Street is in a **stronger economic position than before the pandemic**, with a current [commercial vacancy rate of](#)

[12.4%](#), the lowest in four years. This contrasts with a 14.8% vacancy rate in 2018 (two years *before* the street closure). [Studies show](#) that urban spaces designed with aesthetics and walkability in mind are more [economically productive](#), more enjoyable to walk through, [promote healthier lifestyles for their residents](#), and are associated with greater reported levels of happiness.

- **Sustainability:** Eliminating cars significantly reduces carbon emissions and noise pollution, supporting Santa Barbara's [Climate Action Plan](#) goals. The successful [BCycle bike share program](#) has seen half of its *2 million miles* ridden on lower State Street, demonstrating demand for active, sustainable transportation. The Community Environmental Council's [Ecological Framework](#) provides a critical roadmap for the future of our downtown.
- **Placemaking and Community:** State Street has been transformed into a [vibrant town center](#) and [public space](#), [fostering community gatherings](#) and [celebrations](#). This aligns with placemaking principles that create appealing public spaces in which people naturally want to spend their time. Increased [housing](#) in the downtown core, along with further investment in street amenities, will create opportunity for even more space on State Street to celebrate Santa Barbara's unique design character and civic life.

We are excited to work together to create this Grand Paseo on State Street for the 8 blocks from Haley to Victoria. We urge you to take the decisive step of committing to a **permanently car-free State Street Promenade**. Let's build upon the success of the last five years and create a safe, economically productive, and enjoyable space in the heart of our downtown for generations to come.

Thank you for your time and thoughtful consideration.

Sincerely,

A Coalition of Community Groups, including representatives from:

Strong Towns Santa Barbara
Community Environmental Council
Sierra Club Santa Barbara-Ventura Chapter
MOVE Santa Barbara County
BCycle Santa Barbara
Santa Barbara County Action Network (SBCAN)
CLUE Santa Barbara
Chicano Culture Santa Barbara
Sunrise Santa Barbara



Erin McClanahan

Sr. Staff HRBP | People Team

M: 408-306-7028 | Erin.McClanahan@appfolio.com



From: [Nicole Grisanti](#)
To: [Mayor & City Council](#)
Cc: [Tess Harris](#); [Anthony E. Valdez](#); [City Clerk](#)
Subject: FW: state street
Date: Wednesday, April 22, 2026 2:22:54 PM

From: Thomas Lambert <lambertjthomas@gmail.com>
Sent: Wednesday, April 22, 2026 2:20 PM
To: Nicole Grisanti <ngrisanti@SantaBarbaraCA.gov>
Subject: state street

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

Just open it like it was prior to your fantasy shutdown!!! Return all parades to State street!!! There was no bike problems loitering etc before you shut it down for your fantasy redo!!! Its dead forever if you go and do this!!! Do not even think about a bond issue on our property tax to pay for this disaster!!! Thomas Lambert [REDACTED]
lambertjthomas@gmail.com

From: [Kate](#)
To: [State Street Master Plan](#)
Cc: [Kate Mead](#)
Subject: State Street Master Plan
Date: Wednesday, April 22, 2026 2:10:19 PM

[You don't often get email from klmead64@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

It is good to see a Master Plan for State Street finally finished. I appreciate how different segments of the community were listened to and detailed in the plan. I am in agreement with much of the proposal, especially the priority of keeping State Street for pedestrians and cyclists as a priority, plus the electric State Street Loop , which I have used a few times.

Here is my feedback regarding the 10:00 P.M. - 10:00 A.M. open time to vehicles. I understand the need for deliveries and garbage collection, surely that could happen from 6:00 A.M. to 10:00A.M.

Opening the street up to private vehicles after 10:00 P.M. opens it to people coming out of bars and driving after drinking. This seems completely unsafe, especially after designing a new, beautiful corridor.

Regarding housing- this is a great use of the bookends of Paseo Nuevo. Why not start with the owners of the Nordstrom building who , as I understand it, are ready with a housing development plan? The drawings that they have submitted look very attractive.

Why wait for the City to deal with the owners of the Macy's building , who are making unreasonable demands to get the land under the building as part of the deal? I do not think the City should give away the land in that deal! It's not necessary to do both projects at once.

Start with the reasonable developer at one end, and see how that works.

Thank you for asking for feedback before the upcoming City Council meeting on Tuesday.

Sincerely,

Kate Mead

Sent from my iPad

From: [Richard Kandler](#)
To: [State Street Master Plan](#)
Subject: State street master plan
Date: Wednesday, April 22, 2026 1:59:52 PM

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

The absurdity of spending \$6 to \$8 million per block for approximately the mile of State Street goes beyond jaw dropping and irresponsible.

City council has shopped around for 6 years finding one consultant after another to disagree with about opening State Street to traffic. City council ignores the pleas of business owners and voters to just reopen the street to all traffic. It wasn't broken and doesn't need \$80 million to fix it. What we do need is a responsive elected city council.

Homeowners and voters in the city of Santa Barbara

Jane and Richard Kandler

Sent from my iPhone

From: [Sam G. Baris](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Wednesday, April 22, 2026 1:55:43 PM

Hi Team,

Thank you for helping to put together the new State Street Master Plan. It looks great overall, and the physical changes to State Street are spot on.

However, on further review, the plan to reopen the street to automobile traffic outside of core hours is a big and deadly mistake.

Doing so will seriously compromise safety of pedestrians, cyclists, and families on State Street, and add noise and pollution, all for no tangible benefit. The city could save millions by keeping the street car-free and not needing to install expensive retractable bollards. Setting the opening hour at 10am makes State Street untenable as a biking corridor for morning commuters and those bringing their kids to school on bicycles, and less safe for those on foot. And reopening it late evening is dangerous - that is prime time for drunk drivers, especially those coming from bars on and around state street, just when visibility is at its worst.

There is no demonstrated need to reopen state street to cars; Anacapa and Chapala provide light-timed thoroughfares. And doing so has only downsides, in terms of cost, safety, lives, noise, pollution, and usability and character.

A car-free State Street is a major draw for tourists and local community members alike, and a safe haven for pedestrians and cyclists. Let's please keep it that way!

Thanks so much.

Best,
Sam G. Baris

sgbaris@gmail.com

From: [Sam G. Baris](#)
To: [Santa Barbara City Council](#)
Cc: [State Street Master Plan](#)
Subject: State Street Master Plan
Date: Wednesday, April 22, 2026 1:55:41 PM

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

Hi Team,

Thank you for helping to put together the new State Street Master Plan. It looks great overall, and the physical changes to State Street are spot on.

However, on further review, the plan to reopen the street to automobile traffic outside of core hours is a big and deadly mistake.

Doing so will seriously compromise safety of pedestrians, cyclists, and families on State Street, and add noise and pollution, all for no tangible benefit. The city could save millions by keeping the street car-free and not needing to install expensive retractable bollards. Setting the opening hour at 10am makes State Street untenable as a biking corridor for morning commuters and those bringing their kids to school on bicycles, and less safe for those on foot. And reopening it late evening is dangerous - that is prime time for drunk drivers, especially those coming from bars on and around state street, just when visibility is at its worst.

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A car-free State Street is a major draw for tourists and local community members alike, and a safe haven for pedestrians and cyclists. Let's please keep it that way!

Thanks so much.

Best,
Sam G. Baris

sgbaris@gmail.com

From: [Kelsey Tinkham](#)
To: [State Street Master Plan](#)
Subject: Support for a Permanently Car-Free State Street
Date: Wednesday, April 22, 2026 1:43:16 PM

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

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: [Anabel Ford](#)
To: [State Street Master Plan](#)
Subject: No cars on State Street
Date: Wednesday, April 22, 2026 10:40:43 AM

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

The proposal for the new State Street is excellent, improves pedestrian spaces and controls bikes, The main problem is the proposal for vehicular traffic inte night I oppose this.

Anabel Ford

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

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[www.espmaya.org](http://www.espmaya.org)

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

**From:** [Kelsey Perry](#)  
**To:** [State Street Master Plan](#)  
**Subject:** No cars, 24/7  
**Date:** Wednesday, April 22, 2026 6:46:49 AM

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

Hello,

I would like to experience State St. as a car-free street 24/7. This will feel the safest and most supportive for pedestrians and bikes. Please remove cars from State St.

Thank you,  
Kelsey Perry  
Goleta homeowner