

**From:** [Elizabeth Krenz](#)  
**To:** [State Street Master Plan](#)  
**Subject:** state street  
**Date:** Tuesday, April 21, 2026 9:10:41 PM

---

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

I would like a permanent car-free state street. I do not feel like opening state street at night would serve any purpose. Kpeeling it closed permanently would make it safer and would allow for the types of changes that would make it a great pedestrian space, and make it feel less like just a closed street but a great welcoming place for people to hang out.

Please do not open state street to cars!!!

Elizabeth Krenz

**From:** [Barbara Hernandez](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Cars on State Street  
**Date:** Tuesday, April 21, 2026 8:46:12 PM

---

[You don't often get email from savona1944@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

It seems as though you try and come up with idea after idea to have more tourists and Santa Barbara residents come back to State Street instead of just trying one time...say for 2 or 3 months to open State up to cars again. What would be the harm in trying that?! Seriously!

We have a business downtown and whenever I tried to walk across the street to CVS (which is no longer there!) I would see people still walking on both sidewalks and only all kinds of bikes using the street. It would take the city counsel 10 minutes to go outside and this for themselves everyday.

Why is Mayor Rouse the only person who understands this?!

Barbara Hernandez  
La Arcada Barbershop  
Sent from my iPhone

**From:** [Julio Rincon Delgado](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep state st closed to cars  
**Date:** Tuesday, April 21, 2026 8:11:08 PM

---

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

There is no proof that businesses have suffered because of closing state st to cars. If people want to do parades or drive down a street there's milpas, Cabrillo, San Andres, and Carrillo st. Pick from all of those.  
Sent from my iPhone

**From:** [Aaron Dodson](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep cars off State Street  
**Date:** Tuesday, April 21, 2026 7:06:59 PM

---

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

Hi,

Thanks for your ongoing work on the State Street plan! In general I like the proposal, but \*please\* keep it car-free 24/7. Even back in the day driving on State was a nightmare – parking was impossible and the number of pedestrians and bikers made it stressful, so I'd always prefer to just park at one of the nearby city lots and take a short walk to wherever I was going to a restaurant or shop. Opening it to vehicles wouldn't change that – I have no interest in driving down State under any circumstances. But keeping it car-free significantly improves the experience as a pedestrian, since I no longer have to worry about keeping an eye out for traffic! All the rest of downtown allows cars, there's plenty of nearby parking, and there's no reason why that portion of State Street needs to allow them. Please keep it car-free and let us have one small area to enjoy walking and biking exclusively!

Thanks,  
- Aaron Dodson



**From:** [George Southwell](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State St Plan  
**Date:** Tuesday, April 21, 2026 5:12:34 PM

---

[You don't often get email from [george@prattllc.net](mailto:george@prattllc.net). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I think it's a good plan. The sidewalks are wide enough for pedestrians, right? So will pedestrians not be allowed to walk on the bike lane? . That's important as now they walk down the bike lane looking at their phone etc making it unsafe to bike there. The two must be separated. When they were separated at Washington Park in Denver it made everything work very well.

I really appreciate you folks for moving this along! Thank you

Sincerely

George Southwell

Sent from my iPhone

**From:** [Angel Martinez](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Master Plan  
**Date:** Tuesday, April 21, 2026 5:04:13 PM

---

[You don't often get email from angel.martinez55@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To Whom ItMay Concern:

I note that this plan calls for a shopping and dining venue which is 1 mile long. The Champs-Elysee in Paris is 1.2 miles long. Shouldn't we all understand exactly how many businesses it takes to create the level of energy required to stimulate a shopping and dining district this long? Wouldn't it be a good idea to look at reducing the number of blocks this attempts to activate as a tourist destination? My guess is that 1 mile is too long. Santa Barbara is not Paris. An energizing environment attracts people. Spreading it out over too many blocks without sufficient businesses to support the length will not create the energy that attracts visitors.

Angel Martinez

**From:** [Smokemeowt](#)  
**To:** [State Street Master Plan](#)  
**Subject:** STATE STREET MASTER PLAN COMMENTS  
**Date:** Tuesday, April 21, 2026 4:29:31 PM

---

[You don't often get email from mmahn39@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I strongly oppose allowing any cars back on State Street and the bicycle lanes need to stay.

Worldwide our town is well know as 'The American Riviera', which conjures a European image of promenades, cafés, restaurants and shopping in a safe and car free environment. We need to continue to uphold that image in the eyes of the world by upholding our current pedestrian and bicycle friendly plan.

I suggest an investment in visitor information marketing. That and word of mouth will increase our tourism and thus increase wealth to our community.

I frequently visit State Street and have noticed a huge increase in biking and pedestrian activity. Our town is well stocked with conveniently situated parking garages, good parking signage and the golf cart-like vehicles in operation to aid our less-abled pedestrians to navigate our promenade. The bicycles lanes should also remain, allowing our more able-bodied tourists and residents to freely enjoy our beautiful downtown. The cars should be permanently banned.

Thank you for hearing my views,  
Maryanne Mahn

Sent from my iPhone

**From:** [Jeffrey Dinkin](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street Plan and motorized vehicles  
**Date:** Tuesday, April 21, 2026 4:29:16 PM

---

[You don't often get email from [jdinkin1@icloud.com](mailto:jdinkin1@icloud.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

E-bikes are like havre motorcycles driving down State Street. They are dangerous and contrary to the basic idea of a pedestrian area.

I suggest banning any motorized vehicle of any type except when needed due to disability-related concerns.

This would include e-bikes, those one wheel board, motorized skateboards and the like.

They should be allowed only when. other motorized vehicles are allowed - 10pm - 10am.

A good example is the Stand at Hermosa Beach.

—Jeff Dinkin



**From:** [Nicole Caldwell](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street Master Plan feedback  
**Date:** Tuesday, April 21, 2026 4:07:12 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

---

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

Hello,

As a resident of Santa Barbara who also works and walks to work Downtown, I have reviewed the State Street Master Plan and am writing you concerning my feedback. My background is in historic preservation and I am a 4<sup>th</sup> generation Californian who has lived in 36 different cities in California and abroad. It is from this perspective that I am writing to you today.

Some things I liked first: new housing units, obviously, but we need strict regulations to ensure they are affordable and accessible to the people who actually work downtown. The widening of sidewalks and separation of bike and Loop lanes will also be welcome positive improvements.

However, this feedback process has gone on for years and despite continual community feedback favoring a car-free design, the city is still trying to “compromise” by pushing an agenda of cars which is oft loudly cited as “an end to Downtown’s economic woes” by a select few property owners and elderly conservative business owners. Most residents of Santa Barbara are not falling for this flimsy red herring; repeated decades of [research](#) shows that cars [are stressful and dangerous to pedestrians on main streets and negatively impacts retail and downtown economies](#) when compared to car free districts. However, high car traffic **does** significantly increase commercial property values. So once again despite the feedback of the vast majority of residents, small business owners, and tourists (I manage a tourist site and trust me, visitors complain about the empty shops and price of parking and never mention one road on a grid closed to cars), yet again this city is catering to a small handful of wealthy property owners and LLCs, some of which aren’t even local!

Will we continue to harm our local economy, small businesses, and residents as opposed to doing something like this:

San Francisco’s Commercial Vacancy Tax (CVT), or Proposition D, imposes a graduated annual tax on ground-floor commercial spaces vacant for over 182 days in designated neighborhood districts. Effective since 2022, the tax is based on linear frontage, starting

at \$250 per foot, increasing to \$500 in year two, and \$1,000 in subsequent years to deter long-term vacancies.

<https://abc7news.com/post/remember-vacant-storefront-tax-san-francisco-heres-how-going/16588700/> (Spoilers: it's working)

Vancouver has enacted a residential version:

<https://www2.gov.bc.ca/gov/content/taxes/speculation-vacancy-tax/how-tax-works>

As for the argument that “there was plenty of business before the pandemic when cars were on State Street” let me remind you of this 2018 article from the Independent:

<https://www.independent.com/2018/07/26/fight-state-street/>

Also there seems to be prevalent amnesia among those touting this argument, they seem to forget how much commercial and residential rent was six plus years ago. How much was gas, and food, and utilities then?

The few stores who can survive the astronomical rent here now have to contend with less tourists and locals having less money to spend. This isn't even opinion, it is fact, and honestly something that should be basic common sense. It is even more embarrassing when the City of Ventura recently listened to the majority of their citizens and small business owners and voted to keep their downtown car free, citing our city as the example to follow.

I for one would like to see State Street to be developed to be 24/7 car free with further development to make it a luxurious public space like Santanna Row in San Jose.

Opening it to cars when bars are getting out is dangerous and even reeks of the not-so-subtle racism against the nighttime street vendors (once again no one is fooled by the rhetoric of “they are taking away money from restaurants” when there are only a couple even open at that hour downtown, and only a handful past 10pm city-wide). Here is why I am in favor for this commonsense plan:

- **Proven Safety:** Collisions have dropped by **66 percent** since the street went car-free. Reintroducing vehicles at night, when the risk of drunk driving is highest, is a dangerous step backward for public safety.
- **People-First Design:** We want the City to focus on permanent improvements like curb extensions and shorter crossing distances that make the street truly safe for everyone, rather than mechanical barriers.
- **Right-Sized Infrastructure:** Bollards are a reasonable tool, but 20 per block at roughly \$600,000 total cost in hardware and installation is far more than the job requires. That money should go into permanent improvements that make the street safe around the clock, not just overnight.

I will remind you of yet another pre-pandemic Independent article:

<https://www.independent.com/2018/08/01/top-10-tips-fixing-state-street/>

And strongly encourage you to ensure the heart of our city structured to serve the community instead of the profit-margins of a few.

Thank you for your time and (hopefully) consideration,



**NIC CALDWELL**

**Director of Visitor Experience**

---

MSt University of Oxford (She / Her / Hers)

Sent from Chumash land.

P (805) 961-5377

[nicole@sbthp.org](mailto:nicole@sbthp.org)

123 E. Canon Perdido St.

Santa Barbara, California, 93101

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

---

[WEBSITE](#) • [UPCOMING EVENTS](#) • [BECOME AN ADVOCATE](#) • [VENUE RENTALS](#)



**From:** [Kate Lee](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep State St. Car Free  
**Date:** Tuesday, April 21, 2026 3:27:14 PM

---

You don't often get email from kml710@gmail.com. [Learn why this is important](#)

Hello,

I recently reviewed the proposed State Street Master Plan, including the recommendation to allow vehicle access from 10:00 p.m. to 10:00 a.m. I am writing to express my strong opposition to this aspect of the proposal.

Community feedback has been clear and consistent: there is overwhelming support for maintaining State Street as a car-free corridor. The proposed compromise appears to dilute that consensus without a compelling policy justification. For one, traffic studies indicate that keeping State Street car-free does not adversely impact traffic flow.

In addition, allowing cars during the proposed hours is unlikely to provide meaningful economic benefit. Most businesses are closed during that timeframe, while the proposed change would introduce safety concerns for those who rely on State Street in the early morning hours, including pedestrians and cyclists commuting to work like me.

The hybrid model also raises practical concerns. It would add complexity, increase enforcement and infrastructure costs, and create confusion for residents and visitors, all without demonstrating any clear public benefit.

Given the strong community support for a fully car-free State Street, I respectfully urge you to adopt a plan that reflects that consensus rather than a compromise that weakens it. A consistent, fully pedestrian-oriented approach would better serve the goals of safety, accessibility, and economic vitality.

Thank you for your consideration.

Best,

Kate Lee



**From:** [Robert Levine](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street  
**Date:** Tuesday, April 21, 2026 3:24:16 PM

---

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

To whom it concerns:

I would prefer state street be open to vehicles. Perhaps one way with angle parking and a dedicated bikeway possibly between the parking and sidewalk. I've seen this elsewhere. Paint on the bikeway should read a speed limit of 8 mph.

If the street is not open to vehicles, that should include no bicycles of any kind. Bike parking can easily be provided. The shuttles can continue.

Thank you,  
Robert Levine

**From:** [J.M. Livingston](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Open State Street To Cars  
**Date:** Tuesday, April 21, 2026 3:06:52 PM

---

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

Sent from my iPad the experiment has failed. You are adding only gimmicks to a now dead space. Getting around downtown is too confusing. So we now avoid it. Some blocks open. Some blocks closed is bad enough. Now you add time restrictions to this confusing mess.

Bring back a functional street grid for cars, which is still the primary community access to down town. You are making things worse with this latest frivolous social engineering to force us to live the way you want us to live and not respond to the way we want to live and need to live.

We need and want car access to our downtown. Ban bikes downtown, if want insist on social engineering. They scare the heck out of us which does make downtown a NoGo location too.

**From:** [Baumhefner, Max](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Draft State Street Master Plan  
**Date:** Tuesday, April 21, 2026 2:52:49 PM

---

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

Thank you for providing the opportunity to comment on the Draft State Street Master Plan.

I am a Santa Barbara resident and also a senior attorney at the Natural Resources Defense Council (NRDC). I work on our Transportation team within our Climate & Energy Program. I direct our work to speed the deployment of charging infrastructure and grid infrastructure needed to electrify light, medium, and heavy-duty vehicles. Other members of my team are deeper experts in urban planning and street design that is consistent with state and local environmental, public health, and equity goals, but I happen to live in Santa Barbara.

Upon reviewing the draft plan, I would like to register my strong support. It appears to build upon the successful work to make State Street more friendly to non-vehicular traffic and would seem to lock in many of those gains, which would continue to accrue to the benefit of all. My only specific suggestion at this time might be to consider pushing later the "off-peak" hours during which the bollards would be lowered.

-Max Baumhefner

**From:** [Theo Patterson](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep State St Car-Free!  
**Date:** Tuesday, April 21, 2026 2:37:33 PM

---

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

Dear State St Team,

As a local resident, employee, and biker who utilizes State St every day for my job, errands, and social life, I'm BEGGING you to please keep cars off the street. It has been so much nicer and safer to not have to worry about car traffic on State, and the ADA accessible loop shuttles have been a great alternative! Even my grandfather who was a wheelchair-user before he passed was able to get around using the loop shuttles and Cycling Without Age rather than needing a car to drop him off.

It has been such an improvement to keep it a pedestrian-only street and I worry that the proposed 12hr night shift schedule of car traffic will cause more problems than it solves: drunk driving collisions, cars getting accidentally getting trapped behind bollards after 10am, and just more overall confusion for residents and visitors. Many bikers, myself included, utilize the road before 10am on a frequent basis for commuting and exercise, and I worry that sacrificing this portion of the road back to cars will make this safety corridor into an early morning traffic nightmare.

I want to see my city become more centered on people, not on cars, because that is how we create vibrant communities and culture! State St being closed to car traffic around the clock has made that vision closer to a reality and I would hate to see us backstep on this improvement.

Thank you for your time and for accepting feedback,

Theo

--

Theo Patterson (he/him)  
Director of Children, Youth, and Young Adult Ministries  
[Trinity Episcopal Church](#)  
Santa Barbara, California

**From:** [Catherine](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street plan  
**Date:** Tuesday, April 21, 2026 2:13:07 PM

---

[You don't often get email from [cb@hevanet.com](mailto:cb@hevanet.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To Whom It May Concern:

I strongly support a car-free State Street! The feeling of the downtown core without cars - - people-centered rather than car-centered - - is a huge improvement! The street still needs help, like taxing landlords for vacancies in order to bring back a more vibrant vibe, but cars will certainly not help with that. CAR FREE, PLEASE!

Sincerely,

Catherine Brunner  
Santa Barbara, CA

Catherine Brunner  
[cb@hevanet.com](mailto:cb@hevanet.com)  


**From:** [Danielle Hollenbeck](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep state street car free!  
**Date:** Tuesday, April 21, 2026 1:06:17 PM

---

[You don't often get email from daniellehollenbeck0@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Keep state street car free! All the rest of downtown allows cars, leave this one stretch alone. It's been a blast to have a truly walkable area in the downtown area. It's great for the community. Do not bring cars back.

**From:** [Ericka Dixon](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Love It!  
**Date:** Tuesday, April 21, 2026 12:38:08 PM

---

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

I'm a huge fan of the proposed State Street Master Plan! State street is so much more vibrant now, and will be even better with these proposed changes. As a lifelong SB resident, I vote YES!

Now for our city to be better run fiscally (vacancy tax, allow existing buildings on State St to be rezoned for mixed use: business in front, loft apartments or second businesses in back), we will be able to afford this awesome plan.

**Ericka Dixon, LCSW**

she/her/hers

Psychotherapist

Cottage Rehabilitation Hospital



Scheduling: 805-563-7000, Option 5

Fax/Orders: 805-749-2919

[edixon@sbch.org](mailto:edixon@sbch.org)

Please note: I am out of the office on Thursday afternoons and Fridays.

---

*CH Disclaimer: This electronic mail message is intended exclusively for the individual or entity to which it is addressed. This message, together with any attachment, may contain confidential and privileged information. Any views, opinions or conclusions expressed in this message are those of the individual sender and do not necessarily reflect the views of Cottage Health, its subsidiaries or affiliates. This document may also contain information covered under the Health Insurance Portability and Accountability Act (HIPAA, PL 104-191) and implementing regulations and must be protected in accordance with those provisions. Re-disclosure without patient consent or as otherwise permitted by law is prohibited. Any unauthorized review, retransmission, use, printing, copying, retention, disclosure, distribution or the taking of any action in reliance upon this information by persons or entities other than the intended recipient is strictly prohibited and may be unlawful. If you have received this message in error, please immediately advise the sender by reply email message to the sender and delete all copies of this message from your system without copying.*

**From:** [Eden Burnett](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Draft State Street Master Plan Public Comment for 4/28 Meeting  
**Date:** Tuesday, April 21, 2026 12:12:46 PM

---

You don't often get email from eburnett111@gmail.com. [Learn why this is important](#)

To Whom it May Concern,

I am writing to express my opinion and concerns over the draft State Street Master plan that would reopen the street to cars at night. While the plan has some positive aspects, like widening sidewalks and increasing other forms of transportation, the proposal to bring cars back to state streets is unnecessary, expensive, and dangerous.

We don't need to spend money on bollards if we have no cars. The timing will be confusing and inconvenient for residents. Cars at night increase the likelihood of drunk drivers and drunk pedestrians and possible deadly interaction.

We have adapted to life without cars on State Street and have a unique opportunity to fully reclaim State Street into a gathering place that is fully pedestrian friendly, walkable community. We can set an example for the rest of the city, county, state, and country.

Thank you for your time.

Sincerely,  
Eden Burnett

**From:** [Douglas Scott](#)  
**To:** [State Street Master Plan](#)  
**Cc:** [Randy Rowse](#); [Crosby Slaughter](#)  
**Subject:** State Street Master Plan  
**Date:** Tuesday, April 21, 2026 12:08:48 PM

---

Our company, The Alison Company, has originated and services loans on numerous commercial properties on State Street and in Santa Barbara. For the last 20 years we have sponsored a monthly meeting of the Santa Barbara Commercial-Industrial Brokers. We would like to invite your master plan coordinator to a monthly meeting in June. I believe Crosby Slaughter has spoken to Tess Harris about this.

Commercial real estate brokers communicate with tenants and prospective tenants, buyers and sellers, and property owners daily. They have many years of combined experience and are perhaps the most knowledgeable group of people there are who can speak to what works and what doesn't work.

As a 40-year veteran who has arranged financing on commercial real estate in Santa Barbara, I hope you can find time to meet with our group. Please communicate with Crosby Slaughter on arranging a meeting.

Thank you.

Douglas Scott  
Principal  
The Alison Company  
1215 De La Vina, Suite H  
Santa Barbara, CA 93101  
Ofc: 805-845-5200  
  
[dscott@alisonmortgage.com](mailto:dscott@alisonmortgage.com)

**From:** [Lisa Bougie](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street Master Plan - Concerned Citizen  
**Date:** Tuesday, April 21, 2026 11:32:41 AM

---

You don't often get email from lmbougie13@gmail.com. [Learn why this is important](#)

To Whom It May Concern –

I am writing to express my strong support for maintaining a fully car-free State Street as part of the State Street Master Plan.

My husband and I have been residents of Santa Barbara since 2000. We moved here from the Bay Area with a clear intention: to raise our family in a community that prioritizes people - one that thoughtfully protects the lived experience of its residents through careful attention to practicality, aesthetics, and civic well-being.

Over the past several years, State Street has evolved into something rare and valuable. A fully car-free corridor has created a safer, more welcoming, and more vibrant environment for residents, families, and visitors alike. It has strengthened community connection, supported local businesses in new ways, and enhanced the unique character that defines Santa Barbara.

This is not simply a design choice—it is a statement about what we value as a city.

As you evaluate the future of State Street, I urge you to keep people at the center of your decision-making. Long-term community benefit, safety, and quality of experience should outweigh short-term pressures or competing interests.

Santa Barbara has always distinguished itself by protecting what makes it special. This is an opportunity to continue doing so with clarity and conviction.

Thank you for your consideration.

Respectfully,

Lisa and Garin Bougie  
Santa Barbara Residents



**From:** [Fran Galt](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Please continue to be respectful and communicate with the Chumash Community.  
**Date:** Tuesday, April 21, 2026 11:20:26 AM

---

[You don't often get email from frangalt1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Sent from my iPhone

**From:** [Frank & Christine Forsyth](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State st  
**Date:** Tuesday, April 21, 2026 9:58:14 AM

---

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

I have lived in SB county since 1968. Taking the bus from Carpinteria as a teenager to stroll for the day along state street.

I then moved to Solvang but Santa Barbara was my go to. Any shopping, dining or just passing time was always Santa Barbara, especially State Street, it was so alive and vibrant. We would drive down the street, see what stores were there, park, shop and dine.

The last time I was on state street was 2 years ago. It is now dead and lifeless, the street being closed created a blind spot. I have no idea what shops are there, I have no idea what is still open and no idea of what restaurants are there. It is no longer fun, it is frustrating. The bikes, scooters, skateboards are ridiculous whizzing down the road that used to be cars.

Because the state of State Street, I no longer come to SB to do my shopping or dine. I now drive the extra thirty minutes to San Luis Obispo. What a shame.

Sent from my iPhone

**From:** [Marty Conoley](#)  
**To:** [State Street Master Plan](#)  
**Cc:** [Marty Conoley](#)  
**Subject:** State Street Master Plan by the City of Santa Barbara  
**Date:** Tuesday, April 21, 2026 9:56:37 AM

---

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

As a local Santa Barbara resident since 1978, I understand the City of Santa Barbara is pushing cars coming back on State street at night (10 PM to 10 AM).

In their efforts to “compromise” by allowing vehicular traffic on State Street during some of the hours of the day, the City is ignoring some big trends.

High car prices, high insurance costs, and interest rates make car ownership difficult for everyone and increases the reliance on consistent, affordable public transportation..

A 2023 study found that 92% of Gen Z wants to live in a walkable neighborhood, with 65% prioritizing proximity to public transport.

Urban cycling is growing as a lifestyle choice that combines fitness, sustainability, and mobility, with 43% of cyclists now riding for transportation rather than just recreation.

Young people are more likely to adopt e-bikes and e-scooters for short trips and "last-mile" connections to public transit.

Approximately 16% of younger adults (18-34) consciously reduce driving to lessen their environmental impact, a higher percentage than older generations.

Young adults are increasingly adopting a "multimodal" approach—mixing car use with public transit, walking, biking, and ride-sharing.

Many young adults prefer living in dense areas where amenities are accessible by walking or biking.

A desire for eco-friendly transport is a significant driver, with many favoring public transport over private vehicles.

Convenience is paramount; young people utilize app-based transportation tools (ride-sharing, e-scooter, and bike-sharing) for flexible commuting.

**I want a permanent, car-free State Street that focuses on people, not traffic. The formula of having State Street be a little bit for pedestrians and a little bit for cars equals a whole lot of nothing.**

**Do you really think allowing car traffic on State Street will attract people to shopping retail and lessening their proven dependence on Amazon.com?**

**Do you just miss car cruising on State Street, a phenomenon that died around the time California gas prices reached \$3/gallon? By the way, gas now costs \$5-\$6 gallons, folks.**

**You have plenty of alternative transportation routes for cars, busses, electric trams on adjacent Chapala and Anacapa Streets, and the 9 streets crossing State Street's current pedestrian zone.**

Thank you for your time in reading my email.

**From:** [Ashley Miller](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street plan  
**Date:** Tuesday, April 21, 2026 9:54:30 AM

---

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

Hello,

While i support the separation of bike lanes and state st remaining pedestrian first, the idea of allowing cars overnight seems absurd. I am not sure who it would benefit as most shops are closed during that time. Pedestrians do frequent bars and restaurants after 10 pm and it seems unsafe that cars would suddenly be allowed on a previous walkway at night when visibility is reduced. It only increases risk of traffic incidents. The current state St model is working as is and has brought our downtown back to life. Please keep state car free!!

-Ashley Miller

**From:** [William Prothero](#)  
**To:** [State Street Master Plan](#)  
**Subject:** I support 24/7 cars free on State St  
**Date:** Tuesday, April 21, 2026 9:41:50 AM

---

[You don't often get email from [prothero@ucsb.edu](mailto:prothero@ucsb.edu). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

The inclusion of cars between 10:00PM and 8:00AM. I don't see the advantage of spending so much money on something that seems like it will have such a small impact overall, but cost so much. How does it add to the attractive vibe that supports community? I really doubt that seniors would find it appealing. Bikers certainly wouldn't. Is there a large group of users that begin their evening fun after 10:00PM? Are shops open?

This just seems like another tactic to put off finalizing the no cars design that the majority of folks who use state street support.

There is a seemingly significant number of folks who, even though they don't use State St, like to oppose anything new. I note the large number of comments on Nextdoor who criticize every aspect of the current art project on the intersections. It's mind-numbing to read (which I try to ignore).

I've seen this kind of difficulty of making decisions for improvements to bike paths (even AC in school classrooms) as well. Obvious improvements are opposed by nay-sayers who don't even use the object of the improvements.

Please collect your courage and decide! Don't let a few nay-sayers waste your time.

Hoping for a community-oriented decision.  
Bill Prothero

William A. Prothero, PhD  
Prof Emeritus, Dept of Earth Science  
University of California, Santa Barbara

**From:** [Kate Belanger](#)  
**To:** [State Street Master Plan](#)  
**Date:** Tuesday, April 21, 2026 9:38:42 AM

---

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

We absolutely support and want a car-free State Street that is pedestrian friendly. And we will vote accordingly in upcoming elections.

Gary and Kate Belanger  
93103

**From:** [Aleah Van Woert](#)  
**To:** [State Street Master Plan](#)  
**Cc:** [Oscar Gutierrez](#)  
**Subject:** Comment on State St Master Plan  
**Date:** Tuesday, April 21, 2026 9:37:10 AM

---

You don't often get email from aleah42@yahoo.com. [Learn why this is important](#)

Hello,

I would like to submit a response to the recently released draft State Street Master Plan.

For context, I am a resident of Santa Barbara, District 3 (I have cc'd Councilman Gutierrez here). I have lived in Santa Barbara for 21 years and been a homeowner on the westside for 13 years. I am an avid cyclist and I commute by bike to my job at UCSB as well as ride my bike downtown at minimum twice weekly for the Tuesday farmers market and weekly evening activities downtown. I also drive downtown frequently, park in a lot or garage, and visit theaters and restaurants on State on foot - just like I did before the street was closed to cars.

Since 2020, I have been delighted by the absence of cars on State Street. It is so much more pleasant to walk, bike, and dine on a street without vehicle traffic. It feels safer to ride both at night and during the day. It's fun to walk the length of State and cross from side to side easily (the e-bike complaints have a grain of truth but are being overblown). And it's lovely to sit outside for dinner and a drink and not have to shout over traffic noise or smell exhaust, particularly since most of the traffic before 2020 was groups of vintage cars or loud motorcycles just cruising up and down.

I was glad to see much of the vibe of the current street has been preserved in the draft plan. The overall design is good. I like the wide pedestrian area, the sidewalk dining, and the separated travel lane for bikes and small transit shuttles. As a cyclist, I am comfortable sharing a travel lane with a well trained shuttle driver, and I believe public transit access to State Street is important for those who cannot or prefer not to walk.

But why open the street to private vehicles at night? Who is asking for this? Are businesses really getting deliveries at night through their front doors? City vehicles performing maintenance can already access the street at night - I see the flag trucks every Tuesday when I bike home from trivia night. There is no need to introduce private vehicle traffic to a street right when people are emerging from bars (having had a few drinks) and are unprepared for traffic on a street that was just bikes when they entered the bar. This feels unnecessarily unsafe.

If there is a true demand for delivery vehicle access, perhaps opening the street to deliveries only in the very early morning (say 4am to 8am) is the solution. But opening the street to all vehicles at night, when it's bustling with bar-goers and crowds emerging from theaters, is almost comically stupid. No matter how many signs you post, visitors to the area will not understand that the street suddenly changes modes halfway through the evening. This is asking for trouble, and cannot possibly be compatible with the Vision Zero framework the city has adopted.

Introducing cars to State Street again after 6 years would necessarily cause more accidents and injuries (and for what? cars on State will not "revitalize retail"). But this plan makes it even worse by reintroducing cars suddenly every single night, for no real reason. Mode changes to roads, even when consistent and well-signed, are always confusing to visitors and newcomers or infrequent users. I don't think endangering tourists should be the city's "master plan."

I support moving forward with this design only if private vehicles are not allowed back on the street at any time.

Thank you,

Aleah Van Woert



**From:** [Mitch Horwat](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street  
**Date:** Tuesday, April 21, 2026 9:36:18 AM

---

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

The architect rendering is so misleading

You've not included one 14 year old boy on a electric motorbike popping a wheelie on your rendering

Until you conquer that problem you are waisting \$8M / block of taxpayer money

I love State Street and it should be world class

Mitch Horwat

mitchhorwat@gmail.com  


**From:** [Kara Le](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep State Street car-free 100% of the time  
**Date:** Tuesday, April 21, 2026 9:34:44 AM

---

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

While much of the draft master plan is good - extending sidewalks, expanding housing, and having safe, separate bike paths, all in the effort to make State Street and people-orientated place to gather and enjoy all that Santa Barbara has to offer. The idea of putting cars back on State Street is foolish, unnecessary, and counter to what the majority of Santa Barbara has said, over and over again, that we want. State Street was never an effective street to drive on for actually getting anywhere. People do not shop from their cars, so it will not bring business to shops. All the parking is off State anyway, so access isn't improved by adding back cars. All this will do is make the design and construction more expensive and complicated by having removable bollards installed every block, and increase the likelihood of collisions, injury, and death as drivers encounter pedestrians. Remove the car-focused portion of the plan and keep State Street focused on people, not cars.

-Kara

**From:** [Gesa Kirsch](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Car-free State Street is best  
**Date:** Tuesday, April 21, 2026 9:25:47 AM

---

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

Dear State Street Planning Committee

I am writing to urge you to keep State Street a pedestrian zone that's safe for pedestrians and cyclists. Night time traffic would be dangerous for residents enjoying night life and music on the street. I walk and cycle on State Street almost daily and it feels safe, day and night. I'm deeply concerned that opening the street back to traffic will backslide all the progress we've made. It's become a destination for locals and visitors alike. Please keep it that way by keeping cars permanently off State Street. Please bring back more parklets, encourage live performances, markets, festivals and more. State Street is a gem and a gathering place. Please keep it that way. Many thanks,  
Gesa Kirsch

[REDACTED]

Sent from my iPhone

**From:** [Jill Sharkey](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Formal Comment Regarding the State Street Master Plan – Prioritizing a Permanent Car-Free Promenade  
**Date:** Tuesday, April 21, 2026 9:16:44 AM

---

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

To the Members of the State Street Advisory Committee and City Planning Staff,

As a resident of the downtown neighborhood, I am writing to express my enthusiastic support for a State Street Master Plan that prioritizes a **100% pedestrian and bicycle-friendly design**. Furthermore, I am writing to **vehemently request that the city reject any proposals to reintroduce private vehicle traffic to State Street**. The transition of State Street into a promenade has been the single most positive development for our downtown core in decades. To retreat from this progress by allowing cars back into this space would be a catastrophic mistake for the safety, culture, and economic vitality of our city.

I urge the committee to consider the following arguments in favor of a permanent car-free zone:

- **Public Safety and the Prevention of Loss of Life:** The most fundamental duty of city planning is the protection of its citizens. Bringing cars back to State Street introduces an immediate and avoidable risk of accidents, injuries, and deaths.
- **The Danger of Nighttime Traffic:** During evening hours, the risk profile of State Street shifts significantly. With a high density of bars and restaurants, the reintroduction of vehicles creates a direct pipeline for **drunk driving incidents**. We should be creating a safe environment for pedestrians, not a gauntlet of moving vehicles operated by potentially impaired drivers.
- **Ample Existing Parking Infrastructure:** The argument that cars need access to State Street for "convenience" is factually unsupported. Our downtown is uniquely blessed with a robust system of multi-level parking lots located just one block off State Street in either direction. There is no logistical necessity to allow cars on the promenade when thousands of parking spaces sit mere steps away.
- **Economic Vitality:** Data consistently shows that walkable urban centers see higher foot traffic, longer "linger times," and increased consumer spending. A car-free State Street is a destination; a street with cars is merely a thoroughfare.
- **Environmental and Acoustic Health:** Removing cars has drastically reduced noise pollution and exhaust fumes, making outdoor dining and socializing a pleasant reality rather than a health hazard.
- **Accessibility and Equity:** A dedicated pedestrian and bike-only space provides a level of safety and mobility for children, the elderly, and those with disabilities that a car-centric street can never replicate.

We have an opportunity to define Santa Barbara as a forward-thinking, human-centric city. Reintroducing cars would be a step backward into a cluttered, dangerous, and outdated urban model. Please, let's keep State Street for the people, not the tailpipes.

I look forward to seeing a Master Plan that reflects a bold, car-free future for our community.

Sincerely

Jill Sharkey, Ph.D.

Downtown Resident Santa Barbara, CA

Jill D. Sharkey, Ph.D.

Interim Jules Zimmer Dean

Gevirtz School of Education

Office: (805) 893-3441

Email: [jsharkey@ucsb.edu](mailto:jsharkey@ucsb.edu)

Webpage: <https://education.ucsb.edu/>

Pronouns: she, her, hers

**UC SANTA BARBARA**

Situated on the Indigenous lands of the Chumash people past, present, and future who hold the memories, traditions, and culture of this area, which has become a place of learning for people from all over the world.

**From:** [Chris Silverstein](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Comments  
**Date:** Tuesday, April 21, 2026 9:16:21 AM

---

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

1. My bias is toward action over talk. Let's get moving quickly!
2. Vehicle hours should be more limited. Midnight to 6am and commercial delivery/trash vehicles only.
3. I don't think we need to ever have parades on State. Keep the force on pedestrians and community gatherings. Don't design for daytime vehicles.

**From:** [Ross Silverstein](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Keep State Street Car Free entirely  
**Date:** Tuesday, April 21, 2026 9:10:24 AM

---

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

I'm writing to advocate against the proposal to establish peak and off-peak hours on State Street that would allow any cars.

1. The experience of having cars on State Street only makes it worse and less pleasant. They are noisy and dangerous.
2. Allowing cars at any time will prevent the streetscape from being repurposed into a pleasant plaza forever. It will forever require the traffic lanes, the curbs, the traffic lights and more, instead of having the opportunity to reimagine the entire space for people.
3. If there is a hard requirement to enable deliveries and trash collection, then only allow that and not private vehicles.
4. The proposed hours are way too broad. Make it from like 3-6am if that's truly needed. Many restaurants and bars close after 10pm and many cafes open well before 10am. Cars will ruin the character of State Street.

Thank you very much for your consideration.

**From:** [Diane See](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Proposed State Street Plan  
**Date:** Tuesday, April 21, 2026 8:49:51 AM

---

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

I will be unable to attend the April 28 meeting, but I wanted to express my support for extending the sidewalk width and my disapproval for allowing cars, even though it is within limited hours. The compromise of allowing the cars back will limit what permanent infrastructure can be used to make the pedestrian experience more attractive, decrease pedestrian safety, and will add unnecessary cost. Please keep out the cars and expand and improve the pedestrian experience to bring more people to the State Street Experience.

Thank you,

*Diane See*



[dianegsee@gmail.com](mailto:dianegsee@gmail.com)

**From:** [siobhan duran](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Opposition to Reintroducing Vehicle Traffic on State Street  
**Date:** Tuesday, April 21, 2026 8:48:01 AM

---

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

I am writing to express my strong opposition to the proposal to reintroduce vehicle traffic to State Street. As a professional with a background in architecture, and someone who believes passionately in improving the Santa Barbara community, I believe reversing the pedestrian-only model would be a significant step backward for Santa Barbara's urban fabric.

Over the last six years, the pedestrianization of State Street has transformed the downtown core into a vibrant, human-centric space that fosters community engagement and local economic resilience. From an architectural and urban planning perspective, prioritizing people over cars enhances the accessibility, safety, and aesthetic value of our public realm. Reintroducing vehicle traffic prioritizes the interests of a small group of property owners over the well-being and expressed preference of the broader community. Not a single one of my friends and colleagues in my social sphere has expressed any interest in bringing vehicles back to State St; in fact, they are dismayed to hear it is being considered.

A thriving downtown depends on walkable, breathable spaces. I urge the committee to maintain State Street as a pedestrian-only landmark that serves all citizens, rather than returning to a car-dominated corridor.

Kind Regards,

Siobhan Duran

**From:** [Kay de Veer Ulanich](#)  
**To:** [State Street Master Plan](#)  
**Subject:** car free state street please  
**Date:** Tuesday, April 21, 2026 8:46:49 AM

---

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

Hello!

I grew up here and also am now an adult living in SB and working downtown. i'm voting for a permanent car-free state street where people can walk safely at all hours of the day.

Thank you for your time,  
Kay de Veer

**From:** [Sarah Boyajian](#)  
**To:** [State Street Master Plan](#)  
**Date:** Tuesday, April 21, 2026 8:16:33 AM

---

You don't often get email from sarahpesha5588@gmail.com. [Learn why this is important](#)

How will rwgular auto traffic be stopped after 10pm when deliveries, and garbage disposal etc are permitted?

**From:** [Michael W](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street Master Plan Support  
**Date:** Tuesday, April 21, 2026 8:16:25 AM

---

You don't often get email from mjwinn1265@gmail.com. [Learn why this is important](#)

I am a resident in the lower Riviera neighborhood in Santa Barbara and I am in 100% **support** of the State Street Master Plan.

The day the corridor is opened to traffic again is the day I stop walking downtown for meals, shopping, or even as just something to do. Stop with the half measures and embrace a walkable city!

**From:** [Greg Baker](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State. Street  
**Date:** Tuesday, April 21, 2026 7:17:15 AM

---

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

Hi,

We are long time. SB residents living on the East Side and often walk down and around State Street. We have watched as the Street has become more and more lively during the years since the pandemic, especially since the FarmersMarket was moved to its current location. We have family in Europe and so travel to various small cities and towns most of which have historical centers, closed to traffic with similar features that we see in this new plan. We are very supportive and excited about this plan. It would be a huge mistake to reopen the street to vehicles.

Thank you,

Kim Stevens and Greg Baker

**From:** [D.S](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Public comment  
**Date:** Tuesday, April 21, 2026 6:21:37 AM

---

[You don't often get email from 108highstreet@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

What I'd like to see, more important than any physical changes to State Street, is a steady police presence and removal of homeless individuals, the mentally ill and drug addicts who wander or sleep in the street, dig through trash cans, beg for money for food/drugs, get high in public, etc.

Having lived in Southern California for 25 years, I can tell you with absolute certainty that Santa Barbara must take the approach of Beverly Hills if it is to avoid further decline -- which is strict law enforcement, an emphasis on tourism and families, and the highest standards of maintenance and beautification.

The repeat business of tourists will generate the tax revenue and these policies will pay for themselves.

Daniel S  
San Roque

**From:** [Kirk G. Hodson](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street  
**Date:** Monday, April 20, 2026 5:10:51 PM

---

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

## To Whom It May Concern

State Street needs to reopen as a street with two way traffic. Business and businesses continue to deteriorate on State St as do the sidewalks and landscaping. The street looks like a dump with restaurant-street shanties, Saturday swap meets,

The street was closed because of a virus. The virus is over. Florida and Texas kept their businesses and streets open - they thrived during California's shutdown, and they continue to thrive. My wife and I, our young adult children, our friends, and their young adult friends all avoid downtown SB. We go to the Funk Zone and the Harbor. We avoid State St - the 400-1200 blocks at all opportunities. It's a dump. I hear it from visitors, guests, friends, and locals all the time.

Downtown Carpinteria, Solvang, San Luis Obispo, Montecito, and Indio are all cuter, more fun, cleaner, more pleasant to walk and shop. All are busy downtown thriving streets with businesses and cars. We are littered with homeless, restaurant shanties and now painted asphalt - painted asphalt is not art. Those stupid roll-up aluminum "walkways" are hazardous and ugly.

Quit wasting our City's time and money. Open State Street and let Capitalism thrive. Bring back the parades.

Clean up and out the homeless off our parks, streets, sidewalks, and beaches - what are couches, tents, and a string of store carts allowed camped on a sidewalk and rolling through intersections!? You are rotting Santa Barbara. This was once a beautiful City that ebbed and flowed with the economy. Now people with money are coming less often, complaining more, and spending less. I want my City back.

Kindly,

Kirk G. Hodson

PS Apartments are not "houses." People don't want more apartments; they want houses, and if houses are too expensive, people move.

**From:** [Instagram](#)  
**To:** [State Street Master Plan](#)  
**Subject:** sbstatestreet, catch up on moments you've missed  
**Date:** Monday, April 20, 2026 3:38:13 PM

---

# Catch up on Instagram

afofsb, stateofmind.sb and others posted something new.

Open Instagram





You have 1 notification you may not have seen.

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

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

To help keep your profile secure, please don't forward this email.  
[Learn more](#)

**From:** [statestreeter](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Let's get on with it  
**Date:** Monday, April 20, 2026 1:45:00 PM

---



statestreeter

[Read on blog](#) or [Reader](#)

# Let's get on with it



By **editors** on April 20, 2026

SANTA BARBARA

# THE STATE STREETER

SUBSCRIBE @ STATESTREETER.COM



## Here's the Plan

It's been a long time coming, but the Polyzoides Report points the way forward on State Street. Let's get on with it.

## 'A pedestrian-first, park-like place'

*From the report:*

Before 2020, State Street was one of the premier retail venues in California, its unique form, reputation, and performance steadily increasing over time. Since 2020, several important national retail trends have conspired to reduce its expected evolution: the expansion of internet sales, the collapse of the department stores at Paseo Nuevo, and the erosion of its development potential due to uncertainty about its future. Yet, despite being subject to all these negative trends, its appearance remains poor and its current mix of modes chaotic; however, sales and tax receipts have plateaued, but not decreased.

A flex scheme reorders the form of State Street according to its traditional 75-year pattern as a pedestrian-first, park-like place. It recognizes its subdistricts and

takes advantage of the ample garage parking that serves them. It acknowledges mode mixes unique to the mobility needs of citizens and visitors alike. It proposes infra-structural and ecological improvements and offers recommendations for the many actions the city needs to take in support of the proposed changes. Continuing the traditional trajectory of this extraordinary place will strengthen its claim as the commercial center of your city. Its physical regeneration also stands a good chance of achieving the full range of social and financial objectives expressed by the citizens of Santa Barbara.

**DRAFT STATE STREET MASTER PLAN  
APPENDICES, INCLUDING THE MOULE & POLYZOIDES REPORT  
SITELINE'S SUMMARY**

Like

statestreeter © 2026.

[Unsubscribe](#) or [manage your email subscriptions](#).



**Get the Jetpack app**

Subscribe, bookmark, and get real-time notifications – all from one app!



 **WordPress.com**

Automattic, Inc.

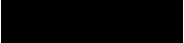
60 29th St. #343, San Francisco, CA 94110

**From:** [Cheryl Niccoli](#)  
**To:** [State Street Master Plan](#)  
**Subject:** State Street  
**Date:** Monday, April 20, 2026 1:22:04 PM

---

You don't often get email from cniccoli@verizon.net. [Learn why this is important](#)

Having done a scan of this Master Plan by a long-time resident of SB (me), I can see why this project is costing so much and taking so long. I get it that it's a vision for the future— no quick fix here. It all looks beautiful and I hope you get it done in my lifetime. One request, and I am not alone in making it. Bring back the parades to State Street!!!! They just aren't the same on Anacapa Street. Isn't it possible with the retractable bollards to open up the street for parade days? There are only a few — Solstice, Fiesta, 4th of July, Veterans Day, and Christmas. That's five days a year. After all, this whole scheme is to bring the community together etc. and the parades of yesteryear accomplished that in spades. As noted above, I am not alone in suggesting that Santa Barbara parades be added to the Master Plan of State Street. Thanks for your consideration.

Cheryl Niccoli  


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

**From:** [Brad](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Comments on the draft Master Plan  
**Date:** Monday, April 20, 2026 9:11:33 AM

---

You don't often get email from tastywaves13@gmail.com. [Learn why this is important](#)

Firstly, thank you for all the work that went into this draft Master Plan. It is evident of the sheer magnitude of this effort with all the visuals and appendices included.

A few thoughts as I reviewed the material:

1. Retractable bollards seem like a key piece of the plan and therefore finding the most reliable, low-maintenance, and durable retractable bollard appears critical. Our marine environment wrecks havoc on public infrastructure. Note that I didn't say cheapest bollard. We'll definitely need to spend money to get the best retractable bollard for our City.
2. I value the flexibility retractable bollards would provide.
3. I am indifferent on whether cars should be allowed on State. There are multiple cross-streets that provide vehicular access points. We could create little bulb outs at the cross street and State intersection to provide passenger loading or high cost street parking. I am not 100% sold on what value a continuous roadway for vehicles up/down State Street would provide that the cross streets couldn't provide. For emergency access, look at what Pearl Street Mall in Boulder, CO did: they used landscaping and pavement treatment to create an organic feeling of pedestrian meandering that also provides emergency vehicle access.
4. For bikes/cars, I am supportive of a clear channelization effort and I think 20 feet provides more than enough width to do that. Line the pathway with trees, pavement features (curbs, textured materials, planters). Currently, part of the issue with negative bike/ped interactions is the pavement markings don't provide enough channelization.
5. I agree that the Farmer's Market should be capitalized on as it provides an injection of pedestrian activity. However, that is just for a period of the day. Once the market leaves, then how does that space function? Rue Mouffetard in France is great example of how the street transforms from markets in the morning to cafes during the day and evening.
6. I would love to see more public seating and restaurant seating on State Street, but reducing the homeless presence would be critical to seeing success of such seating.
7. This segment of State Street is relatively long. Has the committee studied how large of an area Santa Barbara could support from purely a number of people standpoint (residents and tourists)?
8. Adding housing near State Street is also a key piece in bringing more activity to the street.

For statistics purposes, I have lived in SB for 10+ years (Westside). My wife and I are aged 40-41 and have three young kids under the age of 5.

Thank you,  
Brad Klinzing

**From:** [lindalmc75@gmail.com](mailto:lindalmc75@gmail.com)  
**To:** [State Street Master Plan](#)  
**Subject:** Open up State Street please  
**Date:** Sunday, April 19, 2026 11:40:46 PM

---

[You don't often get email from lindalmc75@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

It would be such an improvement if State Street was opened back up !

Thank you for your consideration.

Linda McNeely

Sent from my iPhone

**From:** [Michael Vilkin](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Housing units  
**Date:** Sunday, April 19, 2026 4:35:19 PM

---

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

Hi

We're fighting the development of 256 dwelling units in a seven story building behind the Mission. In my letter to them I wrote that there are much saner places to up zone residential density in SB.

I like your plan for State Street and think the height limitations in place are good.

However.

I think the blocks behind State street on Anacapa and Chapala between Sola and Gutierrez could be up zoned to 5 stories for the residential units. Having residences there would increase foot traffic on State Street. The higher building limits there would not impact State street seriously as there are already 3 story buildings along state street in many of these places.

Higher housing density needs to be downtown for the health of our inner city.

Please consider this suggestion.

Michael

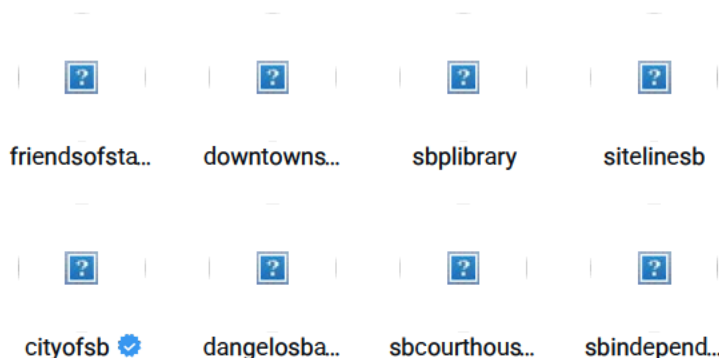
**From:** [Instagram](#)  
**To:** [State Street Master Plan](#)  
**Subject:** sbstatestreet, see what's been happening on Instagram  
**Date:** Sunday, April 19, 2026 3:03:37 PM

---

# See what's new on Instagram

friendsofstatestreet, downtownsantabarbara and others shared 59 photos.

Open Instagram



You have 1 notification you may not have seen.

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

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

To help keep your profile secure, please don't forward this email. [Learn more](#)

**From:** [Gabrielle Hayum](#)  
**To:** [State Street Master Plan](#)  
**Subject:** Suggestion  
**Date:** Sunday, April 19, 2026 2:06:09 PM

---

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

Get rid of the bicycles!!

Sent from my iPhone