

SSAC Straw Poll and Takeaways from 7/15/24 SSAC Meeting

Takeaways/ General Comments:

- There is a consensus for a Grand Paseo framework, with a pedestrian focused core at the center bracketed by other districts – with a total of three distinct districts.
- The 400 block will include curbs, two-way vehicle traffic, bike lanes, and expanded sidewalks.
- The 400 block will be/include a gateway for the Grand Paseo.
- While there was some interest in pedestrian only or bicycles for only some of the time, the majority indicated an interest in seeing the 500 and 600 blocks closed to vehicle traffic with the 20-foot emergency access lane open to the shuttle and bikes, and the remainder of the space pedestrian only.
- There is a consensus that the 700 and 800 blocks should be curbsless, flat and flexible, and primarily pedestrian. This design includes plaza-like spaces, allows for festivals and special community events, and is exclusively for pedestrians during special events, days of the week with high pedestrian traffic, and during peak seasons (e.g., weekends and/or Summer).
- The 900 block was not included in the questions and should be discussed further; however, based on responses for other questions, it appears that a majority would like to see the 900 block to not include cars, and for this block to have a similar approach to the 700 and 800 blocks.
- The SSAC was split on the mobility framework for the Arts District with 7 members indicating that they did not want to see cars reintroduced and 7 members indicating that they were supportive of the reintroduction of cars in a one-way vehicle configuration in this area. This included expanded space for pedestrians and outdoor dining, a separated two-way bicycle facility, and a one-way vehicle lane with limited loading and/or drop-off locations. Additional discussion with business owners in this area should occur, and this question should be addressed by City Council before a plan is finalized for this District.
- There is consensus for a curbed design on the 1300 block that includes two-way vehicle traffic, a bicycle facility, and pedestrian space on the sidewalk.
- A majority of members are interested in seeing some type of shuttle/transit travel up and down State Street. Members were divided on whether there should be a circulator in addition to transit on State Street. Specifics for transit in the Master Plan still need to be resolved.
- Additional study should occur on housing, sustainable design/ecological framework, partnerships with civic and arts organizations, and programming.
- Involvement of Chumash in design and process is needed.
- Rename the De La Guerra District.
- Provide additional public restroom locations along State Street.

Straw Poll:

1. Do you agree that the “Grand Paseo” design framework, which includes a pedestrian core district bracketed by districts on either side that employ different approaches to mobility, aligns with the SSAC’s vision for the study area?

Yes: 9

Yes If: 3

No: 1

Abstain: 1

Yes If Comments:

- Larger trolley to be included than just micro-transit
- Want to talk about 2 districts for mobility section
- Delete “that employ different approaches to mobility” and include shuttles
- Open to pedestrians and cyclists open to 500-1200 block

2. Do you support the recommendation of a curbed design for the 400-block that allows for all modes of transportation and transforms the block into a gateway to the Grand Paseo?

Yes/Yes If:13

No: 1

3. Should the 400 block include physical features or monumentation to signal arrival to the district?

Yes:11

Yes If: 2

No: 1

Yes If Comments:

- Move it up to the grand paseo
- Has to be approved by HLC
- Should include sense of arrival for entirety of district and allow people to linger/stay in 400 block

4. Do you support the curbless, flat and flexible design for the 500 and 600 blocks of State Street? This design includes a 20’-wide clear area for emergency access, that would be shared by bikes and transit, and no private vehicles would be allowed outside of service and delivery hours.

Yes: 9

Yes If: 3

No: 2

Yes If Comments:

- Want it to be pedestrian only
- No bikes, but include a shuttle
- Bikes could be ok temporally but not all the time

- 500-600 blocks should be curbed
5. Do you support the curbless, flat and flexible pedestrian-exclusive core on the 700 and 800 blocks of State Street? This design includes plaza-like spaces, allows for festivals and special community events, and is **exclusively for pedestrians at all times**, even if excluding bike and vehicle access requires that capacity for bikes and vehicles be provided elsewhere on surrounding streets (e.g., Chapala).

Yes: 2

Yes If: 2

No: 9

Yes If Comments:

- Support it if it came with plan and investment for redesign and programming that covers most of the day
- Has to be 500, 600, 700 and maybe the 800 blocks
- The only pedestrian area should be 700 and 800 blocks with exception of shuttle or trolley

6. Do you support the curbless, flat and flexible primarily pedestrian core on the 700 and 800 blocks of State Street? This design includes plaza-like spaces, allows for festivals and special community events, and is **exclusively for pedestrians during special events, days of the week with high pedestrian traffic, and during peak seasons (e.g., weekends and/or Summer)**? This time-based solution to create an exclusively pedestrian core may not require the bicycle reroute.

Yes: 9

Yes If: 2

No: 3

Yes If Comments:

- In the summertime it should be all pedestrian
- Highly dependent on Paseo Nuevo plans
- Curbless 700 and 800 blocks

7. Do you support a curbed design for the 1000 to 1200 blocks of State Street that reintroduces cars and private vehicles to State St at Carrillo St? If so, do you support the recommended design that includes expanded space for pedestrians and outdoor dining, a separated two-way bicycle facility, and a one-way vehicle lane with limited loading and/or drop-off locations?

Yes: 5

Yes If: 2

No: 7

Yes If Comments:

- Add the 900 block in this section
- Shuttles, vehicles, bikes, wider sidewalks, new landscape design
- Address parades and study how it supports economic vitality

- 1000-1200 blocks introduce cars
8. Do you support the recommendation of a curbed design for the 1300 block of State Street that always allows all modes, and emphasizes its role as an emergency access corridor and a primary gateway to Upper State? This design includes two-way vehicle traffic, a bicycle facility, and pedestrian space on the sidewalk.
- Yes: 11
 Yes If: 1
 No: 2

Yes If Comments:

- Whatever the 900-1200 blocks are should extend to the 1300 block
 - Curbed design for 1300 block, all modes
9. Do you support a transit option connecting the Grand Paseo to the Waterfront that includes a full-size circulator shuttle that primarily travels on Anacapa and Chapala Streets and is supplemented by a pedicab program or micro-transit on State Street?
- Yes: 4
 Yes If: 10
 No: 0

Yes If Comments:

- First part – yes for a full-size circulator
- Pedicab yes, need to define micro-transit
- Less than primarily/half the time the shuttle should be on State Street
- Needs to be full-service shuttle that handles any type of customer
- Spine of public transit needs to be up and down State Street
- Need more details of specifics of a shuttle that goes up and down State Street
- Shuttle should run on State Street the whole way or circulate around the pedestrian blocks only

Next Steps:

- Bring vision to Council
- If Council is in alignment on vision, then there would be 6-12 month action plan to start to move us towards that vision – call to action
- A lot of details need to be developed – will come back to SSAC, PC, HLC, and Council
- Will unveil public review/draft at SSAC and then have thorough public review period