



**Cars Are Basic™**

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Plan Santa Barbara  
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Community Development Department  
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Santa Barbara General Plan a.k.a. Plan Santa Barbara - third of three comments.

It is absolute necessity for efficient "modern" street planning to recognize population and technological changes resultant from advances of vehicles in a free society. Without individual transportation society will regress to morbid rigidity of the 1700's and 1800's. The ability to take advantage of best pricing in commercial and residential endeavors exploded with the advent of personal transportation previously reserved to the wealthy.

The General Plan update has to recognize the above, and following facts:

1. Individuals will, almost always, choose personal transportation over mass transit. This is for both safety and convenience.
2. Individual transportation allows for flexibility compared to mass transit in trip planning, and capacity to transport multiple purchases, .
3. Shopping centers insure both the best pricing for residents/customers, and the ability to use personal vehicles for transport of purchased goods. This benefits all.
4. The "Transportation Circulation Element" clearly states, businesses depending on individual transportation will either die or move to locations that allow such travel if free travel and parking are impeded or destroyed. These businesses most often are middle class, supporting owner/operator and middle class workers.
5. Supposed health gains by intentionally destroying street and parking are questionable at best. Modern and current understanding of Exercise Science makes these claims very suspect (2007 and 2008 American College of Sport Medicine, 2006 IHRSA).
6. Commercial buildings not having proper and adequate parking for "both" customer and employee parking do not meet modern needs or a changing demographics.

7. Residential buildings not recognizing social and demographic changes create woefully inadequate off street parking (ref T-6.c). These conditions degrade quality of life and negatively impact adjoining neighborhoods. Many do not have residential parking programs.

8. In the past 6 months, "de-coupling of parking requirements" is proposed for residential and commercial projects. This terrible policy is an extension of the points "6" and "7" (above) which are attempts to control demand through government decree. De-coupling does little to nothing to reduce parking demand in urban settings. This policy dramatically drives up the cost of parking while removing capital from the local businesses. Squeezing the money supply further impacts those businesses serving middle income and lower income sectors. The council has stated saving middle and low income serving businesses a primary goal of the city.

9. The current and 30+ year history of transportation planning in the City of Santa Barbara has witnessed declining bicycle use, increases in motor vehicle use, and increased single passenger vehicle use. There has been a severe increase in accident rates associated with roundabouts, and irrational hazardous conditions for bicyclists and cars where bulbouts have been built. All of this has generated citizen anger and distrust of government.

10. The creation of street hazards, and destruction of street capacity has removed millions of dollars from the economy and failed to reduce motor vehicle use.

11. Proposed Master Plan Changes include removing on-street-parking for the creation of bike paths, and in the process magnify an intentionally vague process for "future" use. This madness called high density without adequate off and on-street parking is irrational at best.

12. The current transportation plans resurrects outmoded 1700 -1800 A.D. street designs that failed in the face of affordable, and efficient individually owned "motorized" vehicles. Prior to this, "all vehicles" were fairly slow, beast or human powered. For comparison a fast charging Roman War Chariot powered by a two-up, travels at an unsustainable top speed of 20-25 miles per hour. "Motor coaches" easily travel a slow 25 miles an hour on the low end.

The above items demand rational transportation and parking that maintains or expands capacity based on the historical evidence of modern society. The General Plan Update must reflect this reality.

On behalf of the Board and Members,

Scott Wenz  
President  
CAB

