



X. GOAL 6 - AN INSTITUTIONAL FOUNDATION THAT SUPPORTS THE PEDESTRIAN

Introduction

The Pedestrian Master Plan can be an effective tool for reaching the City’s goal to increase walking, but only if it is an active document that is folded into City culture. Daily City staff decisions have a strong cumulative effect on the pedestrian environment. A successful Plan must permeate City culture so that planning and designing with pedestrians in mind is simply a part of the way Santa Barbara does business. The policies of this document must be translated into zoning ordinances and staff practices. Land development and capital projects must include pedestrian components. The City’s limited funding of improvements must be strategic and leverage other funding sources. The Plan’s success rests upon its being institutionalized throughout all City departments.

This chapter’s focus is to create an institutional foundation that will support and enable the Pedestrian Plan to become a reality. This chapter recommends changes and additions to the land development process that will result in the Pedestrian Plan becoming a part of the on-going decision making process. It also identifies the process by which plan projects can be funded and implemented.

Policy 6.1 The City shall incorporate the Pedestrian Master Plan into the land development process

The amount of walking in any city is related primarily to the mix and density of land uses, along with urban design features adjacent to the public right-of-way. In Santa Barbara, like in other cities, land use and urban design is guided by the General Plan and related documents such as the zoning ordinance. With its approval, the Pedestrian Master Plan becomes yet another compass for staff members and decision makers to reference when evaluating land development proposals for consistency with City policy. Therefore, the land development and zoning process is considered one avenue of implementing this plan because pedestrian-friendly treatments can be required or encouraged.

Strategy 6.1.1 Use the Pedestrian Design Guide in the project approval process

As the land development process requires improvements in the public right-of-way, Chapter VIII, “Pedestrian Design Guide” will be a tool for planners, engineers, and architects involved in the design of Santa Barbara’s pedestrian space. The Pedestrian Design Guide will be printed under its own cover, distributed to staff members, and available for land development applicants. As such, the Pedestrian Master Plan will be an integral tool and reference for staff when reviewing land development design problems.

- Strategy 6.1.2 Consider connections between streets and pedestrian pathways in land development review
- Strategy 6.1.3 Encourage land development patterns that encourage walking, provide connectivity between buildings and sidewalks, and allow for short trips between multiple destinations

The land development process often presents rare opportunities to make pedestrian connections that will increase walking and improve the quality of life in Santa Barbara. Land development staff members will be familiar with and consider the needs identified in this plan when reviewing proposals and applications. Decision makers will reference the plan in balance with other City policies when considering land development proposals. Additionally, the zoning ordinance will require updating and enhancement as new land development is proposed and approved.

Policy 6.2 The City shall pursue revisions to the Zoning Ordinance that will help implement the Plan

- Strategy 6.2.1 Incorporate proposed design and zoning changes into updates of the zoning ordinance

Zoning Ordinance

A community's land use and development code helps ensure the creation of an excellent pedestrian environment. An efficient policy and code system can help reduce reliance on the automobile, encourage alternative modes of transportation, improve the pedestrian environment, and increase safety. Ensuring a pedestrian friendly, compact, walkable community requires a mix of land uses with appropriate densities, ample access to services, and good transit opportunities. The existing context of Santa Barbara is pedestrian-supportive and provides a community structure in which to implement pedestrian oriented activities and amenities. New development should reinforce the existing community structure, blend with the existing surroundings, and make improvements that promote and encourage a pedestrian friendly environment. This policy section is intended to offer suggestions for potential zoning changes that would provide pedestrian benefits as new projects are proposed and opportunities arise.

Improvements in the public right-of-way should be under the direct guidance and authority of Chapter VIII, "Pedestrian Design Guide," adopted by the City Engineer. Improvements on and to private property are covered below. The *Access and Parking Design Guidelines* should be referenced to govern private property design, including on-site pedestrian circulation. Suggested changes to the municipal code are provided in Appendix G, based on the recommendations in this section and code language from Portland, San Diego, and other cities. There must be a formal process to review and approve these changes. Adoption of this Plan does not constitute legal adoption of changes to any code language.

A challenge of implementing pedestrian friendly zoning strategies in a built community is that existing improvements may present physical barriers to achieving the desired enhancements when redevelopment occurs. As the City of Santa Barbara continues to build and enhance its pedestrian environment, specific zoning solutions to enhance the pedestrian environment should be included in updates and revisions to the land use element, circulation element, zoning ordinance, engineering

standards, and design guidelines and applied at the site design and architectural review level to new development, redevelopment, and capital improvements.

The City has guidelines and requirements in its existing zoning ordinances that seek to enhance the pedestrian environment. The guidelines set forth in the Pedestrian Master Plan are intended to be a resource to be used when the City updates and adopts new codes to ensure the pedestrian friendly environment continues to evolve as new development occurs.

Review of Existing Zoning

Santa Barbara has a well-developed zoning ordinance that has many of the elements needed to produce a friendly environment. Title 28 contains the Zoning Ordinance within the Municipal Code and includes a range of requirements affecting new development and the pedestrian environment:

- Zoning Ordinance 28.21.080 provides varying levels of density as it relates to the lot size.
- Zoning Ordinance 28.22.030 allows general office uses on the second and third floors within the HRC-2 Zone.
- Zoning Ordinance 28.30 allows Garden Apartment Developments to provide for greater flexibility in the development of residential properties and for greater amenities and open space.
- Zoning Ordinance 28.33 allows Planned Residence Developments to provide for greater flexibility in the development of residential properties, and for greater amenities and open spaces. It also permits lot sizes and distance between buildings to be reduced below the minimum standards required by the Zoning Ordinance.
- Zoning Ordinance 28.36 allows Planned Unit Developments (PUDs) to provide for greater flexibility in the development of residential properties, including reduced setback requirements and modifications to street design standards.
- Zoning Ordinance 28.37 provides for the appropriate types and/or intensity of land use of parks and recreation facilities. It also provides for the maintenance and protection of neighborhoods that are adjacent to parks and recreation facilities, for the benefit of the community. It includes active and passive recreation opportunities, community gardens, and community meeting rooms.

In addition, the City of Santa Barbara has a variety of architecture design guidelines and a Design Review process that helps to guide development projects in a visually appealing direction.

Title 22 Environmental Policy and Construction, within the Municipal Code, includes standards for development in the City's Historic Districts (El Pueblo Viejo and Brinkerhoff Avenue Landmark District), subject to architectural review by the Historic Landmarks Commission. It also includes standards for commercial development, multi-residential development and for development in the City's Hillside Design District and multi-family and commercial areas outside the Historic Districts, subject to review by the Architectural Board of Review.

- SBMC §22.22 provides for design standards for construction in the City's Historic Districts and structures with Landmark status.
- SBMC §22.44 requires street improvements including sidewalks.

- SBMC §22.68 provides for design standards for construction in the City’s Hillside Design District, for commercial development, and multi-residential development.
- SBMC §28.87.170 limits the height of fences, walls, hedges, and screens in the front yard and adjacent to driveways in all residential zones and in some commercial zones.
- SBMC §28.87.240 prohibits new or expanded drive-through facilities.
- SBMC §28.90.100.H provides for parking reduction for mixed-use development where residential uses occupy up to 50% of the development.
- SBMC §28.92.026 provides relief from some zoning requirements in order for constrained properties to secure an appropriate improvement or to prevent unreasonable hardship.

In addition, the City of Santa Barbara has several design guidelines for the various areas of the City and the Special Design Districts to guide the architectural form and historical context of development projects.

Comparison with other Cities

Land use patterns in Santa Barbara are the result of a combination of history, geography, and past planning efforts. To a great extent, the pedestrian-friendly aspects of Santa Barbara are the result of specific planning and urban design efforts by the City. The City is able to encourage and guide private development to complement City goals of achieving pedestrian-scale and walkable streets. The City has a well-developed zoning ordinance that compares favorably with other cities with pedestrian-oriented codes around the country, such as Portland, Oregon, and San Diego. Portland completed one of the first and most comprehensive pedestrian plans in the late 1990s. San Diego completed a pedestrian guideline plan in 2001.

Table X-1 provides a comparison between pedestrian-related zoning elements in Santa Barbara and Portland and San Diego. As can be seen, some of the differences (such as block form) are attributable to the fact that Santa Barbara is essentially built-out and no new blocks are being developed. Streets are addressed in less detail in Santa Barbara than in San Diego; however, this Pedestrian Master Plan covers all of those elements.

Portland suggests limiting the provision of parking to support alternative transportation and efficient use of land, while San Diego offers reductions in parking requirements if bicycle parking is provided. The Santa Barbara code provides good guidance on parking facility access and visibility. Consideration should be given to measures that limit parking requirements and allow parking reductions if specific pedestrian amenities are provided. The California Vehicle Code prohibits parking cars across sidewalks. It is recommended that the parking enforcement team include parking across sidewalks as a standard part of enforcements in Downtown and other areas of Santa Barbara.

Portland allows for a reduction in parking for transit-proximate land uses. Santa Barbara also allows for a reduction in parking for transit-proximate land uses through the zoning modification process, provided that the proposed development meets parking demand for the specific use.

Portland provides incentives for and regulations of sidewalk activities such as cafes and vendors. Santa Barbara has a history of allowing such uses on State Street, and may consider provisions to encourage these uses on new widened sidewalks elsewhere.

All three cities provide good guidance on building setback requirements. Portland has regulations that allow for special setbacks to increase visibility and safety of pedestrians and motorists, improve the appearance of the corridor, and reduce visual clutter.

Table X-1. Comparison of Pedestrian Zoning Elements

Pedestrian Zoning Elements	City		
	Santa Barbara	Portland	San Diego
Blocks	Code doesn't address block form.	Requirements regulate the amount and location of open areas and walkways on large commercial sites where streets have been vacated. The intent is to promote a pleasant and convenient walkway and open area system on the superblock that links to the adjacent buildings, to the public circulation system, and to any available public transit. The requirements also promote the maintenance of light, air, and access that could be lost due to development on the vacated street.	Requirements regulate block length and frequency for pedestrian connections in both pedestrian-supportive areas and areas outside the central pedestrian-supportive core.
Streets	Requirements regulate basic street width for each classification of City roadway. Municipal Code contains requirements for street trees.	Code contains design suggestions which aim to promote vehicle areas which are safe and attractive for motorists and pedestrians.	Requirements address street design for pedestrian-friendly environments by regulating speed limits, auto lane widths, bike lane widths, pedestrian walkway widths, curb radii, ped crossing design along with signage, refuge islands and curb cuts. Code contains general requirements for street tree planting.
Parking	Requirements address off street parking spaces and their proximity to the use served. Requirements also promote pedestrian visibility from parking lot ingress and egress points. There is a parking reduction for mixed-use development when the residential portion of the project is 50% of the total project. There are various parking Zones of Benefit in the Downtown area. Santa Barbara allows for a reduction in parking for transit-proximate land uses through the zoning	Code suggests limiting the number of parking spaces allowed to promote efficient use of land, enhances urban form, encouraging use of alternative modes of transportation, which provides for better pedestrian movement, and protects air and water quality. Code offers incentives for reduced parking in exchange for pedestrian and transit supportive amenities or increased bicycle parking. Code also addresses shared parking requirements address short and long term bicycle parking facility design, construction, and security.	Requirements include allowing bicycle parking in lieu of automobile spaces and requiring businesses to provide shower facilities for employees who choose to commute via bicycle. Code also addresses extended no parking zones for pedestrian visibility, and strict requirements for parking lot pedestrian paths, landscaping, and screening.

Pedestrian Zoning Elements	City		
	Santa Barbara	Portland	San Diego
	modification process. Bicycle parking facility design and construction are also regulated in this ordinance, and requirements for businesses to provide shower facilities for employees who choose to commute by bicycle are common conditions of approval for projects.		
Transit	Code doesn't contain Transit related regulations.	Requirements waive minimum off-street parking requirements for areas proximate to transit to promote pedestrian activity. Requirements address designated transit lanes.	Code suggests basic radii between transit stations.
Sidewalks	Code doesn't address sidewalk standards.	Includes regulations for allowing sidewalk cafes and sidewalk vendors (kiosks).	Requirements regulate basic widths of pedestrian walkways and include details for ADA compliant sidewalks.
Building Site Design	Requirements regulate standard setbacks and minimum street frontages for commercial and residential zones.	Regulations allow for special street setbacks which aim to increase visibility and safety for pedestrians and drivers, provide a pleasant pedestrian environment and human scale, improve the appearance of the corridor and reduce visual clutter, maintain adequate space for the growth of large street trees, and maintain adequate light and air.	Requirements regulate maximum setbacks and minimum street frontages for all zoning designations.

Potential Zoning Enhancements

The above excerpts from Santa Barbara’s Zoning Ordinance highlight some of the existing pedestrian friendly code language in Santa Barbara. The following concepts are drawn from a variety of published sources and represent elements that help make a new development project pedestrian-friendly. These concepts may already exist in the current zoning ordinance. The concepts may be used to create new ordinances in the future or to modify existing ordinances. They may also be used as performance criteria or design guidelines to be applied to new projects as part of the development review process. Suggested changes to the municipal code are provided in Appendix G, based on the recommendations in this section and code language from Portland, San Diego, and other cities. There must be a formal process to review and approve these changes. Adoption of this Plan does not constitute legal adoption of changes to any code language.

Table X-2. Potential Zoning and Policy Enhancements

Zoning and Site Design
<ul style="list-style-type: none"> – Requirements: Zoning ordinances should require that the impact assessment of any new project should include an assessment of pedestrian trip generation, and assessment of proportional financial responsibility for pedestrian improvements identified in the Pedestrian Master Plan both within and adjacent to the community, and linkages to transit. – Higher Density Residential Uses: These should be encouraged through modifications to the zoning ordinance to be developed near existing transit routes and in the Downtown zone. – Mixed Use Developments: Zoning incentives (such as parking reductions) should encourage mixed-use developments especially in the Downtown area, retaining ground floor retail wherever possible, and including office and residential uses. – Parking: Provide zoning incentives for mixed-use developments that reduce total and peak hour vehicle trips, and for developments that share parking with complimentary land uses. – Zero Lot Lines: Zoning should encourage new buildings to be located directly on sidewalks (zero front lot line) in the Downtown and higher density commercial zones. – Pedestrian Spaces: Zoning language should require or encourage buildings that create pedestrian spaces, sidewalks, plazas, seating areas, and other features. – Building Surfaces: Pedestrian-friendly wall design and surfaces should be encouraged by zoning and provided next to walkways and sidewalks, such as windows, balconies, and entries. Use color, texture, landscaping (such as climbing vines) and other techniques to soften hard surfaces. Large blank walls should be avoided. Use special paving treatments to identify entrances or provide directional clues. Retail uses should provide displays, signs, retail features, and outdoor seating areas combined with wide storefront walkways. See the Urban Design Guidelines. – Building Entrances: Provide zoning incentives for main entries to be located on the major abutting street rather than a parking area. See the Urban Design Guidelines. – Landscaping: Proposed landscaping should be designed so as not to uproot sidewalks or obscure visibility especially at driveways and intersections. Trees of heights and patterns complimentary to pedestrians—including providing shade and adequate vertical clearance—should be used. Buffer parking lots with mid-height landscaping, and provide shade trees within parking lots. Landscaping is addressed in Santa Barbara Municipal Code §28.87.240. – Amenities: Zoning should encourage larger projects with pedestrian areas to provide benches, seating areas, access to restrooms, strategically located garbage receptacles and recycling containers, and fully screened garbage bins. – Improvement Overlay District: Establish an overlay district that provides flexibility in transportation improvement standards, setbacks, sidewalk widths, streetscape treatments, mixed-use development, consolidated parking, and creates compact development patterns with a complimentary mix of land uses. – Pedestrian-Oriented Development: Zoning should encourage pedestrian oriented development by making improvements to the public right of way that support land use changes in the area and requiring or providing incentives to private property owners for the provision of pedestrian amenities. – Paseo Overlay District: Establish a Paseo Overlay District that will protect the existing paseos. – Allowable Uses: Help define character by establishing a distinct list of allowable uses within each zone as well as a list of uses that are strictly prohibited. – Special Pedestrian Zones: In pedestrian activity zones including State Street but also plazas, paseos, and other locations, provide special paving to alert and guide people, enhanced protection at busy crossing locations, expanded drop-off and transit zones, special signing to guide and inform visitors, maps engraved into the sidewalk, and the use of special events and street closures. – Revisit SBMC §22.44 to ensure that land use development projects are required to construct sidewalks when appropriate, and as set forth in the Pedestrian Design Guide.

- In-Lieu Fees: provide an optional sidewalk funding mechanism for small residential projects and places where sidewalk placement would be too incremental.

Circulation and Parking

- Continuous Walkways: Zoning should require all new development projects to provide continuous passages for pedestrians wherever possible and needed, whether in the form of a paseo, sidewalk, or pathway.
- Public Buildings. Zoning should require all new and rehabilitated public buildings in Santa Barbara, including schools, to include adequate pedestrian access and internal circulation, and proportional contribution to pedestrian improvements on immediate access routes.
- Parking Lots and Pedestrian Access: Pedestrian access through parking lots should be improved through zoning changes and the revision of the Parking Standards. Orient parking aisles towards the main building entrance so pedestrians do not need to cross multiple aisles. Consider providing raised crosswalks in larger parking lots to help slow traffic and alert motorists. Provide adequate lighting and drainage.
- Barriers: Ensure there are no physical barriers to pedestrian circulation or access, and encourage this in zoning language.
- Site Access and Driveways: Zoning should encourage limiting the quantity and frequency of driveway access points and entrances to sites from streets to minimize interruption of pedestrian travel. Driveways should be located away from existing intersections to provide sufficient visibility of pedestrians. Combine access points with multiple property owners if possible.
- Parking Queues: Zoning should encourage parking lots and garages to provide sufficient queuing area and an adequate operating system to minimize vehicles stopping on sidewalks, and adequate sight distance for vehicles leaving these facilities of sidewalks. This can be accomplished through the revision of the City's Parking Standards.
- Parking Location: Parking should be located on the side or behind new buildings, not in front of them. Structured parking should be located below grade if possible, or provide ground floor retail or other uses. See the Urban Design Guidelines and revise the City's Parking Standards.
- Loading Docks: Freight access to a building should be located away from pedestrian walkways, and encourage this in zoning language.
- Drop-off Zones: Zoning should encourage provision of adequate pedestrian drop-off ('No Parking') zones directly in front of a building's main entrance.

Pedestrian-Related Construction Design Standards

As part of this process, staff assessed the City's current inventory of Design Standard Details and recommended additional pedestrian-related standards for consideration in the revised City Construction Standards.

Current City Pedestrian-Related Construction Standard Details

- Streets (section 1-000.0)
- Drainage (section 2-000.0)
- Lighting (section 3-000.0)
- Traffic Signals (section 4-000.0)
- Sanitary Sewer (section 5-000.0)
- Water (section 6-000.0)
- Underground Utilities (section 7-000.0)

Proposed Pedestrian-Related Additions to City Standards

- Pedestrian Refuge Islands (suggested for insertion in section 1-000.0 of City Standards)
- Channelization Refuge Islands (suggested for insertion in section 1-000.0 of City Standards)
- Curb Extensions/Bulb-outs (suggested for insertion in section 1-000.0 of City Standards)
- Median (suggested for insertion in section 1-000.0 of City Standards)
- Raised Crosswalk (suggested for insertion in section 1-000.0 of City Standards)
- Raised Intersection (suggested for insertion in section 1-000.0 of City Standards)
- Root Barrier Installation (suggested for insertion in section 1-000.0 of City Standards)
- Perpendicular Curb Ramps (suggested for insertion in section 1-000.0 of City Standards)
- In-Pavement Flashers (suggested for insertion in section 1-000.0 of City Standards)
- Dual-Level Street Lighting (suggested for insertion in section 7-000.0 of City Standards)
- Colored Shoulder (suggested for insertion in section 1-000.0 of City Standards)

Strategy 6.2.2 **Develop requirements and incentives for private property owners to provide pedestrian features into new projects**

Requirements and Incentives

As part of the General Plan update process, the City should consider new incentives and requirements to help ensure that new development or redevelopment projects include pedestrian features and design elements identified in the Pedestrian Master Plan. For example, the City may allow reduced parking requirements for specific development types or in areas in exchange for contributions to pedestrian improvements both on and adjacent to the development site. The City should continue to review potential impacts to pedestrians as part of the development review and CEQA process, and ensure that adequate provisions and mitigations are provided that are consistent with the City's goals and policies. Finally, the City's Parking Standards should be revised to include pedestrian access guidelines for on-site design.

Policy 6.3 The City shall incorporate pedestrian projects into its Capital Improvement Program (CIP)

Pedestrian projects and enhancements identified in this Pedestrian Master Plan and in future revisions should be included in the City's Capital Improvement Program. This may be accomplished by a combination of funding capital and maintenance efforts, providing matching monies for competitive grants, and/or integrating pedestrian features into larger public projects. Reallocation between some existing programs, such as the Sidewalk Infill program, and new programs that provide similar benefits, may be considered. The City's Mobility Coordinator should continue to evaluate pedestrian complaints and make recommendations for improvements. Constrained and unconstrained funding strategies are presented below, under Policy 6.4.

Strategy 6.3.1 The City shall draw on the Pedestrian Master Plan when selecting priority pedestrian projects

Role of Pedestrian Master Plan

The Pedestrian Master Plan and future updates should serve as the primary guide in the allocation of capital, maintenance, administrative, and matching funds. The Plan is also designed to provide staff and the public with flexibility as opportunities and needs arise. As the Capital Improvement Program is composed every two years, the program shall use this plan to incorporate and fund pedestrian improvements.

Strategy 6.3.2 The City shall monitor potential pedestrian projects and update feasibility, cost, need, and other information as necessary

Update of Plan Information

As the City redevelops, new pedestrian-oriented priorities may come into view. Additionally, construction costs are currently escalating rapidly and will soon outdate the cost estimates presented herein. The Pedestrian Master Plan will be updated as needed to reflect changes in needs and conditions. As part of this update, information on cost, feasibility, need, and other items should be included in the analysis of priorities and identification of projects.

Policy 6.4 The City shall maximize the amount of financial resources available for pedestrian projects

Implementing this plan's capital improvements will be challenging when compared to the amount of money available for right-of-way improvements. One of the primary reasons for developing a Pedestrian Master Plan is to strategically position the City to effectively compete for pedestrian grant opportunities. The following financial plan will serve as a guide to maximizing and leveraging the City's current resources to expeditiously achieve the greatest number of improvements. The City will actively seek competitive grant sources and allocate adequate matching monies to implement pedestrian plan projects.

Strategy 6.4.1 Develop and update a 20-year Financial Plan

Cost Elements

A summary of projected cost estimates is presented in the following tables. Each of the major programs is presented in a separate table, along with an estimate of the capital or annual cost. These costs and amounts are subject to further refinement once feasibility work has been completed, or as budget conditions change within the City.

Pedestrian improvement unit costs are presented in Table X-3. These costs are the basis for the planning-level cost estimates used in the following tables.

Table X-3. Pedestrian Improvement Unit Costs

Item	Unit	Unit Cost
Advance stop bars	EA	\$11,000
Chicane	EA	\$20,000.00
Crosswalk, high visibility	LF	\$15.00
Crosswalk, in-pavement flasher	EA	\$40,000.00
Crosswalk, mid-block signal	EA	\$120,000.00
Crosswalk, raised	EA	\$30,000.00
Curb extensions		
Minor	EA	\$5,000.00
Major with landscaping	EA	\$25,000.00
Curb radii reduction	EA	\$8,000.00
Curb ramps, 2 perpendicular ramps on one corner	EA	\$10,000.00
Detection, automated beacon	EA	\$800.00
Detectible warning strip	EA	\$300.00
Entry treatment	EA	\$15,000.00
Intersection, raised	EA	\$60,000.00
Lane re-striping		
Thermoplastic	LF	\$4.50
Painted stripe	LF	\$1.60
Old stripe removal	LF	\$1.00
Lighting, street	EA	\$3,000.00
Railings	LF	\$30.00
Refuge islands	EA	\$15,000.00
Sidewalks, concrete	SF	\$120.00
Sidewalks, decomposed granite	SF	\$5.00
Signal treatments		
Advance ped phase	EA	\$1,000.00
Automated detection	EA	\$700.00
Countdown ped head	EA	\$800.00
Ped push button	EA	\$600.00
Pedestrian walk/don't walk head	INT ³²	\$30,000.00
Signs, warning/advisory	EA	\$350.00
Signs, overhead pedestrian warning	EA	\$15,000.00
Signs, pedestrian warning	EA	\$200.00
Signs, safety: portable/flexible plastic	EA	\$200.00

Top Priority intersection improvements are discussed in Strategy 1.2.1 and list in Table V-1. Costs for the top priority intersection projects are shown in Table X-4. These costs are broken down between Phase I and II costs, with the Phase I costs being those relatively low cost improvements (\$274,900 total) that can be made in the first one or two years. Total costs for these projects are estimated at \$4.5 million, to be implemented over the next 20 years. Appendix D contains map details for the

³² INT=per intersection

recommended short term and long term improvements for the 100-plus intersections evaluated as part of the Plan..

Table X-4. Intersection Projects Costs

Location	-----Phase One-----		-----Phase Two-----		Combined
	Items	Cost	Items	Cost	
Anacapa/Carrillo	a,b	\$ 34,000	c-3,d-4	\$ 80,000	\$ 114,000
Cabrillo/Park	d,e	\$ 45,000	c-2,f,g,h,r	\$ 145,000	\$ 190,000
Cabrillo/Anacapa	a,e	\$ 9,000	g,c-4,h	\$ 115,000	\$ 124,000
Cabrillo/Bath	d,e	\$ 45,000	c-2,f,g,h	\$ 145,000	\$ 190,000
Cabrillo/Chapala			c-2,g,h	\$ 135,000	\$ 135,000
Cabrillo/State	e	\$ 4,500	c,d-2,l,q	\$ 2,000,000	\$2,004,500
Castillo/Montecito	e	\$ 4,000	f,d-4	\$ 60,000	\$ 64,000
Cliff/Loma Alta			c-4	\$ 40,000	\$ 40,000
Garden/Anapamu	a,b	\$ 34,000	d-2	\$ 40,000	\$ 74,000
Los Olivos/Alameda Serra Padre	a,e,n	\$ 10,400	d-2	\$ 40,000	\$ 50,400
Milpas/Cabrillo	n	\$ 1,000	d-4	\$ 40,000	\$ 41,000
Milpas/Cota	a-2,n	\$ 5,000	c-4,b-4,d-4	\$ 110,000	\$ 115,000
Milpas/Gutierrez	a-3	\$ 4,000	c-4,b-4	\$ 70,000	\$ 74,000
Milpas/Haley	a-4,o-4	\$ 6,000	b,c-1,e,	\$ 82,000	\$ 88,000
Milpas/Mason	a-4	\$ 4,000	c-2,d-2	\$ 80,000	\$ 84,000
Milpas/Montecito	a-4	\$ 4,000	c-4,b-4,d-4	\$ 110,000	\$ 114,000
Milpas/Yananoli	n	\$ 1,000	c-3,d-4	\$ 80,000	\$ 81,000
Santa Barbara/Ortega	e,n	\$ 6,000	h,d-4,r	\$ 170,000	\$ 176,000
Santa Barbara/De La Guerra	e	\$ 4,000			\$ 4,000
State/Anapamu	a-3	\$ 4,000	c-4,d-4	\$ 80,000	\$ 84,000
State/Carrillo	a-3	\$ 4,000	c-4,d-4	\$ 80,000	\$ 84,000
State/De La Guerra	a-3	\$ 3,000	c-1,d-4	\$ 80,000	\$ 83,000
State/De La Vina	e,n,	\$ 5,000	g,e,c-4,j,p	\$ 375,000	\$ 380,000
Voluntario/Indio Muerto	a-4,b,e	\$ 38,000	c,h,d-4	\$ 83,200	\$ 121,200
	TOTAL	\$ 274,900		\$ 4,240,200	\$ 4,515,100

Key:

- | | | |
|--------------------------------|-----------------------------|-------------------------|
| a = advance stop bars | g = pedestrian refuge | m = re-stripe roadway |
| b = walk signal heads | h = signalized intersection | n = new signs |
| c = curb extensions | i = sidewalk barrier | o = bollards |
| d = dual wheelchair ramps | j = curb radius reduction | p = reconfigure roadway |
| e = high visibility crosswalks | k = lighting | q = roundabout |
| f = sidewalk improvements | l = public art | r = in-pavement flasher |

* Refer to funding section for detail on each of the following programs:

1 = TEA21 2=Safe Routes to Schools (State) 3=TDA Article 1 4=Local funding including Measure D

Top priority corridor and stand-alone projects are discussed in Strategy 1.3.1 and list in Table V-2. Costs for the corridor and stand-alone projects are presented in Table X-5. Total costs for these improvements are estimated at \$28.8 million. The costs for these major projects may vary considerably depending on a variety of conditions and assumptions. Further feasibility and design work is required to refine these estimates. It is important to note that while some high priority intersection projects identified in Table X-4 are also within the corridor limits identified in Table X-5., the costs are separate. Corridor projects identified in Table X-5 include minor intersection improvements exclusive of those major intersection improvements identified in Table X-4. Some or all of the major intersection improvements in Table X-4 may eventually end up being funded and constructed as part of larger corridor projects identified in Table X-5.

Table X-5. Corridor and Stand-Alone Projects Costs

Location	Items	Length	Cost
		(miles)	
Alameda Padre Serra	walkway on 1 side; crossing improvements	2.27	\$ 1,488,272
Anacapa Corridor	intersection/mid-block improvements	0.38	\$ 1,332,000
Anapamu Corridor	intersection improvements, curb extensions	0.45	\$ 1,856,000
Cabrillo Corridor	road diet, median, wide sidewalks, curb extensions	0.28	\$ 1,677,408
Carpenteria Corridor	sidewalks and crossing improvements	0.47	\$ 880,584
Castillo Corridor	intersection improvements, sidewalks, crosswalks, signal modifications	0.66	\$ 928,960
Chapala Corridor	intersection improvements, crosswalks, signal modifications	0.98	\$ 2,892,000
Cliff Corridor	sidewalks and crossing improvements	2.60	\$ 5,635,200
Coast Village Corridor	intersection and crossing improvements, roundabout	0.65	\$ 2,491,840
De La Vina (State-Alamar)	intersection improvements, sidewalk improvements	0.50	\$ 653,600
De La Vina (Alamar-Carillo)	intersection improvements	1.60	\$ 792,000
Garden Corridor	intersection improvements, crosswalks, signal modifications	0.38	\$ 892,000
Las Positas Trail	new pathway, pathway improvements	0.95	\$ 1,206,000
Loma Alta Corridor	new sidewalk	0.53	\$ 335,808
Milpas Corridor	intersection improvements, curb extensions, roundabout improvements	1.40	\$ 1,238,400
Mission Corridor	intersection improvements, crosswalks, signal modifications	1.33	\$ 968,688
Ortega (State - US 101)	intersection improvements, crosswalks	0.45	\$ 101,600
Upper State (Hwy 154-Calle Laureles)	crosswalks, widen sidewalks, medians	1.80	\$ 2,508,960
Santa Barbara	intersection improvements, crosswalks, signal modifications	0.61	\$ 936,000
			\$ 28,815,320

The cost of the Safe Routes to School program is shown in Table X-6. These estimates are based on a five-year program aimed at making improvements in the pilot schools only. Mid- and long-term costs are based on roughly the same amount over 20 years covering most of the schools in Santa Barbara.

Table X-6. Safe Routes to School Program Cost Estimates

Location	Total Costs
Cleveland School	\$ 82,550
La Colina Jr. High School	\$ 104,260
La Cumbre Middle School	\$ 68,510
Monte Vista School	\$ 68,283
Sub-Total	\$ 323,603
Program	Annual Cost
Education	\$ 10,000
Promotion	\$ 5,000
Coordination	\$ 5,000
Events	\$ 5,000
Workshops	\$ 5,000
Feasibility Studies	\$ 25,000
TOTAL	\$ 378,603
Note: all costs subject to change	

On-going and program costs are shown in Table X-7. This includes existing programs such as the ADA Curb Ramp Program and the Sidewalk Infill Program. Also, the costs for promotion, enforcement, maintenance, and landscaping may be shared between various departments, depending on available funding. The amounts for these programs, while annualized in the table, are likely to vary considerably from year to year and are subject to grant awards and budget conditions.

Table X-7. Program Cost Estimates

Location	Annual Cost	Total Cost (Years 1-10)
Sidewalk In-Fill	\$ 250,000	\$ 2,500,000
ADA Curb Ramp	\$ 100,000	\$ 1,000,000
Maintenance	\$ 100,000	\$ 1,000,000
Landscaping	\$ 75,000	\$ 750,000
Public Art	\$ 10,000	\$ 100,000
Residential Partnership	\$ 50,000	\$ 500,000
Promotion		
Printed material (posters, brochures, maps)	\$ 20,000	\$ 200,000
Public Service Announcement	\$ 2,000	\$ 20,000
Website	\$ 2,000	\$ 20,000
Annual Events	\$ 50,000	\$ 500,000
Presentations	\$ 5,000	\$ 50,000
Enforcement	\$ 10,000	\$ 100,000
TOTAL	\$ 674,000	\$ 6,740,000

Note: all costs subject to change

Financial Plan

The total pedestrian capital and program costs are presented in Table X-8 on page 293, which estimates annual costs for the short-term (Years 1-5), Mid-Term (Years 5-10), and long term (Years 10-20). The long-term costs are based on broad assumptions about needs in the City, and will be refined as the Pedestrian Master Plan is updated. Needed improvements will still remain after 20 years, but are not financially feasible to estimate beyond the 20-year horizon of this document.

The total 20-year cost of the pedestrian improvements and programs in Santa Barbara is estimated to be \$50 million. Some of these costs are already budgeted by the City as part of existing programs, while others will be funded by competitive grants.

Constrained and Unconstrained Financial Plans

Tables X-8 and X-9 present an unconstrained and constrained Financial Plan for the City of Santa Barbara, reflecting the fact that City revenues may fall short of the total costs included in this Plan. Two elements directly impact this table: (1) the amount of competitive Federal and State grants the City may be awarded is difficult to anticipate, although the constrained plan assumes a relatively conservative \$200,000 per year in Federal and State grants, on average, and (2) an unforeseen amount of the cost of projects and programs may be included in other efforts (such as a street rehabilitation project) or paid for at least partially by private development. As such, the City can assume that the actual amount of available funding lies somewhere between the constrained and unconstrained amounts.

Under the unconstrained scenario, the City will need to rely on competitive state and federal grants for \$25.5 million worth of improvements, or roughly 51% of all costs. As shown in the constrained analysis table, the City can reasonably expect to receive only about \$4 million in competitive state and federal grants over the next 20 years for pedestrian projects, leaving an unfunded balance of about \$21.5 million in the unconstrained scenario.

The ability to provide a significant number of improvements and programs, including existing programs and maintenance, would be impacted under the constrained scenario. For example, less than 25% of new intersection and corridor projects could be funded, 50% of Safe Routes to School projects, only 75% of maintenance costs would be funded, 50% of existing programs could be funded, and new programs would be virtually eliminated. The City could choose to forgo new projects and fund existing programs and improvements on a continual basis as well.

The constrained analysis shows the importance of pursuing an aggressive, multi-faceted approach to developing pedestrian funding sources. This may include any of the measures identified below:

- a. Increasing developer and roadway requirements
- b. Establishing a tax-increment district(s)
- c. Increasing Measure D funding for pedestrian projects
- d. Increasing the number and amount of competitive grants being pursued

Table X-8. 20-Year Financial Plan - Unconstrained

Program or Project	Short Term Cost	Mid-Term Cost	Long-Term Cost	Total Cost	Annual Average Cost	Funded by City	Shortfall /4
	Years 1-5	Years 6-10	Years 11-20	Years 1-20			
Intersection Projects	\$ 1,128,775	\$ 1,128,775	\$ 2,257,550	\$ 4,515,100	\$ 225,755	\$ 1,354,530	\$ 3,160,570
Corridor and Stand-Alone Projects	\$ 7,203,830	\$ 7,203,830	\$ 14,407,660	\$ 28,815,320	\$ 1,440,766	\$ 8,644,596	\$ 20,170,724
On-Going Costs							
Maintenance /1	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000	\$ 100,000	\$ 2,000,000	\$ -
Existing Programs /2	\$ 875,000	\$ 875,000	\$ 1,750,000	\$ 3,500,000	\$ 175,000	\$ 3,500,000	\$ -
New Programs /3	\$ 300,000	\$ 300,000	\$ 600,000	\$ 1,200,000	\$ 60,000	\$ 1,200,000	\$ -
Promotion /4	\$ 395,000	\$ 395,000	\$ 790,000	\$ 1,580,000	\$ 79,000	\$ 1,580,000	\$ -
Enforcement	\$ 50,000	\$ 50,000	\$ 100,000	\$ 200,000	\$ 10,000	\$ 200,000	\$ -
Safe Routes to Schools							
Capital Projects	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000	\$ 100,000	\$ 600,000	\$ 1,400,000
Programs	\$ 275,000	\$ 275,000	\$ 550,000	\$ 1,100,000	\$ 55,000	\$ 330,000	\$ 770,000
TOTAL	\$ 11,227,605	\$ 11,227,605	\$ 22,455,210	\$ 44,910,420	\$ 2,245,521	\$ 19,409,126	\$ 25,501,294
Note: All costs subject to change. Some costs may be part of existing budget items.							
/1 includes maintenance and landscaping							
/2 includes the sidewalk infill, ADA curb ramp programs							
/3 includes public art, residential partnership programs							
/4 Balance after local funding, some of which could be funded with state and federal sources							

Table X-9. 20-Year Financial Plan - Constrained

Program or Project	Short-Term Revenues/Cost	Mid-Term Revenues/Cost	Long-Term Revenues/Cost	Total Revenues/Cost
	Years 1-5	Years 6-10	Years 11-20	Years 1-20
Projected Revenues				
Federal Funding (SAFETEA-LU) /1	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000
State Funding /2	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000
Local Funding /3	\$ 2,500,000	\$ 2,500,000	\$ 5,000,000	\$ 10,000,000
Development Fees/Improvements	\$ 600,000	\$ 600,000	\$ 1,200,000	\$ 2,400,000
TOTAL	\$ 4,100,000	\$ 4,100,000	\$ 8,200,000	\$ 16,400,000
Projected Expenses				
Intersection Projects	\$ 203,500	\$ 1,035,450	\$ 2,250,000	\$ 3,488,950
Corridor and Stand Alone projects	\$ 1,420,000	\$ 1,065,000	\$ 2,130,000	\$ 4,615,000
On-Going Costs				
Maintenance /4	\$ 450,000	\$ 400,000	\$ 800,000	\$ 1,650,000
Existing Programs /5	\$ 787,500	\$ 656,250	\$ 1,400,000	\$ 2,843,750
New Programs /6	\$ 225,000	\$ 210,000	\$ 240,000	\$ 675,000
Promotion	\$ 256,750	\$ 237,000	\$ 237,000	\$ 730,750
Enforcement	\$ 30,000	\$ 25,000	\$ 30,000	\$ 85,000
Safe Routes to Schools				
Capital Projects	\$ 500,000	\$ 300,000	\$ 750,000	\$ 1,550,000
Programs	\$ 220,000	\$ 137,500	\$ 330,000	\$ 687,500
TOTAL	\$ 4,092,750	\$ 4,066,200	\$ 8,167,000	\$ 16,325,950
Surplus/(Shortfall)	\$ 7,250	\$ 33,800	\$ 33,000	\$ 74,050
Note: All costs subject to change. Some costs may be part of existing budget items.				
/1 Includes SAFETEA-LU and other programs, some administered through State or SBCAG.				
/2 Includes TDA Article 3, Bicycle Transportation Account, Safe Routes to School, and other programs				
/3 Includes City and Measure D funding				
/4 includes maintenance and landscaping				
/5 includes the sidewalk infill, ADA curb ramp programs				

Strategy 6.4.2 Apply for local, State, and Federal grants for major pedestrian projects

Funding

There are a variety of potential funding sources – including local, state, regional, and federal funding programs – that can be used to construct the proposed pedestrian improvements. Most of the Federal and State programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that compete only with other projects in each jurisdiction’s budget. A detailed summary of available funding programs along with the latest relevant information is provided on the following pages.

TEA-21/TEA-3

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. TEA-21 expired in 2003, and all funds have been allocated under its authorization. Congress is currently in the initial stages of crafting a reauthorization bill that will include a continuation of and/or a new set of funding programs, funding eligibility guidelines, and funding formulae for allocation. The SBCAG will continue to be the distributive body that will allocate federal funding to cities within Santa Barbara County. The successor program to TEA-21 will be authorized in 2004 or 2005 and is tentatively called TEA-3 or SAFE-TEA.

Federal funding through TEA-3 will likely provide some of outside funding for Santa Barbara projects, assuming that TEA-3 contains much of the same funding programs as TEA-21. TEA-21 currently contains several programs including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), National Recreational Trails, Section 402 (Safety), Scenic Byways, and Federal Lands Highway. The Transportation Enhancement program, which is the largest federal funding program for bicycle and pedestrian projects, is a set aside within STP.

TEA-3 funding will be administered through the California Department of Transportation (Caltrans) and the Santa Barbara County Association of Governments (SBCAG). Most, but not all, of the funding programs are transportation (versus recreation) oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Much of the funding has traditionally been used for bikeway or bike path projects. Funding criteria often requires quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, California Environmental Quality Act (CEQA) compliance, and commitment of some local resources. In most cases, TEA-21 provides matching grants of 80 to 90 percent--but prefers to leverage other moneys at a lower rate.

The following programs described are those that have been in place under TEA-21. The new federal transportation legislation that will be passed in 2004/5 may include changes to these programs and/or a complete reorganization of programs, requirements, and funding allocations.

Projects that receive funding through the SBCAG must apply through the biennial Call for Projects. The required local match for these funds is 20 percent and projects compete based on a number of criteria.

Federal Funding Sources

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (STP) (SECTION 1108)

The Surface Transportation Program is a block grant fund. Funds are used for roads, bridges, transit capital, and pedestrian and bicycle projects, including bicycle transportation facilities, bike parking facilities, equipment for transporting bicycles on mass transit vehicles and facilities, bike- and pedestrian-activated traffic control devices, preservation of abandoned railway corridors for bicycle and pedestrian trails, and improvements for highways and bridges. TEA-21 allows the transfer of funds from other TEA-21 programs to the STP funding category. On-street bike lanes and new bicycle- and pedestrian-actuated signals would be some of the projects Santa Barbara could apply for under this program.

TRANSPORTATION ENHANCEMENTS PROGRAM (TE) (SECTION 1201, PARAGRAPH 35)

The TE Program is a 10 percent set-aside of funds from the Surface Transportation Program. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. Two Enhancement Activities are specifically bicycle and pedestrian related: (1) provision of facilities for bicyclists and pedestrians, (2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle or pedestrian trails).

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) (SEC. 1110)

Funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 federal Clean Air Act Amendments. Projects must come from jurisdictions in non-attainment areas, and the South Coast Air Quality Management District is a non-attainment area in which Santa Barbara is located. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, maps, bicyclist- or pedestrian-activated traffic control devices, bicycle and pedestrian safety and education programs and promotional programs.

HAZARD ELIMINATION SAFETY PROGRAM (HES)

The Hazard Elimination Safety program is a federal safety program administered by Caltrans that provides funds for safety improvements on public roads and highways, with the goal of eliminating or reducing the number and/or severity of traffic accidents at locations selected for improvement. Candidate projects can be on any public road and must address a specific safety problem using a "quick fix" that does not result in significant environmental impacts. Proposals are accepted for two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, projects are assessed in a specific Work Type category such as roadway illumination, utility pole relocation, traffic signals, signs, guardrail upgrades, and obstacle removal. In California since 2000, the Safe Routes to School program has used a large portion of this funding source to fund school-related transportation safety and pedestrian access projects.

SAFE ROUTES TO SCHOOL

A new federal safe routes to school program is a potential source of funds for the State of California and Santa Barbara. Funding processes are still being worked out as of this writing (early 2006).

State Funding Programs

TDA ARTICLE 3 (SB 821)

Transportation Development Act Article 3 funds are used by cities within Santa Barbara County for the planning and construction of pedestrian facilities. The Santa Barbara County Association of Governments (SBCAG) is responsible for administering this program and establishing its policies.

These funds are allocated annually on a per capita basis to both cities and the County of Santa Barbara. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to SBCAG by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).

Purchase and installation of pedestrian facilities, such as improved intersections, bulb-outs, secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

SAFE ROUTES TO SCHOOL (AB1475)

The Safe Routes to School program is a state program using allocated funds from the Hazard Elimination Safety program of TEA-21. This program, is meant to improve school commute routes by eliminating barriers to bicycle and pedestrian travel through rehabilitation, new projects, and traffic calming. A local match of 11.5% is required for this competitive program, which allocates \$18-million annually. Planning grants are not available through this program.



OFFICE OF TRAFFIC SAFETY (OTS)

The primary objective of the program is to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety and community-based organizations. The Office of Traffic Safety (OTS) provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program.

State, city and county governmental agencies, school districts, fire departments, public emergency service providers, state colleges and universities. Non-profit and community-based organizations are eligible through a “host” governmental agency.

A bicycle and pedestrian safety program should strive to increase safety awareness and skills among pedestrians, bicyclists and drivers. The program should include the following three components: education, enforcement and engineering. Educational efforts may address specific target groups or the entire community. Enforcement efforts may include speed enforcement, bicycle helmet and pedestrian violations and the display of radar trailers near schools and areas of high bicycle and pedestrian usage. Engineering includes developing a “Safe Routes to School” component to complement educational efforts.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

Funds are allocated to projects that offset the environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving.

Local Funding

MEASURE D

Measure D is a county sales tax initiative that can be used for pedestrian improvement projects. Most of the current Measure D moneys are allocated. Measure D was passed by the voters of Santa Barbara County in November of 1989 to improve transportation infrastructure in the county. Measure D provides for a one-half cent sales tax increase over a period of twenty years and dedicates these revenues solely to fund transportation projects and programs. Under Measure D, \$270 million in sales tax revenues have been collected since April 1990. Sales tax revenues will continue to be collected until the program sunset date in April 2010.

Passage of Measure D by the voters was preceded by approval of the Measure D Expenditure Plan by SBCAG, the County of Santa Barbara and each of the cities. The Measure D Expenditure Plan defined how the sales tax revenues would be distributed. Local agencies receive 70.0% of the revenues for local street repair funding, 29.5% funds regional highway and transit projects, and the remaining 0.5% is used for specialized transit services. SBCAG, acting as the Local Transportation Authority (LTA), is responsible for administering these transportation programs. SBCAG has published a Ten Year Mid-Term Report and a 2004 Strategic Plan regarding the Measure D program.

An attempt to re-authorize Measure D will take place prior to its sunset in 2010. As the new expenditure plan will require a two-thirds majority vote, versus the simple majority required in 1989, it is unclear at this time if Measure D will be available past 2010.

NEW CONSTRUCTION

Future road widening and construction projects are one means of providing bike lanes and improved sidewalks. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan. Developers may also be required to dedicate land toward the widening of sidewalks and roadways in order to provide for enhanced pedestrian and bicycle mobility.

IMPACT FEES AND DEVELOPER MITIGATION

Another potential local source of funding are developer impact fees, typically ties to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site pedestrian improvements that will encourage residents to walk or use transit rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

MELLO ROOS

Pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

BUSINESS IMPROVEMENT DISTRICTS

Pedestrian improvements can often be included as part of larger efforts at business improvement and retail district beautification. Similar to Mello Roos assessments, Business Improvement Districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

OTHER

Local sales taxes, fees, and permits may be implemented, requiring a local election. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a pedestrian way and help maintain the facility.

