Measuring Mobility – Pasadena’s Experience

Fred Dock
Transportation Director
City of Pasadena
Land Use Framework

City of Pasadena Department of Transportation

- Land use decisions made in the 1994 and 2004 General Plan updates

> Developed a limited growth strategy that protected the historic neighborhoods that ring the Central District
Land Use Framework

City of Pasadena Department of Transportation

• Land use decisions made in the 1994 and 2004 General Plan updates

  > Developed a limited growth strategy that protected the historic neighborhoods that ring the Central District

  > Resulted in walkable transit-oriented development (TOD) along the route of the Gold Line LRT service.
Guiding Principles

- Target growth to Central District and transit/neighborhood villages
- Preserve historic character and environment
- Promote economic vitality
- A healthy family community
- A city where people can circulate without cars
- Cultural, scientific, corporate, entertainment and educational center for the region
- Community participation
- Commitment to public education
• Pasadena’s adopted Mobility Goals are the result of extensive community input and support shared mobility programs:
  • Enhance livability
  • Encourage walking, biking, transit, and other alternatives to motor vehicles
  • Create a supportive climate for economic viability
Community Support for Infill Development

City of Pasadena Department of Transportation

**City of Pasadena Survey of Residents & Businesses**

The City of Pasadena is seeking your opinion on future land use and development patterns. Your feedback will help the City update the General Plan Land Use and Mobility Elements, which serve as a blueprint for the City’s future. Before beginning this survey, please take some time to review the attached newsletter which includes more information on the alternatives. An independent research firm is processing this survey, all responses will remain confidential. If you have any questions, please contact the City at (626) 744-6807 or generalplan@cityofpasadena.net.

Please solicit una encuesta en español, por favor llame al (626) 744-6807.

**INSTRUCTIONS:** Completely fill-in the bubble with black ink.

1. Seven guiding principles were adopted as part of the 1994 land use element and confirmed in the 2004 update. They provide the foundation for the General Plan.

   For each existing guiding principle, please indicate if it would be a high priority, medium priority or low priority for you in planning Pasadena’s future. (If you would like more information, please see the newsletter, page 10.)

<table>
<thead>
<tr>
<th>A</th>
<th>Growth will be targeted to serve community needs and will be redirected away from neighborhoods and into our downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High</td>
</tr>
<tr>
<td>B</td>
<td>Change will be harmonized to preserve Pasadena’s historic character and environment</td>
</tr>
<tr>
<td>C</td>
<td>Economic vitality will be promoted to provide jobs, services, revenue and opportunities</td>
</tr>
<tr>
<td>D</td>
<td>Pasadena will be promoted as an active, well-designed, accessible...area where people of all ages can live, work, and play</td>
</tr>
<tr>
<td>E</td>
<td>Pasadena will be a city where people can circulate without cars</td>
</tr>
<tr>
<td>F</td>
<td>Pasadena will be promoted as a cultural, scientific, corporate entertainment and educational center for the region</td>
</tr>
<tr>
<td>G</td>
<td>Community participation will be a permanent part of achieving a greater city</td>
</tr>
</tbody>
</table>

2. It has been suggested that other themes could be emphasized in the principles. Please indicate whether you strongly support, somewhat support or do not support integrating one or more of the following themes into the guiding principles.

<table>
<thead>
<tr>
<th>A</th>
<th>Pasadena will promote sustainability - a balance between social equity, a strong economy and a healthy environment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Strongly Support</td>
</tr>
<tr>
<td>B</td>
<td>Pasadena will work to provide diverse, affordable housing options</td>
</tr>
<tr>
<td>C</td>
<td>Pasadena will value and support a vibrant public education system</td>
</tr>
</tbody>
</table>
• Not-so-good reflection of people’s real experiences
• May be producing unintended consequences
• Not well-aligned with adopted policies
• Not consistent with the vision of Land Use and Mobility Element Update
Decreasing Emphasis

- Evaluating only street operations and traffic volume changes
  - Individual intersection performance
    - Level of Service
- Mitigating only impacts to auto travel
  - Adding vehicular capacity via street widening

Increasing Emphasis

- Reduce Greenhouse Gas
  - Vehicle Miles of Travel metrics
- Elevating priorities for transit, pedestrian and bicycle travel
  - Enhance conditions for vulnerable users
- Network performance
  - Travel time reliability
  - Speed management
Strategy for Metrics

City of Pasadena Department of Transportation

- Retain some current measures
  > Prior to adoption of SB 743
- Elevate safety, livability and sustainability
- Emphasize all modes quality of travel experience
- Take advantage of new techniques, tools and concepts
  > Emphasize system performance
  > Address livability
  > Address sustainability

Objectives of New Metrics
- Informing the community
- Assessing and monitoring progress
- Analyzing options
- Synching up with other goals
- Anchoring funding and mitigation requirements
- Guiding operating decisions and strategies
• **Accessibility**
  > Incorporating Livability via walking conditions
  > Access to jobs and housing

• **Sustainability**
  > Focus on Greenhouse Gas production

• **Multi-Modal metrics**
  > Traveler Experience
    ▪ Incorporating Livability via Quality of Service for Transit, Bicycle, and Pedestrians
Move attention towards corridors and trips
  > De-emphasize delay at individual intersections
  > Emphasize connectivity

Incorporate elements of livability
  > Emphasis on proximity pedestrian, bicycle and transit
  > Quality of Service/Level of Stress

Reflect people’s experiences traveling in Pasadena
  > Recognize dominant mode but
  > Elevate other modes to reduce disparity
Transportation Performance Measures

City of Pasadena Department of Transportation

- VMT per capita
  (Service population is residents + employees)

- Vehicle Trips per capita
  (Service population is residents + employees)

- CEQA Thresholds are existing citywide levels
  > Adopted in advance of SB 743 Guidance
Transportation Performance Measures

City of Pasadena Department of Transportation

Proximity and Quality of Bicycle Network

Percent of dwelling units and jobs within a quarter mile of bike lane, path, cycletrack or bicycle boulevard.

CEQA Threshold

Any decrease in % of units or employment within a ¼ mile of Level 1 or 2 Bike Facility
Transportation Performance Measures

City of Pasadena Department of Transportation

Proximity and Quality of Transit Network

Percent of jobs located within a quarter mile of frequent transit service (every 15 minutes or less)

CEQA Threshold

Any decrease in % of units or employment within a ¼ mile of Level 1 or 2 Transit Facility*
Proximity and Quality of Pedestrian Environment

The Pedestrian Accessibility Score within each TAZ. The Pedestrian Accessibility Score uses the mix of destinations and a network-based walk shed.

CEQA Threshold

Any decrease in Citywide Pedestrian Accessibility Score*

* The number of different land use types (destinations) within a five minute walk
- Threshold for requiring Transportation Analysis
- Adopted CEQA Metrics & Thresholds
- Project Review Metrics & Caps (Approval Conditions)
  > Auto Level of Service (LOS)
  > Street Segment Analysis
  > Pedestrian Environmental Quality Index (PEQI)
  > Bicycle Environmental Quality Index (BEQI)
Recent EIRs Based on Modified Metrics

- General Plan Land Use Element and Mobility Element Update FEIR
- Rose Bowl Music and Arts Festival FEIR
- 500-room Hotel near Pasadena City College FEIR
  - Bike Impact – mitigated through fair share contribution to planned bicycle facility
- 150-room Hotel near Civic Center DEIR (response to comments)
Proposed Medical Offices in the East Pasadena

- 224K Sq. Ft Medical Offices
- VMT of 32.3 > 22.6 Impact
- VT 3.0 > 2.8 Impact
- Pedestrian Accessibility Impact

Recommended Mix of Land uses to eliminate impacts

- 200 Senior Citizen Housing and 200K Sq. Ft of Medical Offices
VMT and VT Measures

• Not Replacements for Auto LOS
• Measure Accessibility and Sustainability
• Already in use for GHG and Air Quality
• Many ways to calculate

Challenges for CEQA Docs

• Complexity of VMT at the project level
  > Interaction with existing land use is complex
• Projects may reduce VMT
  > Modifying land use mix
  > Adding elements to expand use of non-auto modes
Notes on Implementation

• Worked with Caltrans to incorporate state highway concerns into analytics
  > Aligned with project circulation review

• Modified metrics for project circulation review
  > Traffic intrusion
  > Traffic operations
  > Pedestrian/Bicycle conditions

• Transportation Impact Fee already in place
  > Updating to include bicycle and walking network

• Investment in forecasting model platform/process
  > Linked to Land Management System
  > Staff development to operate and update
Fred Dock

Director, Department of Transportation
221 East Walnut Street, Suite 210
Pasadena, CA 91101
(626) 744-TRIP
fdock@cityofpasadena.net