

Measuring Mobility – Pasadena's Experience

Fred Dock
Transportation Director
City of Pasadena





About Pasadena

City of Pasadena Department of Transportation



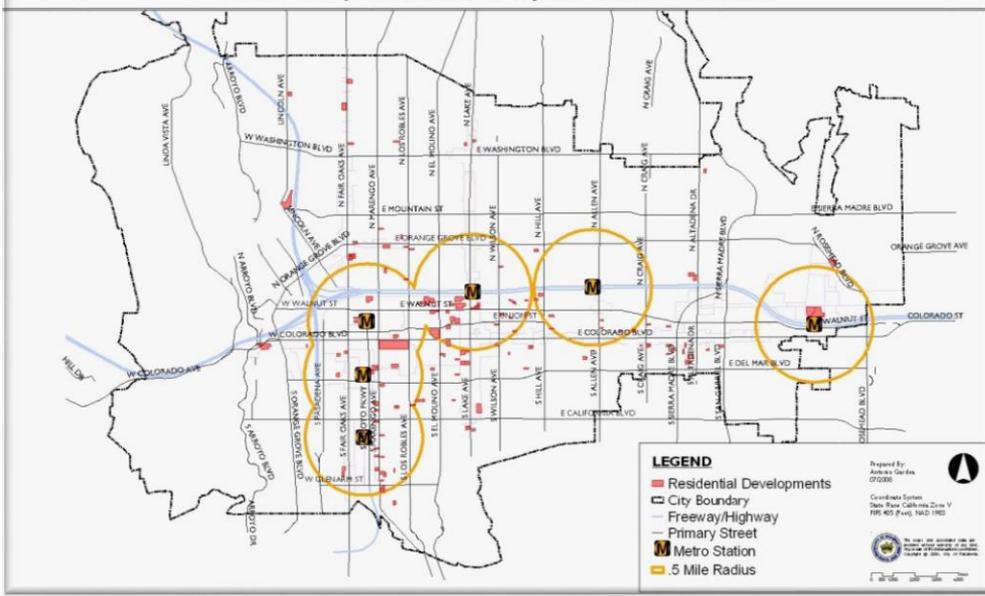


Land Use Framework

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

Multi-Family Residential Projects Built Since 1998





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.

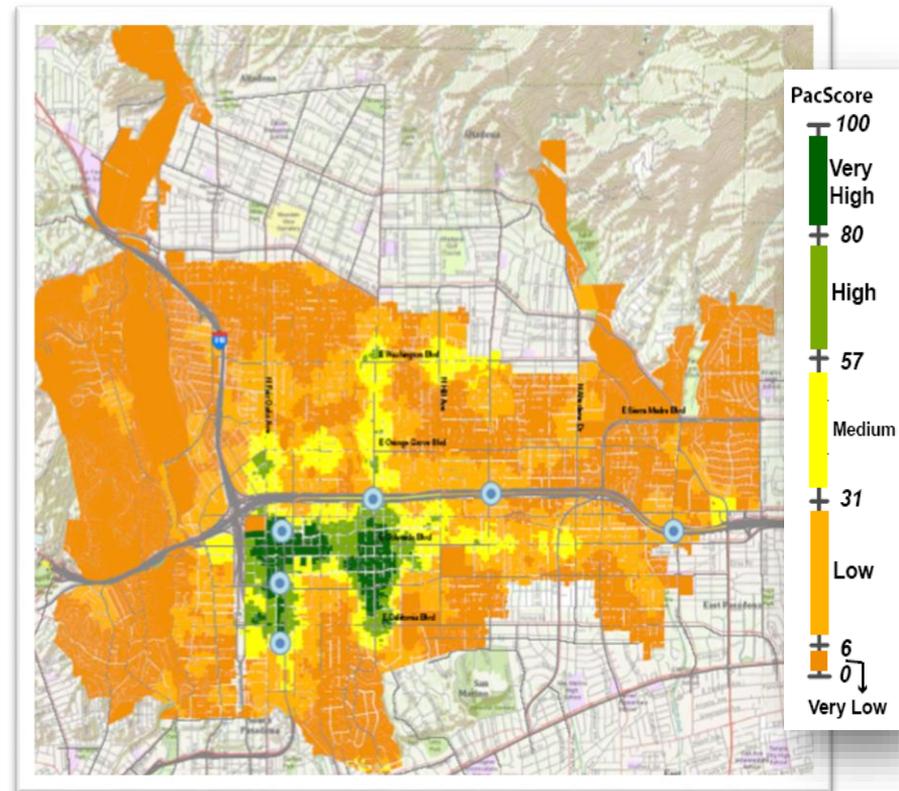




Mobility Element Objectives

City of Pasadena Department of Transportation

- 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

MAIL BY JULY 8

**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.

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

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

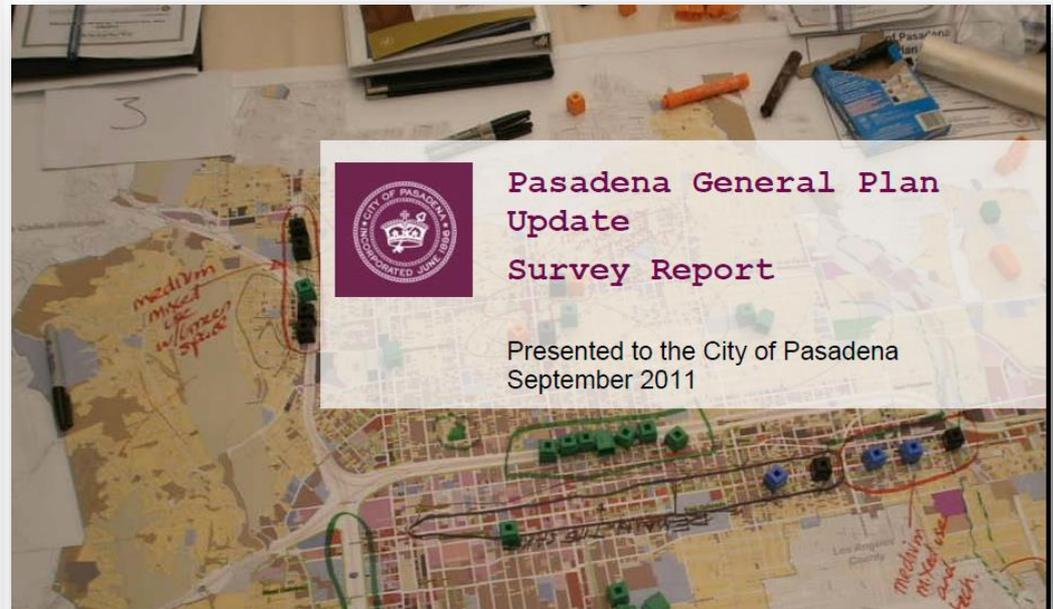
1. Seven guiding principles were adopted as part of the 1994 land use element and confirmed in the 2004 update. They provide the foundation for the General Plan.

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]*

	High	Medium	Low	Don't Know
A Growth will be targeted to serve community needs and...will be redirected away from neighborhoods and into our downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B Change will be harmonized to preserve Pasadena's historic character and environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C Economic vitality will be promoted to provide jobs, services, revenues and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D Pasadena will be promoted as a...safe, well-designed, accessible...area where people of all ages can live, work and play	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E Pasadena will be a city where people can circulate without cars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F Pasadena will be promoted as a cultural, scientific, corporate entertainment and educational center for the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
G Community participation will be a permanent part of achieving a greater city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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.

	Strongly Support	Somewhat Support	Do Not Support	Don't Know
A Pasadena will promote sustainability - a balance between social equity, a strong economy and a healthy environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B Pasadena will work to provide diverse, affordable housing options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C Pasadena will value and support a vibrant public education system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>





Why consider changes to the metrics?

City of Pasadena Department of Transportation

- 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

City of Pasadena General Plan
LAND USE ELEMENT GOALS AND POLICIES
 Policies for Commission review

LAND USE GOALS AND POLICIES

The following text presents the goals and policies for land use in the City of Pasadena. They are divided into three sections including those applicable: (a) globally to all uses and locations in the City, (b) to each principal land use category depicted on the Land Use Diagram, and (c) to sub-areas of the City including adopted specific plan areas.

Goals are defined as general direction-setters, as an ideal future end related to expressions of community values and may be abstract in nature. Policies are specific statements guiding decision-making indicating commitments to a particular course of action that carry-out one or more goals.

Citywide Goals and Policies

Goals and policies in this section globally apply to all land uses and geographic locations in the City.

Growth

Goals and policies provide for community conservation and strategic growth, preserving existing neighborhoods and targeting new development to infill areas that are vacant or underutilized, and are scaled and designed to complement existing uses. Changes are grounded by the eight Guiding Principles and emphasize maintaining the quality of life of Pasadena’s residents with decreased automobile trips, increased walkability, improve connectivity, and create cohesive and vigorous districts and places.

GOAL 1. Sustainable Growth. Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.

Policies

- 1.1 **Basic Growth Policy.** Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena’s unique residential neighborhoods, business districts, and open spaces.
- 1.2 **Targeted Growth.** Target growth and new construction in infill areas and away from Pasadena’s residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.
- 1.3 **Development Capacities¹.** Regulate building intensity and population density consistently with the designations established by the Land Use Diagram. Within these, cumulative new development within the specific plan areas shall not exceed the number of housing units and commercial square feet specified in the following table²:

Area	Residential Units	Commercial Square Feet
Central District	4,885	3,379,000
South Fair Oaks	915	1,421,000

¹ The City’s development caps do not apply to affordable housing units, except for Fair Oaks/Orange Grove.
² As of the date of adoption of the Land Use Element.



Aligning Metrics and Policies

City of Pasadena Department of Transportation

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



Livability/Sustainability Metrics

City of Pasadena Department of Transportation

- **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



Traveler Experience Metrics

City of Pasadena Department of Transportation

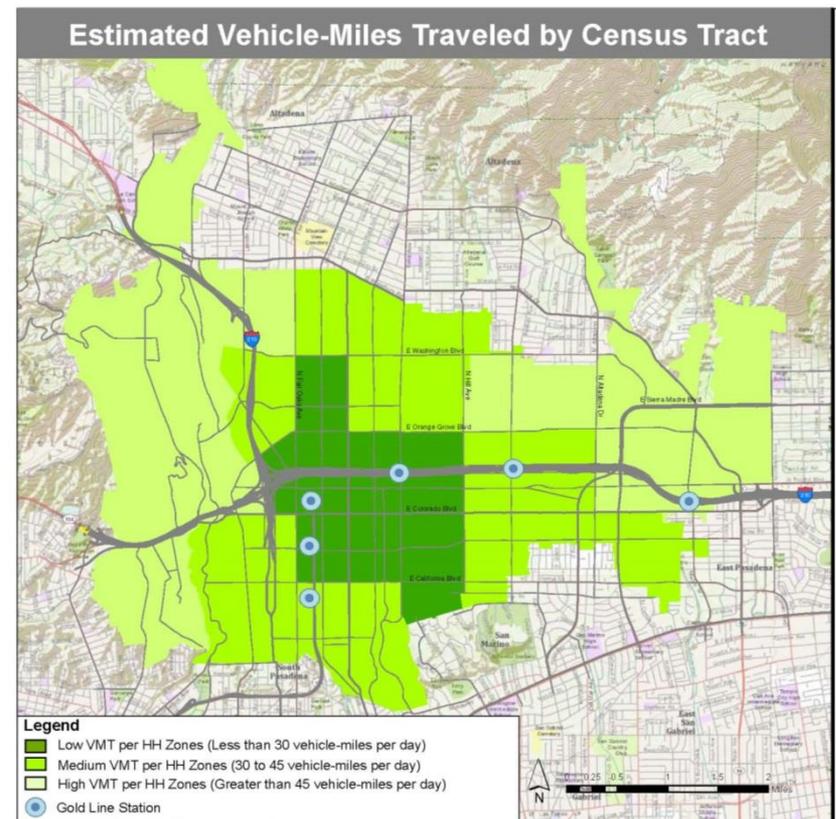
- **Move attention towards corridors and trips**
 - > De-emphasize delay at individual intersections
 - > Emphasize connectivity
- **Incorporate elements of livability**
 - > Emphasis on proximity pedestrian, bicycle and transit
 - > Quality of Service/Level of Stress
- **Reflect people's experiences 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

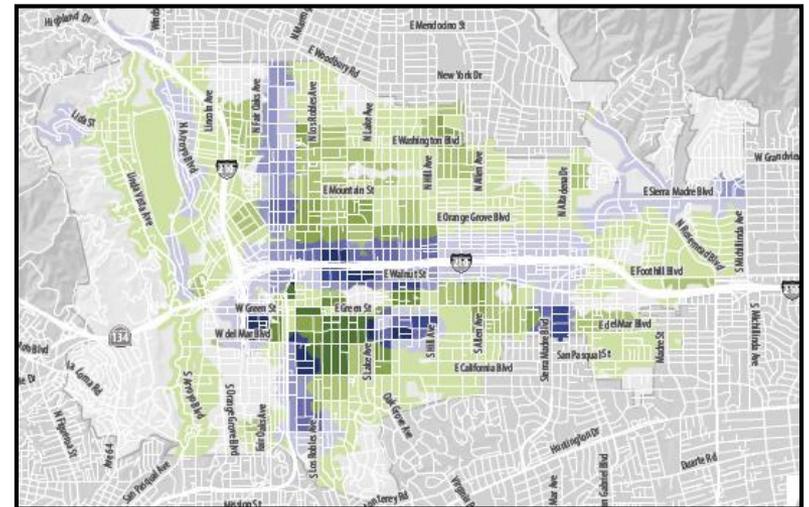
Proximity and Quality of Bicycle Network

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



PASADENA



Transportation Performance Measures

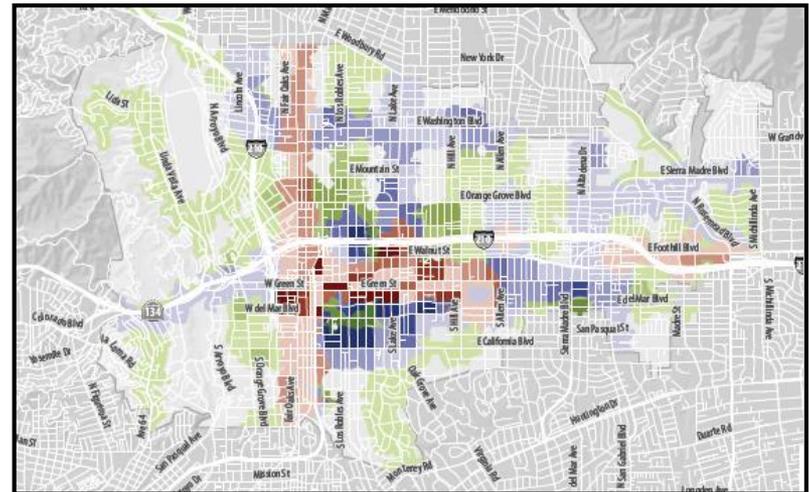
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Proximity and Quality of Transit Network

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*



PASADENA



Transportation Performance Measures

City of Pasadena Department of Transportation

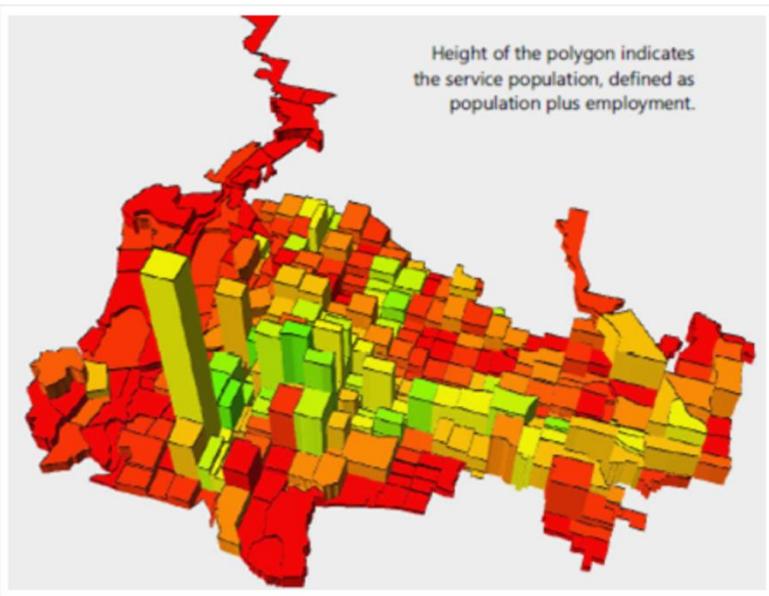
Proximity and Quality of Pedestrian Environment

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



Number of different land uses by TAZ



Transportation Impact Analysis Guidelines

City of Pasadena Department of Transportation



TRANSPORTATION IMPACT ANALYSIS CURRENT PRACTICE & GUIDELINES

Prepared by:

**Transportation Complete Streets Division
Department of Transportation**

20150120

- 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

City of Pasadena Department of Transportation

- 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)



Case Study - Medical Offices Project

City of Pasadena Department of Transportation

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



Lessons Learned

City of Pasadena Department of Transportation

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



Lessons Learned

City of Pasadena Department of Transportation

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



More Information

City of Pasadena Department of Transportation

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