



City of Pasadena

Pasadena's Transportation Impact Analysis- Beyond LOS

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About Pasadena

City of Pasadena Department of Transportation





General Plan 2004

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Guiding Principles

- Growth Will Be Targeted to Serve Community Needs and Enhance the Quality of Life,
- Change Will Be Harmonized to Preserve Pasadena's Historic Character and Environment,
- Economic Vitality Will Be Promoted To Provide Jobs, Services, Revenues And Opportunities,
- Pasadena Will Be Promoted as a Healthy Family Community,
- **Pasadena Will Be A City Where People Can Circulate Without Cars,**
- Pasadena Will Be Promoted as a Cultural, Scientific, Corporate, Entertainment and Educational Center for the Region,
- Community Participation Will Be A Permanent Part Of Achieving A Greater City.



Land Use Framework

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- 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.

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Why consider changes to the metrics?

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- 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.

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Aligning Metrics and Policies

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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

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Prior to SB743

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- 2010 Highway Capacity Manual Multi-Modal Level of Service (MMLoS) approach was used to assess new development projects
- Smoother transition to SB743



General Plan 2015

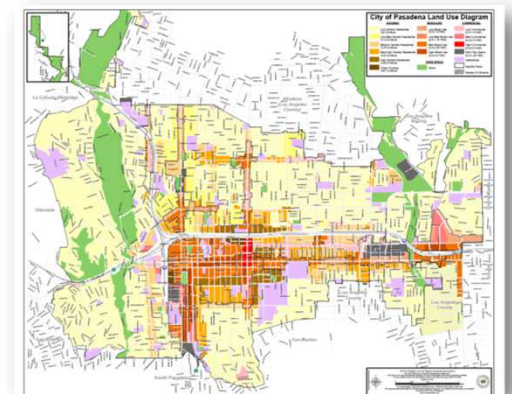
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Guiding Principles

- 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

Mobility Elem. Objectives

- Enhance livability
- Encourage walking, biking, transit, and other alternatives to motor vehicles
- Create a supportive climate for economic viability



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Pasadena's New Metrics

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Accessibility and Environmental Performance

- VMT per capita
- Vehicle Trips (VT) per capita
- Service population is residents + employees
- Thresholds are existing citywide levels

Promote Pedestrian, Bicycle and Transit Mobility

- Pedestrian access to destinations
- Access to Transit routes (by frequency)
- Access to Bike facilities (by type)
- Thresholds are ¼ mile to quality facilities



Accessibility and Environmental Performance

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VMT Per
Capita

Vehicle Miles
Traveled (VMT)
per service
population
(population +
jobs).

CEQA Threshold

Any increase in Existing
Citywide VMT per Capita
22.6





Accessibility and Environmental Performance

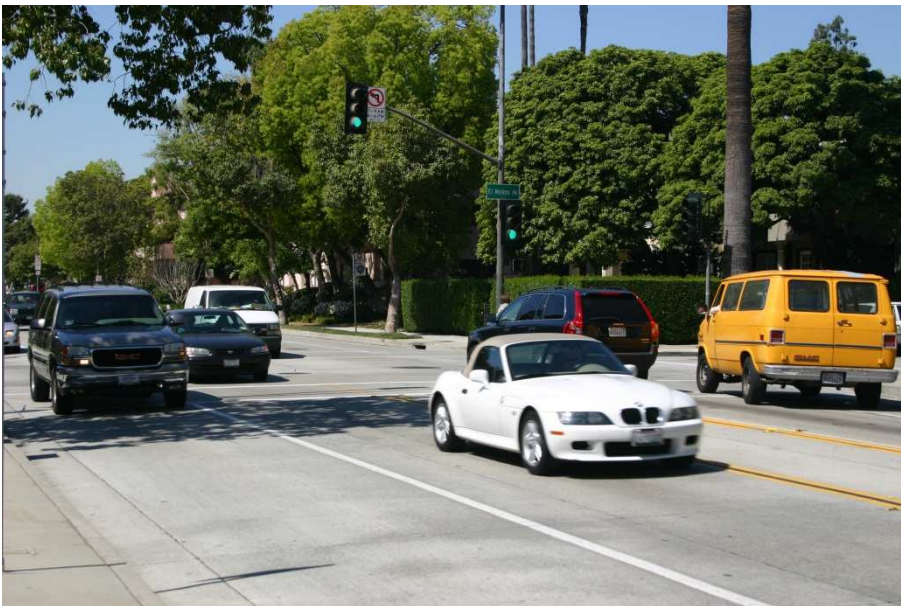
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**VT Per
Capita**

**Vehicle Trips
(VT) per service
population
(population +
jobs).**

CEQA Threshold

Any increase in Existing
Citywide VT per Capita
2.8



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Access to Quality Transit

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Proximity
and
Quality of
Transit
Network

Percent of
service
population
located within a
quarter mile of
quality transit
service.



CEQA Threshold

Any decrease in % of
service population within a
 $\frac{1}{4}$ mile of Level 1 or 2
Transit Facility (66.6%)

* Gold Line Station or bus
route with service every 15
minutes or less.

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Access to Quality Bike Facilities

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Proximity
and
Quality of
Bicycle
Network

Percent of
service
population within
a quarter mile of
low stress
quality bike
facilities.

CEQA Threshold

Any decrease in % of
service population within a
 $\frac{1}{4}$ mile of Level 1 or 2 Bike
Facility (31.7%)



* Protected or Buffered Bike
Lane

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Pedestrian Accessibility

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Proximity and Quality of Pedestrian Environment

The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walk shed to evaluate



CEQA Threshold

Any decrease in Citywide Pedestrian Accessibility Score*

* The number of different land use types (destinations) within a five minute walk



Pasadena Travel Demand Model

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- Built on Southern California Association of Government's (SCAG) regional model using TransCAD
- On average, 10 Pasadena TAZs within 1 SCAG's TAZ
- 349 TAZs covering Pasadena and 139 TAZ's covering surrounding areas
- 25 land-use types used in the model
- Eight trip purposes used in the model
- Staff uses the model for transportation impact analysis



Recent EIRs Based on Modified Metrics

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- General Plan Land Use Element and Mobility Element Update FEIR (approved)
- Rose Bowl Music and Arts Festival FEIR (approved)
- 500-room Hotel near Pasadena City College FEIR (PC recommend approval by Council)
 - > Bike Impact – mitigated through fair share contribution to planned bicycle facility
- 150-room Hotel near Civic Center DEIR (PC recommend approval by Council)



Case Study - Medical Offices Project

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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

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Good Fit for Pasadena

- Built-out City with In-Fill Opportunities
- Metrics Support General Plan Goals and Policies
 - > Emphasis on getting around without cars

Notes on Implementation

- 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



Lessons Learned

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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



More Information

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