Pasadena’s Transportation Impact Analysis - Beyond LOS

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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.
Why consider changes to the metrics?

- 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
Prior to SB743

- 2010 Highway Capacity Manual Multi-Modal Level of Service (MMLOS) approach was used to assess new development projects
- Smoother transition to SB743
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
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
VMT Per Capita: Vehicle Miles Traveled (VMT) per service population (population + jobs).

CEQA Threshold: Any increase in Existing Citywide VMT per Capita 22.6
<table>
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<tr>
<th>VT Per Capita</th>
<th>Vehicle Trips (VT) per service population (population + jobs).</th>
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<tbody>
<tr>
<td>CEQA Threshold</td>
<td>Any increase in Existing Citywide VT per Capita 2.8</td>
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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 ¼ mile of Level 1 or 2 Transit Facility (66.6%)

* Gold Line Station or bus route with service every 15 minutes or less.
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 ¼ mile of Level 1 or 2 Bike Facility (31.7%)

* Protected or Buffered Bike Lane
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

- 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 sounding 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

- 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)
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
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
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
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