

Shifting from Maintaining LOS to Reducing VMT

Case Studies of Analysis and Mitigation under CEQA Guidelines Implementing SB 743

Pasadena VMT Experience

Mike Bagheri, P.E.
City of Pasadena



Center for Law, Energy, & the
Environment, UC Berkeley



Transportation Research
and Education Center,
Portland State University



Urban Sustainability Accelerator,
Portland State University



Environmental Law Section,
California Lawyers
Association



Real Property Law Section,
California Lawyers
Association



Transportation Impact Analysis Guide

City of Pasadena Department of Transportation

- Hybrid Approach
- CEQA Metrics and Thresholds
 - > VMT, VT, Ped, Bike & Transit
 - Proximity metrics
- Project Approval Conditions
 - > Auto Level of Service (LOS) uses HCM
 - > Street Segment Analysis limited to residential streets
 - > Focused on reducing traffic intrusion in neighborhoods; enhancing ped/bike/transit



TRANSPORTATION IMPACT ANALYSIS CURRENT PRACTICE & GUIDELINES

Prepared by:

**Transportation Complete Streets Division
Department of Transportation**

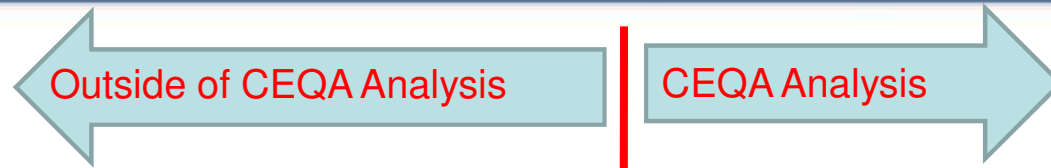
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Thresholds for Determining Level of Transportation Review of Projects

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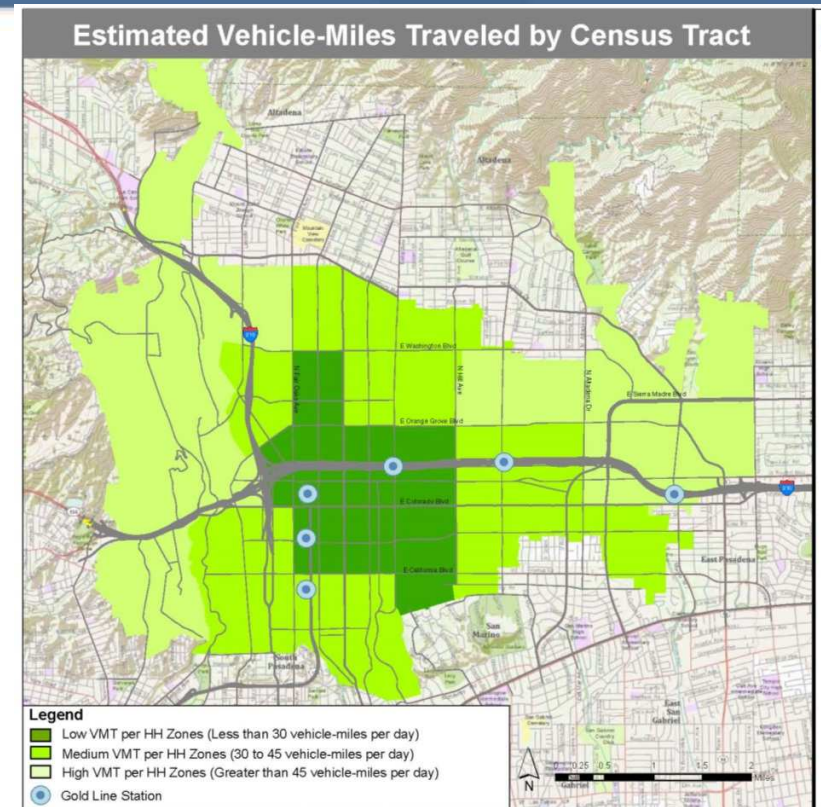
TYPE OF PROJECT	EXEMPTION	Category 1: BELOW COMMUNITYWIDE SIGNIFICANCE	Category 2: COMMUNITYWIDE SIGNIFICANCE
Residential (Net # of units)	10 units or less	11 – 49 units	50+ units
Non- Residential use(Net)	10,000 Sq. Ft or less than 300 daily trips	10,001 to 49,999 Sq. Ft	50,000+ Sq. Ft



Transportation Performance Metrics

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- Vehicle-Miles Traveled (VMT) per capita and Vehicle Trips (VT) per capita
 - > Service population is residents plus employees
- CEQA Thresholds are existing citywide levels
- Forecast model designed to work at all levels from General Plan to development review





Challenges – General

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- Learning curve/lack of practical experience
- Unfamiliar to community and decision makers
- Limited mitigation options
 - > California Air Pollution Control Officers Association (CAPCOA)
TDM Strategies
 - > Changes to project's proposed land use
- People are still concerned with traffic congestion
 - > Persistent perception of growth in traffic congestion despite analytical evidence
 - > Unsupported perception of neighborhood traffic intrusion



Challenges – Technical

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- Model output contains limited information
- Model baseline requires regular updating
- It can be difficult to predict outcomes (reducing project scale does not always reduce impacts)
- VMT mitigation measures are challenging
 - > More research required on quantifying the benefits TDM measures



Case Study- Space Bank Site

City of Pasadena Department of Transportation





Space Bank Project

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- **Proposed**
 - > 550 Market Rate Apartments for Rent
 - > 10,000 sq Ft of Commercial
- **Existing Use**
 - > Public Storage
- **Environmental Impacts (CEQA)**
 - > VMT per Capita 21.6 < 22.6
 - > VT per Capita **2.8 < 3.6**
 - > Bike & Transit Proximity- no impacts
 - > No Ped impacts
- **Mitigation Measures**
 - > CAPCOA TDM Strategies

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Space Bank Mitigation Measures

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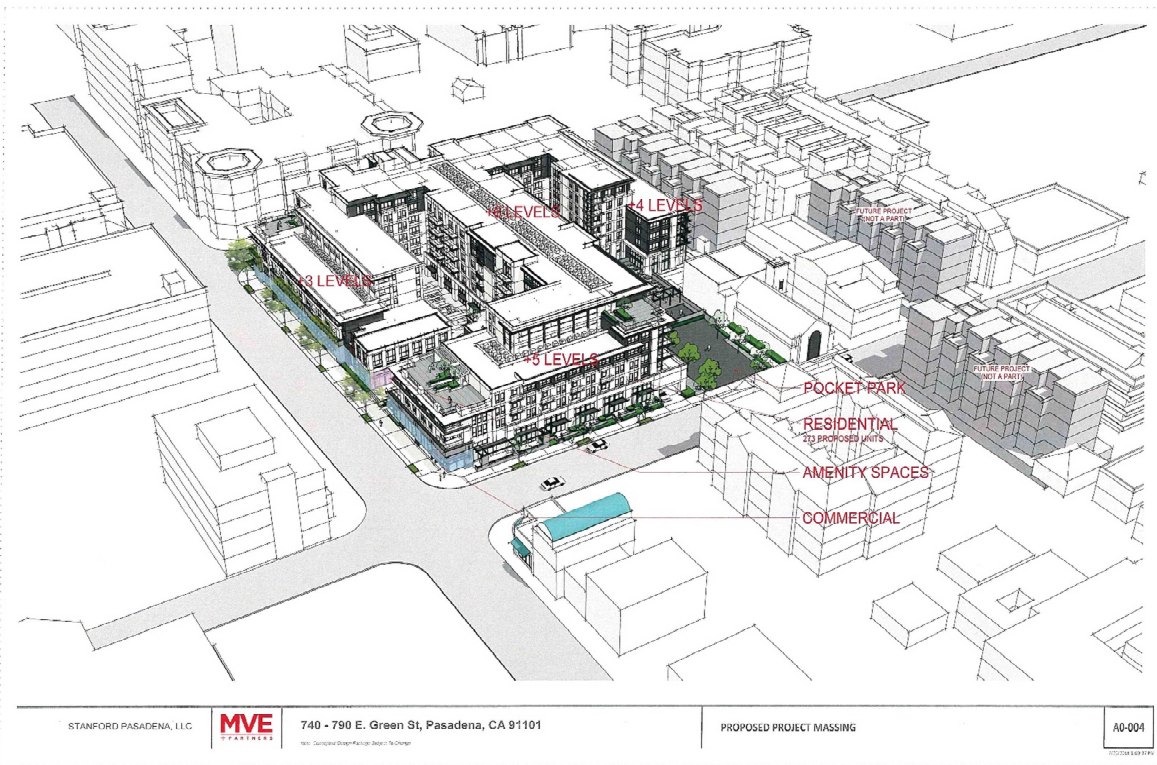
- Applicant proposed less than code required parking
- Imposed CAPCOA TDM strategies to reduce vehicular trip by 23% to mitigate the VT impact to a level of insignificance
 - > Unbundled Parking with lease
 - > Transit passes to tenants at 50% discount
 - > Transit station Improvements at nearby stops
 - > Pedestrian Lighting
 - > Annual survey of vehicular trips to demonstrate achieving targeted trip cap for five consecutive years

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Case Study- Urban Mixed-use Project

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Case Study - Urban Mixed Use

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- **Proposed**
 - > 273 Market Rate Apartments for Rent
 - > 18,000 Sq Ft of Commercial
 - > Pocket park
- **Existing Use**
 - > Commercial
- **Environmental Impacts (CEQA)**
 - > VMT per Capita 22.6 > 17.1
 - > VT per Capita **2.8 < 3.8**
 - > Bike & Transit Proximity- no impacts
 - > No Ped impacts
- **Mitigation Measure**
 - > Reduce vehicular trip by 28%
 - > TDM Strategies similar to Space bank Project

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Recommendations

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- **Adopt VMT Metrics**
 - > Update the General Plan Mobility and Land Use Elements
- **Adopt VMT-based Fair share Transportation Impact Fee**
 - > Non-vehicular transportation improvements
- **Develop Street Design Guide**
- **LOS can still play a role in protecting neighborhoods and improving projects' circulation**
 - > Traffic intrusion
 - > Traffic operations
 - > Access management



Recommendations- Cont.

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- Invest in developing Travel Demand Forecasting Model platform/process
 - > Train key staff to maintain and operate the model
- Align policies with the adopted metrics.
- Work with Caltrans to incorporate State highway concerns into analytics.

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More Information

City of Pasadena Department of Transportation

- Mike Bagheri
 - > Transportation Manager, Department of Transportation
 - > (626) 744-7208
 - > mbagheri@cityofpasadena.net

