

Mobility Element Update 2010 and 2035 Travel Model Findings

March 19, 2011





Existing (2010) Conditions

- 60% of Pasadena residents work outside Pasadena; while 40% work in Pasadena
- 70% of Pasadena workers come from outside Pasadena
- Old Pasadena has the lowest vehicle ownership rate within the City
- Other parts of the City have higher vehicle ownership and higher trip generation; the model reflects these characteristics



- Existing 2004 General Plan testing (1):
 - > 14 percent increase in multi-family dwelling units
 - > Nominal increase in single-family dwelling units
 - > Roughly 20,000 more jobs (around 105,000 now)
 - > Future employment growth is accompanied by appropriate amount of residential growth "balanced" growth



- Existing 2004 General Plan testing (2):
 - > 12 percent increase in vehicle trips
 - Travel conditions expected to worsen on the freeway but less so on local streets
 - Existing freeway bottlenecks will worsen



Mobility Element Update Mobility Strategies

March 19, 2011





Policy Tools for Trip Reduction

Department of Transportation

Trip Reduction Strategies:

- 4 D's
- Existing 2004 Mobility Element
- Moderate Implementation
- Aggressive Implementation



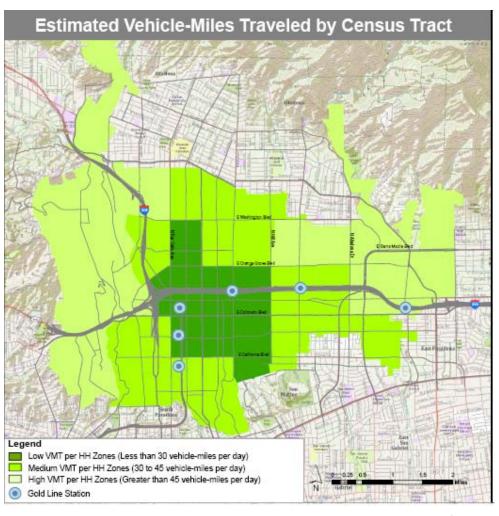
What are the 4D's?

- **Density** residential and non-residential development per acre
- Diversity- mix of residential, retail and employment land uses on the site
- Design Connectivity and walkability of the site's transportation network
- **Destination Accessibility-** Location relative to major regional attractions, as infill sites generate fewer and shorter vehicle trips than fringe area development



Existing Travel Patterns

Department of Transportation



- Least amount of vehicular travel occurs
 - In areas with highest degrees of choice
 - Travel modes
 - Goods/services
- Both need to be present to achieve maximum reduction in VMT per Household

PASADENA



2004 Mobility Element

- Transit Oriented Developments
 - > Parking Reductions
 - Office- 25%
 - All other non-residential- 10%
 - Residential- maximums of 1.25-1.75 space per unit and no overnight parking is permitted.
 - Shared Parking
 - > Bicycle Parking Development Standards



2004 Mobility Element

- Strengthened the Trip Reduction Ordinance
 - > Lowering the threshold from 100,000 square feet of new development, for certain transportation program requirements, to 75,000 sq. ft.;
 - > Applying trip reduction requirements to multi-family projects with 100 units or more and mixed use projects with 50 or more units.



Examples Moderate Strategies

- Re-strengthening Trip Reduction Ordinance
 - Lower the Trip Reduction Ordinance thresholds to capture more new developments
 - > Rideshare Programs
 - > Unbundled commercial and residential parking
 - > Transit Pass Subsidy
- On and Off-Street Parking Pricing Citywide in all commercial areas
- Establish neighborhood parking districts



Examples Aggressive Strategies

- Require all employers to adhere to the Trip Reduction Ordinance
 - > Employee parking cash out
 - > Workplace parking pricing
 - > Unbundled parking
 - > Transit Subsidy
 - > Employer-Sponsored Vanpool/Shuttle
- Parking Supply Limits
- Congestion Pricing



Policy Tools for Trip Reduction

Department of Transportation

Questions?