

Goals and Objectives for Supporting Initiatives

Complete Streets

Recently passed “Complete Streets” legislation requires California’s cities and counties to consider all users when designing streets, including pedestrians, bicyclists, transit riders, and motorists. Currently, the street classification system in Pasadena focuses solely on vehicular use; developing a new street classification system will enable context-sensitive design and enhance the multimodal function of streets. In July 2010, DOT staff held focus groups with the community to gather input.

Goals

- Give equal consideration in the planning process to all street users, including pedestrians, bicyclists, transit riders, and drivers
- Study new street classification criteria that considers land use to improve street performance and safety
- Provide for present and future demands on Pasadena streets

Objectives

- Incorporate State-mandated “Complete Streets” planning requirements for sustainability and equity for all users of a street space
- Provide a uniform basis for traffic calming and neighborhood traffic management measures
- Establish a decision-making framework for future street design and development
- Expand on concepts from the 2004 Mobility Element to allow for more consistent allocation of street classifications citywide

Bicycle Transportation Plan

The DOT team has been working with the Transportation Advisory Committee (TAC), Bicycle Master Plan Advisory Committee and the community to update the 2000 Bicycle Master Plan. A Draft Bicycle Master Plan was released in December 2009 for public comment, and the Final Draft was released in February 2011. The Bicycle Transportation Plan is meant to make bicycling safer, easier, and healthier for all Pasadenans.

Goals

- Create an environment where people can circulate without a car
- Increase the number of bicyclist in Pasadena by encouraging people to use their bicycles instead of driving
- Increase the safety of bicycling
- Promote the health of Pasadena residents by providing opportunities to bicycle for commuting, recreating, shopping and visiting
- Facilitate the economic vitality of Pasadena by making Pasadena an attractive place live, shop and operate.

Objective

- Increase proportion of commute trips in Pasadena to 5percent
- Increase the proportion of utilitarian trips to schools, stores, parks and other destinations to 5 percent
- Reduce by 30 percent the bicycle-involved crash rate (fewer crashes per mile ridden)

- Make bicycle parking available, secure, and convenient throughout Pasadena
- Create a network of bikeways so that every neighborhood is within ¼ mile of an effective bicycling route in the north-south and east-west directions
- Implement measures throughout Pasadena to improve recreational opportunities
- Complete this Bicycle Transportation Plan within 10 years

Short Range Transit Plan

Since 2007 DOT has been working closely with the community and three main groups: an Ad Hoc Committee made up of representatives of various City Commissioners, a Technical Committee comprised of City staff from various departments, and a Youth Committee. From 2008 to 2009 a series of community workshops and surveys collected feedback from users of the ARTS service, which has helped the City identify methods for improving system efficiency, safety, and reliability.

Goals

- Provide quality transit service
- Offer effective service
- Enhance accessibility
- Increase ridership

Objectives

- Identify ways to make transit more convenient
- Take steps to ensure on-time performance
- Mitigate safety concerns
- Elevate attractiveness of riding transit
- Calculate system cost efficiency
- Maximize ridership per vehicle hour
- Evaluate cost recovery (ratio of farebox revenue to costs)
- Provide easier access for riders with disabilities
- Minimize trips beyond capacity & maximize trips at capacity
- Extend service coverage to more areas of the City
- Assess appropriate service schedules