

2. PURPOSE OF THE MOBILITY ELEMENT

The ability of a community to balance and facilitate the different components of its transportation system is important to the creation and preservation of a quality living and business environment. The function of a community's transportation system is to provide for the movement of people and goods including pedestrians, bicycles, transit and other vehicle traffic flows within and through the community.

Pasadena's General Plan Mobility Element (commonly known as the Circulation Element in other cities) guides the continuing development of the transportation system to support planned growth. The anticipated development pattern, as identified in the Land Use Element, will increase the use of the City's transportation systems, including demand for local and regional roadways.¹ Regional growth, particularly in north Los Angeles County and San Bernardino County, will continue to have effects on the City since Pasadena is a regional economic activity center.

**General Plan
Elements Being
Updated**

- Land Use
- **Mobility**
- Housing
- Noise
- Safety

The purpose of the Mobility Element is twofold. First, and most important, it contains measures for the implementation of the City's Guiding Principle related to mobility – *Pasadena will be a city where people can circulate without cars.* Second, the Mobility Element addresses the requirements of California state law designed to evaluate the transportation needs of the community within the context of the region and to present a comprehensive plan to meet those needs.

2.1 LAND USE AND MOBILITY PLAN

**The Mobility
Element guides
continuing
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planned growth.**

The Mobility Element of the General Plan demonstrates the relationship between the Land Use Plan and the Mobility Plan for the City as required by Government Code Section 65302(b). The reason for this linkage is that the Mobility Element is more than a transportation plan; it also concerns itself with the mobility of people and goods, and provisions for energy, water, sewage, storm drainage and communications. The provisions of the Mobility Element support the goals, objectives, policies and provisions of the General Plan Land Use Element. In turn, the Land Use Element is supported by the community's transportation system and the plans, projects, and proposals for improvement of that system.

¹ Table B-1, Appendix B, Page B-3 provides the General Plan forecast of growth for the year 2015.

The Mobility Element of the General Plan is also internally consistent and complements other elements of Pasadena's Comprehensive General Plan in conformance with Government Code Section 65300.5. This consistency is necessary because the goals, policies, and objectives of the Mobility Element have a direct impact on the physical, social, and economic fabric of the City.

2.2 SCOPE AND CONTENT OF THE MOBILITY ELEMENT

The Mobility Element sets forth goals and policies to improve overall transportation in Pasadena. The Mobility Element's underlying objective – *promote a livable community where people can circulate without cars* – establishes its policy direction. Non-auto travel modes are emphasized in this Element in order to recognize their role in improving the City's environment and quality of life.

Non-auto travel options are emphasized along with active participation in regional transportation improvement programs.

The Mobility Element is based on approaches that address the needs of multimodal corridors and streets as well as community neighborhoods that are affected by traffic. Because Pasadena is a vibrant economic community, local transportation is inextricably linked with the regional transportation demand. Therefore, the Element also promotes active participation in the development and implementation of regional policies and programs to manage and alleviate areawide traffic congestion.

The goal of the Mobility Element is to articulate objectives, policies and actions that will provide a safe, efficient, balanced and serviceable framework. Its implementation will facilitate the movement of people and goods within the City and provide access to the regional transportation network.

2.3 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The 1994 General Plan established a unified vision for the future of the City that was shaped and driven by community values reflecting the input of residents. The 1994 General Plan set a goal of reducing dependence on single-occupancy vehicles. Since 1994, the City has aggressively pursued and implemented many transportation-related programs to achieve the vision that "Pasadena will be a city where people can circulate without cars." This Mobility Element Update is consistent with that vision.

2.4 TRANSPORTATION ACHIEVEMENTS SINCE THE 1994 GENERAL PLAN

Since the adoption of the 1994 General Plan, considerable improvements to the City's transportation system and services have been achieved and continue to be implemented. The most significant recent improvement is the completion of the Gold Line Light Rail service that connects Pasadena with downtown Los Angeles as well as with communities along the corridor and with other major regional activity centers. This light-rail line provides a significant alternative to the automobile because it enables transfers to other major regional transit services.

The provision of six Light Rail transit stations within the City boundaries provides considerable opportunities for Pasadena to coordinate other local transit, bicycle, Transportation Demand Management (TDM) together with pedestrian enhancement programs, to achieve its vision as a "community where people can circulate without cars." Key objectives of the 1994 Plan and recent achievements in improving transportation services include:

Increase the availability and use of transit. Actions include:

- Initiation of a local circulator service—Pasadena's ARTS transit
- Adoption of plans for future local transit growth
- Completion of the Gold Line Light Rail which includes six stations and park-ride facilities totaling approximately 1,600 parking spaces for transit users
- Establishment of a policy to minimize street widenings throughout the City to promote non-auto travel



Increase the use of bicycling and walking. Actions include:

- Adoption and implementation of the Bicycle Master Plan
- Establishment of street and alley-way guidelines to encourage walking
- Expansion of the "Suggested Safe Routes to School" program
- Installation of pedestrian-friendly traffic-signal equipment in commercial areas



Reduce the number of vehicles. Actions include:

- Continuation of application of the City's Trip Reduction Ordinance that promotes non-auto travel



Develop land-use planning to support mobility goals. Actions include:

- Programs to increase public parking in commercial and retail areas

- Reduction of parking requirements for new developments that support transit choices
- Implementation of on-street parking pricing policies to encourage use of transit

Establish multimodal corridors within the City of Pasadena. Actions include:

- Enhancement of functionality in the City's automated Traffic Management Center to facilitate travel along designated major travel corridors
- Use of changeable message signs and coordinated transportation services with the Police Department for improved management of event traffic at major places of activity

Reduce adverse impacts of through-traffic and control the flow of traffic into designated corridors. Actions include:

- Designation of de-emphasized streets to limit future increases in traffic
- Expansion of the Neighborhood Traffic Management Program to communities throughout the City, and installation of traffic management improvements identified through a local consensus process
- Adoption of the Preferential Permit Parking Program and application in communities where on-site parking is limited

Support regional coordination. Actions include:

- Participation in multi-jurisdictional initiatives to improve transportation services resulting in achievements such as construction of the first phase of the Gold Line Light Rail service
- Participation in ongoing regional studies to improve coordinated transit services

Pasadena pursues federal, state and regional funding opportunities to implement City transportation policies, programs and projects.

The City Council recognizes the need to enhance transportation services in order to achieve Pasadena's overall vision. In 2002, the City established a separate Department of Transportation in order to provide for increased policy oversight and effective program implementation. The Department of Transportation identified the following five core values to guide program design and project development: **Connectivity, safety, quality, partnership and diversity**. These values are referred to in Section 5 where they are used to organize implementing actions.

2.5 RELATED TRANSPORTATION PLANS AND PROGRAMS

The Government Code recognizes the need for transportation and mobility planners to consider regional transportation issues and improvement programs. The City of Pasadena is a vibrant, regional economic-activity center served by regional transportation. The City is located at the critical junction of the I-210 Freeway, State Route 134 and at the entrance to the I-110 Freeway. The interface of these regional and local systems and management of traffic transitions to and from these networks is a necessary consideration in development of the Mobility Plan. Consequently, various provisions address efforts to coordinate City transportation improvements with the regional transportation network. In addition, the Mobility Element discusses the need for coordination between regional transportation agencies including the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (MTA), Foothill Transit, South Coast Air Quality Management District (AQMD), the County of Los Angeles and adjoining municipal jurisdictions, and special districts such as the Pasadena Unified School District (PUSD).

2.6 STATE REQUIREMENTS

All components of the Mobility Element conform to the State of California's General Plan Guidelines [Government Code Section 65302(b)]. These requirements include the following:

- Identification and analysis of mobility needs and issues
- A statement of goals, objectives and policies based on the total transportation needs of the community
- Diagrams, maps, and other graphic representations showing the proposed circulatory system
- A description of the proposed transportation system and the interrelated system parts including preparation of a computer model
- Standards and criteria for the location, design, operation and levels of service of transportation facilities
- A guide to the implementation of the mobility element

2.7 PUBLIC OUTREACH

Since November 2000, the City has been updating the key elements of the General Plan, including Land Use, Mobility, Housing, Noise, and Safety. The Mobility Element update incorporates review and comment of transportation improvement policies and programs obtained through a public review process that includes:



- ❑ Three Council policy workshops since August 2000
- ❑ Twenty-five meetings on the Mobility Element in different areas of the City with groups including:
 - Homeowner associations
 - Neighborhood traffic management committees
 - Small groups of property owners
 - Specific planned-community forums
- ❑ Eight joint meetings of the Planning Commission and the Transportation Advisory Commission to discuss the Land Use and Mobility Elements
- ❑ Design Advisory Group (DAG) reviews of the I-710 Freeway gap interim mitigation projects secured through special federal funding
- ❑ Transit surveys of Pasadena residents and employees of Pasadena businesses, and residents of adjacent communities in the Arroyo Verdugo subregional area
- ❑ Ongoing Neighborhood Traffic Management Program public outreach
- ❑ Meetings of the Joint Subcommittee of the Planning Commission, Community Development Commission and the Transportation Advisory Commission; the Transportation Advisory Commission; the Planning Commission and the City Council to review the Draft General Plan Mobility Element Framework



The workshops, community meetings, Commission meetings, public hearings, and Council meetings provided considerable comment that resulted in the review and development of this Mobility Element. Major objectives of the Mobility Element are discussed in Section 3.



Information on the General Plan Update was provided at citywide events to promote public participation.

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