

Subcommittee, and suggested editorial comment to provide clarification in some areas. The recommendations approved by the TAC during its meeting are summarized in Attachment 1 of this report. TAC members also understood that technical corrections to Appendix A, the City's street classification system, would be made prior to Planning Commission review in order to eliminate inconsistencies that appeared in Appendix A and to provide a complete listing of City streets. A revised Appendix A is provided as Attachment 2 of this report.

3. PLANNING COMMISSION REVIEW

The Planning Commission reviewed the Draft Mobility Element on April 1, 2003. Planning Commission members approved the Draft Mobility Element in concept, agreed with the recommendations of the Subcommittee and TAC, and suggested that further information on the share car program and background on the designation of deemphasized streets and mobility corridors be added to the document.

BACKGROUND

Over the past two years numerous meetings were held throughout the City on the transportation aspects of the update of the General Plan. These meetings included three Council policy workshops, twenty five neighborhood meetings and five joint discussion meetings of the Planning Commission and Transportation Advisory Commission. In addition a Draft Mobility Element Framework was presented to the Commissions and to the City Council to provide a further opportunity for comments and direction for preparation of the Draft Mobility Element. The City Council approved that framework on November 25, 2002 and directed staff to prepare the document for review by the TAC and Planning Commission in January/February 2003.

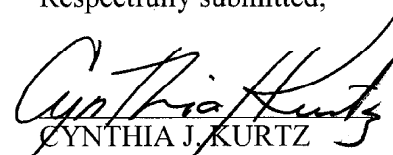
The Draft Mobility Element provides a policy and implementation plan to meet the City's transportation mission. The City's Transportation Mission is to promote a livable community through enhancing Pasadena's mobility options for future generations. Most importantly, the vision of *promoting a livable community where people can move about without cars* can be realized by three distinct objectives: 1.) *Encourage* non-auto travel; 2.) *Protect* neighborhoods; and 3.) *Manage* multi-modal corridors. The Draft Mobility Element is organized according to these three major objectives.

With Council approval in concept, the Draft Mobility Element will be analyzed in the Draft Environmental Impact Report being prepared for the Central District Specific Plan, Zoning Code revision, and Land Use Element. The EIR process is beginning and a draft is scheduled to be available in the Fall 2003. After commission and community review the Draft EIR along with the component projects (i.e., Mobility Element, Land Use Element, etc.) will return to the City Council for adoption in Spring 2004.

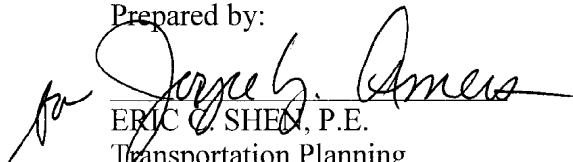
FISCAL IMPACT

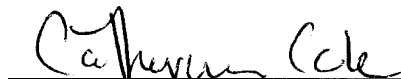
The approval of the Draft Mobility Element will not have any fiscal impact. Costs for implementation of the programs identified in the document will come to the Council in separate actions, including the Capital Improvement Program, development review process, and annual operating budgets.

Respectfully submitted,

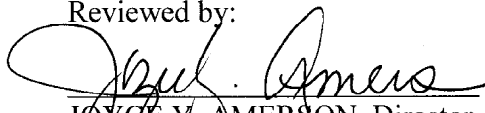

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Attachments

- Attachment 1: Recommended Revisions Based on Review by the Transportation Advisory Commission and the Planning Commission
- Attachment 2: Revised Draft Mobility Element Appendix A – Federal Street Classification
- Attachment 3: Draft Mobility Element (distributed under separate cover, electronic version can be accessed at <http://ci.pasadena.ca.us/trans/tpd/gpme2003/gpme2003.asp>)