

**Buchanan, Rita**

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**Subject:** FW: Nov 3 Council Mtg > "New Transportation Performance Measures"  
**Attachments:** DPNA Supports Transpo Metrics - Item 15 (11-03-2014).pdf; ATT00001.htm

Dear Mayor Bogaard, Council and City Staff –

I've attached a letter from the DPNA's Board of Directors regarding Agenda Item #15 under consideration at the November 3<sup>rd</sup> City Council Meeting ("New Transportation Performance Measures").

We believe this is a critical issue and urge you to consider our recommendations. Please distribute this letter and make it a part of the public record.

Thank you -  
// Greg Gunther, President  
Downtown Pasadena Neighborhood Association (DPNA)

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# DPNA Supports Staff's Recommendations re: Proposed New Transportation Metrics

DOWNTOWN  
PASADENA  
NEIGHBORHOOD  
ASSOCIATION

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Officers and  
Board of Directors:  
elected 10/16/2014

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President

Christine Fedukowski,  
Vice President

Pat Roughan,  
Vice President

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November 1, 2014

Mayor Bill Bogaard  
Pasadena City Council  
Vice-Mayor Jacque Robinson  
Margaret McAustin  
John J. Kennedy  
Gene Masuda  
Victor Gordo  
Steve Madison  
Terry Tornek

**The Downtown Pasadena Neighborhood Association (DPNA) strongly supports all of the Transportation staff recommendations proposed in the "New Transportation Measures" under consideration by City Council on November 3, 2014.**

These proposed metrics will shape Pasadena's built environment in a direction that is both consistent with the values of the DPNA and aligned with Pasadena's General Plan and Mobility Element. In short, we want our streets and new development to be designed and operated in ways that provide safety, convenience and comfort for users of all ages and abilities regardless of their mode of transportation.

Again, while we support all the Staff Recommendations offered by the Department of Transportation on this matter, we also want to draw your attention to two proposed changes that we are particularly pleased with:

- **We support removal of the Level-of-Service (LOS) metric from its role as a CEQA threshold - this is a destructive planning perspective that actually induces vehicle travel and mischaracterizes walking, biking and transit as detriments to mobility**
- **We support the proposed implementation of a funding mechanism that allows the Traffic Reduction and Transportation Improvement Fee (TRTIF) to fund much needed bicycle, transit and pedestrian improvements**

In our vision of Pasadena's future, a "good street" features tree-lined sidewalks bustling with pedestrians served by a variety of healthy businesses – it is NOT an unobstructed path to speed through in an automobile! **Please support all of Staff's recommendations.**

Thank you for your consideration,

Greg Gunther, President  
On behalf of the Board of Directors  
Downtown Pasadena Neighborhood Association (DPNA)

## Jomsky, Mark

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**From:** Morey Wolfson <moreywolfson@aol.com>  
**Sent:** Sunday, November 02, 2014 5:07 PM  
**To:** Bogaard, Bill; Jomsky, Mark; Bagneris, Michele; Beck, Michael  
**Subject:** November 3, 2014 Council consideration of Agenda Item 15: NEW TRANSPORTATION PERFORMANCE MEASURES FOR TRANSPORTATION IMPACT ANALYSIS AND CEQA

City leaders-

I send you this brief message to advise you of my support for the Department of Transportation Staff's recommendations regarding the need for new transportation metrics.

I support the Council's adoption of these changes, as they are consistent with, and will significantly advance the City's General Plan Guiding Principles.  
In addition, adoption of the Staff recommendations will help move Pasadena even further down the path towards achieving our Green City goals.

Thank you for your consideration of my views on this matter.

Best regards,

Morey Wolfson  
53 N. El Molino Ave. #243  
Pasadena 91101

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MARSHA V. ROOD, FACIP  
216 S. Madison Avenue, #302  
Pasadena, CA 91101  
November 3, 2014

Mayor Bill Bogaard  
City Council Members  
Vice Mayor Jacque Robinson  
Victor Gordo  
John Kennedy  
Steve Madison  
Gene Masuda  
Margaret McAustin  
Terry Tornek

**SUBJECT: AGENDA ITEM 15. NEW TRANSPORTATION PERFORMANCE MEASURES FOR TRANSPORTATION IMPACT ANALYSIS AND THRESHOLDS OF SIGNIFICANCE FOR CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

Dear Honorable Mayor and City Council Members:

I am a resident of Downtown Pasadena, a community that is a direct result of the City of Pasadena's 1994 *General Plan* which targets growth to existing urban districts, especially the Downtown. I am in support of the staff recommendations regarding new transportation performance measures as described in the above-referenced staff report. However, the staff report states on Page 6 that "...bike and transit improvements identified would be included in a nexus study for the update of the Traffic Reduction and Transportation Improvement Fee (TRTIF) *following the adoption of the Land Use and Mobility Element updates.*" [Emphasis added.]

Downtown Pasadena is now experiencing a constriction boom which means that more people will be working, living and visiting the area; as a direct result, many more people will be walking and bicycling in Downtown Pasadena in the near term future. Funding and implementing pedestrian and bicycle improvements must be placed on a *fast-track basis*, particularly in the Downtown. In furtherance of funding needed pedestrian and bicycling improvements on an expedited basis, I recommend amending the **Municipal Code Section 4.19. "Traffic Reduction and Transportation Improvement Fees" Section 4.19.060 – List of Improvements** to include funding for pedestrian and bicycle improvements *prior to the adoption of the updated Land Use and Mobility Elements of the General Plan.*

#### BACKGROUND

Guiding Principle #5 of the City's *General Plan* states: "*Pasadena will be a city where people can circulate without cars. Specific plans in targeted development areas will emphasize mixed uses, pedestrian activity and transit; public and private transit will be made more available; neighborhood*

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*centers and urban villages will be promoted to reduce the need for auto use.”* Municipal Code Chapter 4.19 “Traffic Reduction and Transportation Improvement Fee”, established in 1981, is intended to mitigate the traffic impacts of new development, including industrial, office, retail and residential uses. As the ordinance is written, any fees generated must go to a list of seventeen (17) specified improvements, nine (9) of which are for intersection improvements and street extensions; the remainder specify bus transit, vans and transit technology improvements. **As the ordinance is written, none of the types of eligible improvements includes pedestrian and bicycle improvements [see Municipal Code Section “4.19.060 – List of Improvements.”]. In order to meet the current and short-term future pedestrian and bicycle infrastructure needs, this ordinance needs to be updated to reflect the City’s existing General Plan, implementing polices and ordinances, and recommended “Complete Streets” measures.**

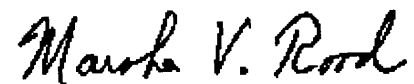
### RECOMMENDATIONS

It is recommended that the City Council on an expedited basis:

1. Approve in concept amending Municipal Code Section “4.9.060 – List of improvements” to include the following: “R. Pedestrian and bicycle improvements”, and
2. Direct staff to prepare the necessary analysis and prepare a recommendation to the City Council to amend Municipal Code Section “4.19.060 – List of improvements” to include a new subsection, “R. Pedestrian and bicycle improvements.”

Thank you for your consideration of these recommendations.

Sincerely,



MARSHA V. ROOD, FAICP

Cc: Greg Gunther, President, Downtown Pasadena Neighborhood Association  
Christine Fedukowski, Vice President, DPNA