

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA, ADOPTING  
NEW TRAFFIC THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT (REVISED)**

**WHEREAS**, the City Council of Pasadena last updated its Transportation Performance Measures in 2004 through the last General Plan Mobility Element update; and

**WHEREAS**, the existing Transportation Performance Measures are not in accordance with the revised goals and objectives of the existing or proposed update to the General Plan, are silent with regard to system performance of non-auto modes and tend to generate mitigation solutions that are increasingly contrary to community values; and

**WHEREAS**, therefore, as part of the General Plan (Land Use and Mobility Elements) update, over the last four years Department of Transportation staff has presented and discussed the concept of developing new Transportation Performance Measures at duly noticed public meetings with the Transportation Advisory Commission, Planning Commission, the community and the City Council; and

**WHEREAS**, during that process, Senate Bill (SB) 743 amended the California Environmental Quality Act (CEQA) in 2013, and the Governor's Office of Planning and Research is currently undertaking amendments to the State CEQA Guidelines, to change analysis of transportation impacts under CEQA; and

**WHEREAS**, the five proposed Transportation Performance Measures have been developed to be consistent with the upcoming CEQA Guidelines amendments prescribed in SB 743; and

**WHEREAS**, the proposed new Transportation Performance Measures emphasize sustainability and a continued focus on livability by determining how to balance trade-offs among travel modes and among the mobility needs of different members of the community; and

**WHEREAS**, the new Transportation Performance Measures also align with the sustainability goals of the existing and proposed update to the General Plan by evaluating the “efficiency” of projects and analyzing the per capita length and number of trips associated with changes in land use; and

**WHEREAS**, the City Council held a duly noticed public meeting on the proposed Transportation Performance Measures on November 3, 2014, and adopted a resolution changing the thresholds that same evening, however the attachment thereto was incorrect; and

**WHEREAS**, staff has corrected the attachment by this resolution.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Pasadena as follows:

1. The Transportation Performance Measures attached hereto and incorporated herein by this reference as Attachment A are consistent with the policies of the City’s existing and proposed update to the General Plan and the purpose of Title

17 (Zoning Code) of the Pasadena Municipal Code.

2. The Transportation Performance Measures have been promulgated pursuant to State CEQA Guidelines Section 15064.7, formally subjected to a lengthy public review process, are supported by substantial evidence, and are hereby adopted as the City of Pasadena's thresholds of significance for traffic and transportation analysis pursuant to the California Environmental Quality Act.
3. These new thresholds shall apply to any new projects which have not signed an MOU to prepare a traffic study and whose application has not been deemed complete. Projects with a signed MOU and a complete application may proceed under the old thresholds.
4. Staff is directed to amend the administrative procedures for the Traffic Impact Analysis Guidelines within thirty days herefrom, such amendments to be approved by the Director of the Department of Transportation.

Adopted at the \_\_\_\_\_ meeting of the City Council on this \_\_\_\_\_ day of \_\_\_\_\_, 2015 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST :

\_\_\_\_\_  
MARK JOMSKY, CMC  
City Clerk

APPROVED AS TO FORM:



THERESA E. FUENTES  
Assistant City Attorney

## Pasadena Transportation Performance Measures and CEQA Thresholds

METRIC		DESCRIPTION	CEQA IMPACT THRESHOLD
1.	VMT Per Capita*	Vehicle Miles Traveled (VMT) in the City of Pasadena per service population (population + jobs).	22.6 VMT/Capita**
2.	VT Per Capita***	Vehicle Trips (VT) in the City of Pasadena per service population (population + jobs).	2.8 VT/Capita***
3.	Proximity and Quality of Bicycle Network	Percent of service population (population plus jobs) located within a quarter mile of each of three bicycle facility types	31.7%**
4.	Proximity and Quality of Transit Network	Percent of service population (population plus jobs) located within a quarter mile of each of three transit facility types.	66.6%**
5.	Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walk shed to evaluate walkability	Any decrease in the Citywide Pedestrian Accessibility Score

\* The Vehicle Miles Traveled (VMT) per Capita measure sums the miles traveled for trips within the City of Pasadena Citywide Travel Demand Model. The VMT total considers only trips that begin inside Pasadena, end inside Pasadena, or both, and includes 100% of the distance traveled on these trips along roads in Pasadena and 50% of the distance traveled along roads outside of Pasadena.. The City's VMT total is then divided by the City's total service population, defined as the population plus the number of jobs.

\*\* Existing 2013 Travel Demand Model Based

\*\*\* Vehicle Trips (VT) per Capita is a measure of motor vehicle trips associated with the City. The measure sums the trips with origins and destinations within the City of Pasadena, as generate by the 2013 Trip-Based citywide Travel Demand Model. The regional VT is calculated by adding the VT associated with trips generated and attracted within the City of Pasadena boundaries, and 50% of the VT associate with trips that either begin or end in the City, but have one trip end outside of the City. The City's VT is then divided by the City's total service population, defined as the population plus the number of jobs.

Revised

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Pasadena Transportation Performance Measures and CEQA Thresholds

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2.	VT Per Capita***	Vehicle Trips (VT) in the City of Pasadena per service population (population + jobs).	2.8 VT/Capita**
3.	Proximity and Quality of Bicycle Network	Percent of <u>service population (population plus jobs) dwelling units and jobs located</u> within a quarter mile of each of three bicycle facility types	<u>Any decrease in % of units or employment within a 1/4 mile of Level 1 or 2 Bike Facility 31.7%**</u>
4.	Proximity and Quality of Transit Network	Percent of <u>service population (population plus jobs) dwelling units and jobs located</u> within a quarter mile of each of three transit facility types.	<u>Any decrease in % of units or employment within a 1/4 mile of Level 1 or 2 Transit Facility 66.6%**</u>
5.	Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walk shed to evaluate walkability	Any decrease in the Citywide Pedestrian Accessibility Score

\* The Vehicle Miles Traveled (VMT) per Capita measure sums the miles traveled for trips within the City of Pasadena Citywide Travel Demand Model. The VMT total considers only trips that begin inside Pasadena, end inside Pasadena, or both, and includes 100% of the distance traveled on these trips along roads in Pasadena and 50% of the distance traveled along roads outside of Pasadena. ~~The Citywide VMT is calculated by adding: 1) 100% of VMT associated with trips traveling within the City of Pasadena boundaries that are generated or attracted by the City, and 2) 50% of the VMT associated with trips with an end or origin outside of the City.~~ The City's VMT is then divided by the City's total service population, defined as the population plus the number of jobs, per Capita.

\*\* Existing 2013 Travel Demand Model Based

\*\*\* Vehicle Trips (VT) per Capita is a measure of motor vehicle trips associated with the City. The measure sums the trips with origins and destinations within the City of Pasadena, as generate by the 2013 Trip-Based citywide Travel Demand Model. The regional VT is calculated by adding the VT associated with trips generated and attracted within the City of Pasadena boundaries, and 50% of the VT associate with trips that either begin or end in the City, but have one trip end outside of the City. The City's VT is then divided by the City's total service population, defined as the population plus the number of jobs, to calculate VT per Capita.