

**Iraheta, Alba**

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**From:** cityclerk  
**Sent:** Sunday, January 12, 2020 9:38 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Martinez, Ruben; Novelo, Lilia; Reese, Latasha; Robles, Sandra  
**Subject:** FW: STOP VMT, Keep Level of Service metric

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**From:** Lee Allen  
**Sent:** Sunday, January 12, 2020 9:38:00 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** STOP VMT, Keep Level of Service metric

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor & Councilmembers,

The DOT metrics utilizing VMT as opposed to the more reliable, trustworthy, and statistically significant LOS is a ploy to remodel transportation throughout the city that is just plain WRONG!

This model will only result in over-development and an unfavorable quality of life for the majority of Pasadena residents who, with school age children and older adult parents to care for, cannot circulate without a car.

This is totally wrong for Pasadena!! And it's wrong for Pasadena businesses!

Further oversight of DOT by our city leaders is required to ensure a new vehicular transportation model. In this election year, ***need I remind our elected officials and those hoping to retain a city leadership position***, that the City is the citizen's elected official to speak on their behalf. YET IT FEELS THE CITY IS IN THE POCKETS OF DOT (and most likely, certain activists are benefiting from our tax dollars) which will impact our quality of life, our neighborhoods, and only increase, not decrease, traffic conditions, and affect the safety of it's residents. *I have lived in Pasadena my entire life*, I choose to live in a quiet single-family home, I don't want people living above and below me, and the increased traffic congestion DOT's plans would produce.

The results of surveys find citizens ***do not want*** over-development, hi-rise, and high-density developments.

Our city councilmembers need to pay attention and not let DOT roll you over.

Pay attention, or in March, we go looking for new representation.

Sincerely,  
Lee Allen

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS

From: The Real Bev  
Sent: Sunday, January 12, 2020 10:33:05 AM (UTC-08:00) Pacific Time (US & Canada)  
To: cityclerk; Jomsky, Mark  
Subject: Stop VMT and keep LOS

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Dear Honorable Mayor and Councilmembers:

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents.

Over-development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOT's plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Beverly Ashley  
395 Sierra Madre Villa  
Pasadena, CA 91107

01/13/2020  
Item 11

**Jomsky, Mark**

---

**From:** David Azevedo <davidanthonyazevedo@gmail.com>  
**Sent:** Saturday, January 11, 2020 8:09 AM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
David Azevedo  
Pasadena resident

01/13/2020  
Item 11

## Jomsky, Mark

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**From:** Sarah Bhaskaran <sbhaskaran1357@berkeley.edu>  
**Sent:** Sunday, January 12, 2020 11:14 AM  
**To:** Jomsky, Mark  
**Cc:** info@pasadenacsc.org  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
Sarah Bhaskaran

01/13/2020  
Item 11



## **Iraheta, Alba**

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**From:** cityclerk  
**Sent:** Monday, January 13, 2020 7:52 AM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Martinez, Ruben; Novelo, Lilia; Reese, Latasha; Robles, Sandra  
**Subject:** FW: STOP VMT AND KEEP LOS

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**From:** Russell Bukoff  
**Sent:** Monday, January 13, 2020 7:52:07 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Gordo, Victor; De La Cuba, Vannia  
**Cc:** cityclerk; Jomsky, Mark  
**Subject:** STOP VMT AND KEEP LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Councilmember Gordo, Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Russell W. Bukoff

1044 East Orange Grove Blvd., # 5

Pasadena, CA 91104

626-379-0732

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS

**From:** Ann Cargal  
**Sent:** Sunday, January 12, 2020 1:01:27 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT and keep LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, ***including excessive development.***

Please do not maintain VMT as our impact metric and retain LOS.

Pasadena SHOULD NOT BE AN EXPERIMENT IN URBANIZATION REGARDLESS OF WHAT ACTIVISTS ARE DEMANDING. They do NOT represent the views of the majority of Pasadena residents.

Sincerely,

Ann Cargal

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Transportation decisions

**From:** KEVIN CASTAING  
**Sent:** Sunday, January 12, 2020 7:07:10 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Tornek, Terry; Hampton, Tyron; McAustin, Margaret; Kennedy, John; Masuda, Gene; Gordo, Victor; Madison, Steve; Wilson, Andy; cityclerk; Jomsky, Mark  
**Subject:** Transportation decisions

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers:

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Overdevelopment, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model.

The City has a duty to oversee mass changes to the fabric of the community. Use of the VMT concept has a negative impact on quality of life for many residents. The safety of both Pasadena residents and their neighborhoods is threatened by civic transportation and planning decisions. Use of the VMT method encourages excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Kevin C. Castaing

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: : Stop VMT and keep LOS

**From:** Doris Christy  
**Sent:** Sunday, January 12, 2020 12:20:37 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Cc:** [ContactKeepPasadenaMoving@gmail.com](mailto:ContactKeepPasadenaMoving@gmail.com)  
**Subject:** : Stop VMT and keep LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Doris Christy

**Jomsky, Mark**

---

**From:** Kathleen Diener <diener.kathleen@gmail.com>  
**Sent:** Sunday, January 12, 2020 10:09 PM  
**To:** Jomsky, Mark  
**Subject:** I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric. We need to keep people safe and comfortable while walking, biking, and move towards what the Netherlands and Denmark do to make Pasadena equally pedestrian/bike friendly. I'm weary of seeing white bike memorials in our fair city. Watch some of Clarence Eckerson's mini docs on the subject. So inspiring!

Sincerely,  
*Kathleen Diener*

*319 Flower St. Pasadena, CA 91104*

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS!

**From:** Heather Drake  
**Sent:** Sunday, January 12, 2020 12:34:25 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT and keep LOS!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,  
The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Heather Drake  
1475 Rutherford Drive  
Pasadena, CA 91103  
626.644.4166  
[drake.heather@rocketmail.com](mailto:drake.heather@rocketmail.com)

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

**From:** josh drake  
**Sent:** Sunday, January 12, 2020 1:19:50 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Jomsky, Mark; cityclerk  
**Subject:** VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

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Dear Honorable Mayor and Councilmembers,

I understand the need for growth and continued investment in our community, as they are both key ingredients to a vibrant community.

That being said, your residents need our leadership to pursue growth and continued investment in a manner that enhances and protects the strengths of our community.

A strategy for growth and continued investment, that openly acknowledges it will increase traffic congestion as a consequence is NOT in Pasadena's best interest.

I urge the City Council to avoid following the direction of Sacramento with regard to their strategy of forcing people into mass transit by purposefully increasing traffic congestion (through the reduction of driving lanes in urban areas, and the increase of lanes that are exclusively dedicated to bus and bicycle use). Sacramento is openly acknowledging that this is their strategy.

Further oversight on the City's behalf is needed for a cumulative review of DOT's plans to implement a new vehicular transportation model.

The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Josh Drake  
1475 Rutherford Drive  
Pasadena CA

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS. Add to Public record

**From:** [fduerr@gmail.com](mailto:fduerr@gmail.com)  
**Sent:** Sunday, January 12, 2020 10:58:45 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Cc:** [ContactKeepPasadenaMoving@gmail.com](mailto:ContactKeepPasadenaMoving@gmail.com)  
**Subject:** Stop VMT and keep LOS. Add to Public record

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Subject: Stop VMT and keep LOS

Add to the public record

Dear Honorable Mayor and Councilmembers,  
The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

/s/Frank Duerr

01/13/2020  
Item 11



January 13, 2020

Mayor Tornek, and City Council  
Pasadena City Hall 100 N. Garfield Ave Pasadena, CA 91101  
Add to public record.

RECEIVED

2020 JAN 13 AM 8: 54

CITY CLERK  
CITY OF PASADENA

RE: Council Agenda Item No. 11: Transportation Performance Measures

Dear Mayor, City Council,

KeepPasadenaMoving (KPM) respectfully submits a response to the City's Department of Transportation report on use of VMT (Vehicle Miles Travelled). We have reviewed data from various California public policy statements, California traffic studies, traffic-engineering firms, and California traffic case law on the use of VMT vs. the use LOS (Level of Service).

1. Level of Service (LOS) is not an antiquated traffic analysis tool. The vast majority of cities and counties, and even Caltrans, still use LOS of traffic operations as a required metric to determine the quality and efficiency of a transportation system, regardless of CEQA requirements.
2. Nearly all cities and counties have strict traffic study guidelines that require assessment of intersection LOS conditions, and to address all needed mitigations for vehicles, bikes, pedestrians, and transit to operate at an acceptable LOS. This requires use of the latest calculation methods.
3. The City traffic study guidelines state that HCM methods are to be used for LOS calculations, but the DOT traffic study uses an outdated intersection LOS calculation method, based on non-Highway Capacity Manual (HCM) methods from more than 20 years ago.
4. The City does not use HCM 2000 methods or even HCM 2010 methods in calculating the LOS, and the results differ from driver experience, are inaccurate and outdated.
5. Mitigations recommended by City staff to require new bike racks is good to encourage riding of bikes, but these kinds of improvements do not address the impact from the anticipated vehicle traffic from increased land-use development. Ignoring the Net New Trips that cumulatively increase traffic is a mistake because safety can be compromised. When traffic conditions worsen, drivers take more chances in aggravated delays, and safety can be compromised. Accidents may increase. VMT cannot calculate for this type of activity.
6. The City of Pasadena should be looking at safety in the EIR process, as well as the traffic study process. Safety IS covered in the LOS CEQA EIR process as an official impact, to be addressed in the EIR and part of the LOS.
7. The City's traffic model has limited precision built into it. It is appropriate for the calculation of VMT totals for the City. However, it is not appropriate for specific project traffic assignment or the resulting intersection LOS analyses. See Summary statement below.
8. The City's traffic model does not have "parcel level" precision (as stated by former DOT Director), but only major block level precision, and is broad-brush in nature.

It is KPM's opinion that transportation planning and land-use development are implicitly combined. The confusion over LOS in California comes in when there is an EIR (Environmental Impact Report) required. California legislation determined that using LOS, or average delay (whether it be for a car, a bike, or a person), is no longer an acceptable metric in the EIR process. Why: because VMT metrics used in the EIR process are more compatible (with Sacramento and Metro strategy) with the prospect of infill building: hi-rise or high-density developments approved in fully developed areas where traffic conditions are already at or exceeding capacity. The VMT has now become the acceptable metric to evaluate impacts that include air quality, multi-modal transportation (bike lanes), noise, safety, etc.. This is Sacramento's strategy to eliminate LOS as a metric in the EIR, because the "LOS F" conditions commonly calculated for a large project's traffic impacts could hardly ever be financially mitigated sufficiently to achieve a satisfactory LOS result. Mitigations were impossible using the LOS metric, so it was eliminated in order for more walking and biking, to be the mitigation instead, and not be concerned on how there will be more vehicular traffic on neighborhood streets, which goes against the DOT's charter to keep neighborhood streets safe. Ignoring traffic impacts in the EIR (using LOS) actually makes traffic worse and green house gas emissions worse.

01/13/2020  
Item 11

Mitigations being required as a result of traffic impacts are not related to the new new development projects itself. For instance, adding bike racks is a good mitigation, but it does not address the additional traffic from a new project that has Net New Trips. To ignore the net new trips is a mistake because there is a safety factor to all of this. When traffic conditions worsen, drivers take more chances, delays are aggravating the situation, and safety is compromised.

It is important to take a look at safety, because safety IS covered in the LOS EIR process as an impact. However, the connection to traffic is not allowed as a default, in other words, there needs to be data or some history to show an unsafe condition (such as an increase in traffic accidents, or even the severity of the traffic accident. Have fatalities increased as of late? etc.). In fact, when KPM asked the question of DOT engineers, does DOT you ever go back and review the outcomes of e.g., road diets, the answer was "no". The City of Pasadena should be looking at **safety** in the transportation and development process with LOS and parts of VMT. Not focus on "in-vogue" policy that does not have unequivocal acceptance by traffic experts and cities safety outcomes.

The problem with VMT is that it is a very "macro level" metric (generally relating to a broad-brush citywide condition), and does not in any way begin to predict better or worse traffic conditions at an intersection or a roadway segment. Traffic conditions at intersections or along street segments still need to be analyzed using traditional Highway Capacity Manual (HCM) methodologies, which require intersection-turning movement counts. The City of Pasadena's TRANSPORTATION IMPACT ANALYSIS CURRENT PRACTICE & GUIDELINES specifies in Table 3 the acceptable level of service threshold maximum values (caps) as the following intersection condition:



Table 3- Metrics' Cap Outside of CEQA

METRIC	DESCRIPTION	CAP
1. Street Segment Analysis	The street segment analysis assesses traffic intrusion on local streets in residential neighborhoods	Increases of 10-15% above existing on streets with more than 1500 ADT would trigger conditions of approval to reduce project vehicular trips
2. Auto Level of Service	Level of Service (LOS) as defined by the Transportation Research Board's Highway Capacity Manual (HCM).	A decrease beyond LOS D Citywide or LOS E within Transit Oriented Districts (TODs) would trigger conditions of approval to reduce project vehicular trips
3. PEQI	Pedestrian Environmental Quality Index	Below average Conditions
4. BEQI	Bicycle Environmental Quality Index	Below average conditions

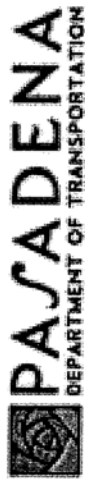
<https://www5.cityofpasadena.net/transportation/wp-content/uploads/sites/6/2015/12/Current-Practice-and-Guidelines.pdf>

"A decrease beyond LOS D Citywide or LOS E within Transit Oriented Districts (TODs) would trigger conditions of approval to reduce project vehicular trips." What this means is that "LOS D" is the standard in the City for intersection level of service, but "LOS E" (one step from "LOS F" which is extreme traffic, "more than 80 seconds delay at an intersection") **is allowed for areas that are within a transit-oriented development (TOD)**, where typically higher densities of development would be taking place.

This questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development resulting in unfavorable quality of life for residents. Over development, VMT and the plans for having a "city without cars" is the wrong place to use as an experiment.

KPM believes further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. KPM has a duty to oversee city government when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Thank you for your consideration,  
/s/ Frank Duerr



**Table 3- Metrics' Cap Outside of CEQA**

METRIC	DESCRIPTION	CAP
1. Street Segment Analysis	The street segment analysis assesses traffic intrusion on local streets in residential neighborhoods	Increases of 10-15% above existing on streets with more than 1500 ADT would trigger conditions of approval to reduce project vehicular trips
2. Auto Level of Service	Level of Service (LOS) as defined by the Transportation Research Board's Highway Capacity Manual (HCM).	A decrease beyond LOS D Citywide or LOS E within Transit Oriented Districts (TODs) would trigger conditions of approval to reduce project vehicular trips
3. PEQI	Pedestrian Environmental Quality Index	Below average Conditions
4. BEQI	Bicycle Environmental Quality Index	Below average conditions

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and stop your plan to overdevelop Pasadena

**From:** Geraci, Greg @ LA North  
**Sent:** Monday, January 13, 2020 10:25:04 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk  
**Cc:** Jomsky, Mark  
**Subject:** Stop VMT and stop your plan to overdevelop Pasadena

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

To all Councilmembers,

The plan to use recalculated DOT metrics would negatively impact our Pasadena neighborhoods with major increases in traffic caused by over-development. Stop this agenda because the residents of Pasadena will suffer in the long run. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Please stop using VMT as your impact metric and retain Level of Service as the metric.

Sincerely,

Greg Geraci  
818-481-1680

01/13/2020  
Item 11

Dear Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development. Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Cristian Gonzalez

RECEIVED

2020 JAN 13 AM 9:52

CITY CLERK  
CITY OF PASADENA

**Jomsky, Mark**

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**From:** Thurmon Green <thurmongreen1@gmail.com>  
**Sent:** Sunday, January 12, 2020 6:05 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

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Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,

01/13/2020  
Item 11

## Jomsky, Mark

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**From:** Chad Greene <chad@chadagreene.com>  
**Sent:** Friday, January 10, 2020 3:12 PM  
**To:** Jomsky, Mark; City\_Council  
**Subject:** keep VMT

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

To the mayor and the members of the Pasadena City Council,

I hear that Pasadena is considering taking a big step backward by abandoning VMT metrics for assessing traffic in the city. How shameful. Not everyone in this city owns a car, and many Pasadena residents who do, don't even enjoy driving. So why would we backslide to the bad old days of car-only design?

Please keep VMT, and start prioritizing safety and quality of life in Pasadena, not just maximum flowage of cars.

Chad A. Greene, Ph.D.  
Sea Level Research Group  
NASA Jet Propulsion Laboratory  
California Institute of Technology

## Jomsky, Mark

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**From:** Greg Gunther <greg.b.gunther@gmail.com>  
**Sent:** Friday, January 10, 2020 11:19 AM  
**To:** Jomsky, Mark  
**Cc:** Tornek, Terry; Hampton, Tyron; McAustin, Margaret; Kennedy, John; Gordo, Victor; Wilson, Andy; Masuda, Gene; Madison, Steve  
**Subject:** [Agenda Item #11] Please Continue to Support VMT Metric

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Mayor Tornek and City Councilmembers -

It's come to my attention that Council may be reconsidering Pasadena's leadership with regard to measuring the impacts of transportation on land use decisions.

As you review this matter, please give thought to these facts:

- **Level-of-Service (LOS) measures traffic congestion, and that is NOT an environmental impact** (rather, it is a byproduct of individual mode choices)
- **On the other hand, Vehicle Miles Traveled (VMT) provides a true measure of environmental consequences**, one which is readily extrapolated to reflect Greenhouse Gas (GHG) Emissions, air pollutants, and energy use

Pasadena deserves better. Please protect the long list of benefits that accrue from using VMT as the key measure for assessing Transportation impact:

- Public Health improvements
- Reduction in GHG and other emissions
- Most effective approach to reduce regional congestion, etc. etc. etc.

Thank you,  
// Greg Gunther

01/13/2020  
Item 11



## Jomsky, Mark

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**From:** Richard Hogge <chardhogge@gmail.com>  
**Sent:** Friday, January 10, 2020 12:53 PM  
**To:** Jomsky, Mark  
**Cc:** Pasadena CSC  
**Subject:** I support VMT!

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Dear Honorable Mayor and Councilmembers,

Our city deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
Richard Hogge

## Jomsky, Mark

---

**From:** Denise Hornick <denisenotjohn@gmail.com>  
**Sent:** Sunday, January 12, 2020 11:18 AM  
**To:** Jomsky, Mark; Masuda, Gene  
**Cc:** KeepPasadenaMoving  
**Subject:** Stop VMT and Retain LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development. Please do not maintain VMT as our impact metric and retain LOS.

Denise M. Hornick  
District 4

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Bob Huddy <bhuddy@earthlink.net>  
**Sent:** Saturday, January 11, 2020 6:15 PM  
**To:** Jomsky, Mark  
**Cc:** victor@victorgordofor mayor.com  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set an incredibly simplistic standard of traffic impact and air quality analysis for California by being the first to adopt only VMT., despite our lack of ability to accurately measure it or the impacts of reduce VMT on local traffic congestion.

And . before this change, the most important thing about a street was how aa cycles you might have to sit through a traffic signa, or be able to safely cross a major Pasadena arterial.

Now you want to continue to ignore the significant traffic congestion impacts, like increased greenhouse gas emissions from stop and go traffic congestion and increased idling, by refusing to collect critical data on intersection level delays, or actual VMT reductions from things like "access" to transit.

Now you propose to continue to use poor data that does not accurately measure the impacts of stop and go, including increased congestion costs, and increased vehicle emissions, to set a standard for new congestion on our urban arterials, whereby, most new development would also no be subject to mitigation fees for the increased traffic congestion and greenhouse gas emitted from the impacts of additional trips, regardless of aggregate VMT on our local streets and in our neighborhoods.

Pasadena needs to collect real data on all congestion related impacts, including travel time delay, and LOS, actual project level traffic counts, and arterial and intersection travel delay, to properly analyze and model such impacts. And, to properly assess the proper impact fees for additional congestion impacts from new development.

Please collect relevant traffic and transportation impact data, including both LOS and VMT, as Pasadena[s comprehensive scientifically based multivariate transportation impact metrics.

Sincerely,  
Bob Huddy  
Former Chairman, and one time founding member,  
Pasadena Transportation Advisory Commission

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Dan Huynh <bleuroses@gmail.com>  
**Sent:** Sunday, January 12, 2020 11:32 AM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Council members,

As someone who lives and works in Pasadena and commutes by bike, on foot, and via Pasadena Transit, I appreciate that the city has made these travel options a priority. And, going forward, our city deserves to continue having streets that are safe and livable for all users.

In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please continue to be a leader in people mobility and maintain VMT as our impact metric!

Sincerely,  
Dan

01/13/2020  
Item 11

**Iraheta, Alba**

---

**To:** cityclerk  
**Subject:** RE: VMT

From: Rose Juarez  
Sent: Sunday, January 12, 2020 5:10:38 PM (UTC-08:00) Pacific Time (US & Canada)  
To: cityclerk  
Subject: VMT

CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

-----

Dear Mayor and Councilmembers,

Please reconsider using VMT metrics in planning for our city. By abandoning LOS, you will greatly diminish the quality of life in Pasadena.

I urge you to remain loyal to your residents and preserve this great city.

Sincerely,

Rose Juarez

**Iraheta, Alba**

---

**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS.

**From:** KeepPasadenaMoving  
**Sent:** Sunday, January 12, 2020 11:00:38 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT and keep LOS.

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Subject: Stop VMT and keep LOS  
Add to the public record

Dear Honorable Mayor and Councilmembers,  
The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Thank you,

Keep Pasadena Moving  
Board members

01/13/2020  
Item 11

**Iraheta, Alba**

---

**To:** cityclerk  
**Subject:** RE: Subject: Stop VMT and keep LOS

**From:** Bernard Lamb  
**Sent:** Sunday, January 12, 2020 3:57:03 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Subject: Stop VMT and keep LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Council Members,  
The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development. Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Bernard L. Lamb

## Jomsky, Mark

---

**From:** Bin Lee <bin@imaginebin.com>  
**Sent:** Friday, January 10, 2020 2:00 PM  
**To:** Jomsky, Mark; Hampton, Tyron  
**Cc:** Pasadena CSC  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

As a homeowner who lives and works in Pasadena without a car, I urge you to maintain VMT as part of DOT's impact metric. Do NOT revert to LOS.

I live near car-heavy streets like Washington and Lincoln. I have to be extra cautious when using/crossing Lake or Villa or Colorado while biking to/from work because people treat them like freeways, and my life is not worth an extra minute of their time.

VMT is a better planning tool because it accounts for housing and economic impacts, not just for people driving through. Going back to LOS is like getting rid of our weather satellites and predicting the weather with almanacs.

There's a wise saying that I take to heart: "society should be judged by how we treat our most vulnerable." If we city-plan only valuing making drivers go faster, then we're telling our elderly, our visually impaired, our low-income residents, and our children that they are not welcome on our roads.

On January 13th, please maintain VMT as our impact metric.

Thank you for your time,  
Bin Lee  
District 1

01/13/2020  
Item 11



## Jomsky, Mark

---

**From:** Shaun Lee <shaun@alumni.caltech.edu>  
**Sent:** Saturday, January 11, 2020 2:33 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt vehicle miles traveled (VMT). Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

I appreciated the Department of Transportation's easy-to-read and informative report regarding "Transportation Performance Measures" (available at [http://ww2.cityofpasadena.net/councilagendas/2020%20Agendas/Jan\\_13\\_20/AR%2011.pdf](http://ww2.cityofpasadena.net/councilagendas/2020%20Agendas/Jan_13_20/AR%2011.pdf)), and I appreciate the City's efforts in following the guiding principal of the mobility element of the City's General Plan that envisions Pasadena as "a community where people can circulate without cars."

Having having spent most of my life in Pasadena, I feel like the City is much more walkable now than it was when I was growing up, and I appreciate continued efforts to improve the ability of people to get around without cars. More recently, by choosing to live by Madison Heights, I am able able to take care of most of my errands by walking, and I usually take public transit to work. (My car is enjoying a well-deserved semi-retirement.) For example, I appreciate the flashing lighted crosswalk at Marengo and Pico, as it helps me get to Trader Joe's more safely and seems to encourage at least some drivers to drive within the posted speed limit and to slow (and even stop) for pedestrians.

I also appreciate Pasadena's early adoption of VMT in 2014 and its continued compliance with SB 743 for analyzing so-called "Category 2" projects. I certainly wouldn't want the City to spend taxpayer money defending lawsuits brought because the City's EIRs failed to comply with state law. I further appreciate the City's development of its "Outside CEQA" process for so-called "Category 1" projects.

I would also like for the Mayor and the Councilmembers to add VMT as a factor in the analysis of Category 1 projects. I have observed a number of new construction projects in the city that seem to fall within this size and, given the rapidly changing weather patterns (even in our city!), adding VMT to factor-in the greenhouse gas (GHG) impact of these developments would further solidify Pasadena's role as a leader in city management and environmental stewardship.

Sincerely,  
Shaun Lee  
District 6

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** John Lloyd <boyonabike62@gmail.com>  
**Sent:** Sunday, January 12, 2020 12:33 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers, Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars. Please maintain VMT as our impact metric. Sincerely,  
John Lloyd.

01/13/2020  
Item 11

**Jomsky, Mark**

---

**From:** Barbara Masters <barbmasters@charter.net>  
**Sent:** Sunday, January 12, 2020 12:57 PM  
**To:** Jomsky, Mark  
**Cc:** info@pasadenacsc.org  
**Subject:** January 13 Meeting Item - I support VMT!

CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

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Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,

Barbara Masters  
80 N Raymond Ave  
Pasadena 91103

01/13/2020  
Item 11

**Jomsky, Mark**

---

**From:** Michelle Matthews <michelle@arlingtongardenpasadena.org>  
**Sent:** Friday, January 10, 2020 2:28 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
Michelle Matthews

01/13/2020  
Item 11

**Jomsky, Mark**

---

**From:** Topher Mathers <tophermathers@gmail.com>  
**Sent:** Friday, January 10, 2020 10:51 PM  
**To:** Jomsky, Mark  
**Subject:** I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
Topher Mathers (District 5 Resident)

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Blair Miller <blairmiller1@yahoo.com>  
**Sent:** Sunday, January 12, 2020 11:52 AM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item #11 - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please retain the sophisticated methodology that Pasadena DOT has developed, and do not return to prioritizing traffic flow as our most critical impact metric.

Sincerely,

Blair Miller

## Jomsky, Mark

---

**From:** Christy Moision <cmoision@gmail.com>  
**Sent:** Monday, January 13, 2020 9:17 AM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

I want my boys to grow up in a town where they can have some freedom and independence in how they get around. Pasadena is not that town YET, but I'm hoping it will be in the coming years.

Sincerely,

Christy Moision  
Oakland Ave

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Jason Neville <jasonsneville@gmail.com>  
**Sent:** Friday, January 10, 2020 11:18 AM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

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Dear Honorable Mayor and Councilmembers,

I take my daughter to school on a bicycle and am terrified for her life. We need to design our streets for all users, not turn them all into dangerous highways for drivers (I am a driver too!).

In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail, and how we're helping meet our climate goals.

This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric. Children's lives and the quality of our communities are depending on it.

Sincerely,

Jason Neville  
128 N Oak Knoll #304  
Pasadena CA 91101

01/13/2020  
Item 11



## Jomsky, Mark

---

**From:** Richard Oosterom <roosterom@gmail.com>  
**Sent:** Saturday, January 11, 2020 4:01 PM  
**To:** Jomsky, Mark  
**Cc:** info@pasadenacsc.org  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

I would also like to add a suggestion more consideration to be given to pedestrians in making all crosswalks signs at intersections come on without the need for someone to have actually pressed a button for crossing. It is more than an inconvenience in that it sends a message saying the flow of automobiles always takes precedence over the people trying to cross the street. And the fact that there are already many intersections that the cross light comes on without anyone pressing a button or don't even have a button for pressing makes the current practice haphazard and not well defined.

Sincerely,

Richard Oosterom  
960 San Pasqual Street  
Pasadena, CA

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Joe Piotrowski <joepiotrowski@sbcglobal.net>  
**Sent:** Saturday, January 11, 2020 3:47 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers, Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars. Please maintain VMT as our impact metric. Sincerely,  
Joe Piotrowski

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** David Pritchard <david@morphicresonancemusic.com>  
**Sent:** Saturday, January 11, 2020 1:16 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,

David Pritchard  
[www.morphicresonancemusic.com](http://www.morphicresonancemusic.com)

## Jomsky, Mark

---

**From:** Banaf Rahimi <banaf.s.rahimi@gmail.com>  
**Sent:** Friday, January 10, 2020 11:10 PM  
**To:** Jomsky, Mark  
**Subject:** I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,  
Banaf Rahimi (District 5 Resident)

01/13/2020  
Item 11

**Iraheta, Alba**

---

**To:** cityclerk  
**Subject:** RE: traffic

**From:** Stevens Rayburn  
**Sent:** Sunday, January 12, 2020 12:03:33 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk  
**Subject:** traffic

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

an 70% wants the roads fixed, lights synchronized why do you work so hard against us! Look at green street use to be able to drive from one end to the other, at a safe spgreater theed and get a green lights all the way, what it is now is stop and go all over Pasadena not just green street. i really have nothing good to say about pasadena dot or the manager of pasadena and none of you listen.

THANK YOU FOR NOTHING BUT A PAIN.  
Steve Rayburn

01/13/2020  
Item 11

## Jomsky, Mark

---

**From:** Wesley Reutimann <wesleyreutimann@gmail.com>  
**Sent:** Sunday, January 12, 2020 9:38 PM  
**To:** Jomsky, Mark  
**Subject:** 1/14 Meeting - Agenda Item 11 - Transpo Metrics

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Mayor and Council,

In November 2014 Pasadena set the standard for California by being the first community to move away from "Level-of-Service" (LOS), in advance of the state deadline for California cities to transition to more sustainable transportation performance metrics.

LOS was inherently not compatible with the City of Pasadena's Guiding Principles or the Goals and Policies of the 2014 and 1994 General Plans. By prioritizing moving cars above all else, LOS ignored other modes of mobility, public safety, and community aesthetics. LOS also created serious barriers to greater use of healthier, more sustainable modes of transportation, as the mitigation measures required by an LOS analysis typically resulted in wider intersections, new turn pockets, or other car-centric design changes that encouraged more car trips and made it more difficult and dangerous for people to walk, bike, or use transit.

Given the state's direction and community concern for public safety and the environment, City staff worked for several years to research and develop a set of new metrics that would better reflect and accommodate the diversity of road users in Pasadena. These more holistic metrics were vetted during a lengthy review process including a year-long series of community, committee, and commission meetings. The resulting (5) Pasadena transportation metrics were designed to make it easier for people to move around Pasadena, whether by car, transit, foot, bike, or other mode.

After decades of auto-centric city planning, the City has finally begun turning the ship towards a more multimodal, sustainable model for the 21st century. Rather than consider steps backward, Pasadena's leaders should be looking to what else can be done to reduce vehicle trips associated with new development, and increase the affordability of new units. Indeed, with vehicle emissions accounting for 52% of all greenhouse gas emissions in the City of Pasadena (Pasadena Climate Action Plan), it is imperative that the City take the issue of sustainable mobility and affordable, pedestrian-friendly in-fill housing seriously. Policy examples from other communities include:

- Decoupling on-site parking from units to give renters/buyers the opportunity to save money by not owning a car, or becoming a one-car household
- Introducing on-site parking maximums and eliminating parking minimums in TOD zones and the City's walkable downtown
- Requiring free transit passes with new units (e.g., Pasadena Transit, Metro)
- Incentivizing EV sharing programs in new units
- Improving local bus transit headways and service

As long-time residents who strongly support the development of a greener, more walkable city, we strongly encourage the Council to preserve more sustainable metrics for measuring our streets.

Wesley and Kristin Reutimann  
Pasadena 91103

01/13/2020  
Item 11

**Iraheta, Alba**

---

**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS

**From:** Kim santell  
**Sent:** Sunday, January 12, 2020 10:32:09 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT and keep LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Kim Santell

**Jomsky, Mark**

---

**From:** Candace Seu <cswmseu@gmail.com>  
**Sent:** Saturday, January 11, 2020 3:36 PM  
**To:** Jomsky, Mark  
**Cc:** Tornek, Terry; Hampton, Tyron; McAustin, Margaret; Kennedy, John; Gordo, Victor; Wilson, Andy; Masuda, Gene; Madison, Steve  
**Subject:** [Agenda Item #11] Please Continue to Support VMT

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

As someone who chooses to move around the city primarily by walking, biking, and transit, I appreciate any measures you take to improve the accessibility and safety of our streets -- because for me and my family, it's literally a matter of life and death.

I'm grateful that in 2014, you opted to adopt the city's current holistic mix of CEQA metrics (including VMT) that now explicitly values the lives of people like me - replacing the outdated LOS metrics that exclusively prioritized car speeds at the expense of our **climate, health, and finances** (<https://escholarship.org/uc/item/4h5494vr>).

I hope that you will choose to build on your earlier leadership by working with city staff to **be bold, smart, and creative in finding additional solutions to decrease congestion, keep people safe, and stay on track with our Climate Action Plan** -- for example, by decreasing or abolishing parking minimums (<https://www.strongtowns.org/parking>), and ensuring that transit and active transportation are attractive, safe, and easily accessible to those who want to take it (<https://www.transportation.gov/mission/health/vmt-capita>).

In light of the **wide expert consensus around the superiority of VMT over LOS** (<http://www.opr.ca.gov/ceqa/updates/sb-743/>), and the lack of any apparent data that Pasadena's traffic congestion has increased more than it would have as a result of Pasadena's metrics, it doesn't make sense to think that returning to LOS would solve any of the above issues.

**Please maintain VMT as our impact metric.**

Sincerely,

Candace Seu  
District 6

01/13/2020  
Item 11



**Jomsky, Mark**

---

**From:** Michael Siegel <michael.siegel.11@gmail.com>  
**Sent:** Friday, January 10, 2020 12:26 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Please maintain VMT as our impact metric. Lets make our Pasadena streets HUMAN-centric, makes life better for all of us.

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Thank you!!!

Sincerely,

Michael Siegel  
406 N Raymond

01/13/2020  
Item.11

## Iraheta, Alba

---

**From:** cityclerk  
**Sent:** Sunday, January 12, 2020 10:36 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Martinez, Ruben; Novelo, Lilia; Reese, Latasha; Robles, Sandra  
**Subject:** FW: Stop VMT and Keep LOS

---

**From:** Isimmons2@charter.net  
**Sent:** Sunday, January 12, 2020 10:35:50 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT and Keep LOS

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

The recalculation of DOT metrics would negatively impact neighborhoods with increased traffic due to over-development that would force an unwanted impact on the residents affected by the recalculation of DOT metrics. The current lust for over-development, VMT, and the remaking of a city without cars is wrong for Pasadena, a town that should not become an urban experiment.

For one thing, many workers cannot afford to live in Pasadena, so they must travel by car from great distances. Public transportation, bicycles, or walking doesn't always work in these commuter cases, since many are parents who run errands and drop off/pick up their children at various schools on their way to and from work.

Further oversight on the residents' behalf and concern for their well being should be taken into consideration when designing a comprehensive study of DOT metrics for the implementation of a new vehicular transportation model. Were it not for excessive over-development and a desire to transform Pasadena into Manhattan or Chicago, Pasadena residents would not be threatened by civic transportation and planning decisions. Please listen to your constituents and continue to plan via LOS, rather than the VMT model.

Respectfully submitted,  
Linda Jones Simmons  
Pasadena Resident

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT

**From:** Laurie Smith  
**Sent:** Sunday, January 12, 2020 11:39:40 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk; Jomsky, Mark  
**Subject:** Stop VMT

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena. Further oversight on the City's behalf is needed for a cumulative review of DOT's plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Laurie Smith

01/13/2020  
Item 11

## Jomsky, Mark

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**From:** Jake Theios <jake.theios@gmail.com>  
**Sent:** Monday, January 13, 2020 9:19 AM  
**To:** Jomsky, Mark  
**Subject:** I Support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars. I chose to live in Pasadena because it is a vibrant, walkable area. I would hate to see the city backtrack on the progress that has been made.

In addition, given the severity of the climate crisis, it would be hypocritical for our leaders to support a backward move to car-centric planning that would increase pollution and carbon emissions.

Please maintain VMT as our impact metric.

Sincerely,

Jake Theios

01/13/2020  
Item 11

## Jomsky, Mark

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**From:** Trout, Diane E. <diane@caltech.edu>  
**Sent:** Sunday, January 12, 2020 9:58 PM  
**To:** Jomsky, Mark  
**Subject:** I support Vehicle Miles Traveled as a metric for tracking environmental impact

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Council members,

Please keep vehicle miles traveled as the metric used to rate the impact of automobile traffic. It is a good metric and closely related to the various environmental harms caused by gasoline or diesel powered vehicles.

The only thing that might be better is to track "gallons of gasoline and diesel used" but that would likely be difficult for the city transportation department.

Fundamentally the further a car drives the more pollution it generates.

"Air pollution is a current and growing global problem. It is a recognized causative factor in several non-communicable diseases (NCD) including heart disease, stroke, and cancer."

Evidence is additionally building that particulate air pollution also increases risk for dementia. Peters et al, J. of Alzheimers disease, 2019 [1]

Air pollution additionally impairs academic test taking ability. First documented in Lavy et al, NBER Working Paper No. 20648, 2014 [2], and an accidental experiment in Los Angeles schools discovered air filters improved children's performance on standardized tests by approximately 0.2 standard deviation Matthew Yglesias, Vox Jan 8, 2020. [3]

Finally to have any hope of reaching a stable planetary climate we need to reduce the largest source of greenhouse gas emissions in California the 41% due to transportation. California Air Resource Board. [4]

The Air Resource Board found in their SB 150 progress report that the per capita vehicle miles traveled have not fallen remotely fast enough to meet our 2020 climate targets. Melanie Curry, Streetsblog Cal, Jun 29, 2018 [5]

"Californians must also reduce VMT to 25 percent of 2005 levels, said ARB staffer Ashley Georgiou, which is equivalent to about 1.6 miles per person per day. "Reducing driving, including via carpooling, improving connections to transit, and increasing active transportation, can reduce health risks, reduce the need for funding, and strengthen the resilience of people and communities," she added." (also [5])

Given the wide health impacts and dire climate impacts determined by travel distance and fuel economy it is more than appropriate to use vehicle miles traveled as a metric to determine the environmental impacts of vehicles on Pasadena.

Respectfully  
Diane Trout

01/13/2020  
Item 11

Resident of District 5  
Pasadena, CA 91106

- [1] <https://content.iospress.com/articles/journal-of-alzheimers-disease/jad180631>
- [2] <https://www.nber.org/papers/w20648>
- [3] <https://www.vox.com/2020/1/8/21051869/indoor-air-pollution-student-achievement>
- [4] <https://ww2.arb.ca.gov/ghg-inventory-data>
- [5] <https://cal.streetsblog.org/2018/06/29/californians-must-drive-less-says-arb-at-historic-first-joint-meeting-with-ctc/>

**Jomsky, Mark**

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**From:** Neal Turner <neal@mailfence.com>  
**Sent:** Friday, January 10, 2020 4:33 PM  
**To:** Jomsky, Mark  
**Subject:** January 13th meeting item: I support VMT!

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Dear Honorable Mayor and Councilmembers,

Our City deserves streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being first to adopt VMT as a metric for new development. Before this change, the most important thing about a street was how fast the cars on it moved. Now we can consider how close new housing is to jobs and retail, letting streets be built for both cars and people.

As someone who works in and commutes through Pasadena daily, and a former longtime City resident, I ask the Council to maintain VMT as our impact metric.

Sincerely,

-Neal Turner, 502 Mountain View St, Altadena 91001, mobile 626/793-8897.

01/13/2020  
Item 11

## Jomsky, Mark

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**From:** Marianne Ward <mbward25@gmail.com>  
**Sent:** Friday, January 10, 2020 1:08 PM  
**To:** Jomsky, Mark  
**Subject:** I support VMT!

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Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars. As someone who lives, shops, and dines in Pasadena, I crave streets that are walkable, bikeable, and safe! Not only that, as someone who drives in Pasadena, I want my streets to be engineered to prioritize the safety of people - pedestrians, cyclist, and drivers alike. I don't want to hurt anyone while I'm driving and I know I need help to do that because humans are fallible and drivers will drive fast where we can; we need streets the force us to slow down and drive safely to keep us from making mistakes that can cost lives. Streets must be engineered to prioritize safety and sustainability.

Please maintain VMT as our impact metric and guide us toward sustainable choices like walking, biking, and taking public transportation.

Sincerely,  
Marianne

--

Marianne B. Ward, MEd, MA  
Learning Design and Technology  
Sport Management

Manager, Medical Education Programs  
Department of Pediatrics  
Keck School of Medicine, USC  
Children's Hospital Los Angeles

77 S. Greenwood Ave.  
Pasadena, CA 91107  
(626) 716-1546  
[mbward25@gmail.com](mailto:mbward25@gmail.com)



**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

**From:** Charles Wardlaw  
**Sent:** Monday, January 13, 2020 9:10:00 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Jomsky, Mark; cityclerk  
**Subject:** VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

I am writing to urge you to retain LOS.

To create traffic congestion in Pasadena to TRY and force residents to use mass transit will not work and is not in Pasadena's best interest.

Part of this may be driven by developers pushing "excessive development", you and the City have a duty to oversee maintaining Pasadena as a premier Californian town with a village like feel.

I assume that not 100% of these proposed buses are 100% electric either.

Best Regards

**Charlie Wardlaw**

01/13/2020  
Item 11

**Jomsky, Mark**

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**From:** Marc Weiss <weiss.m.a@icloud.com>  
**Sent:** Sunday, January 12, 2020 12:58 PM  
**To:** Jomsky, Mark  
**Subject:** I support VMT!

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Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all users. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider how close new housing is to jobs and retail. This allows us to design our streets for people, not only cars.

Please maintain VMT as our impact metric.

Sincerely,

Marc Weiss  
80 N. Raymond Ave #207  
Pasadena CA 91103  
818-269-1133  
weiss.m.a@icloud.com

01/13/2020  
Item 11

**Iraheta, Alba**

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**To:** cityclerk  
**Subject:** RE: Stop VMT and keep LOS

From: Marion White  
Sent: Sunday, January 12, 2020 2:13:28 PM (UTC-08:00) Pacific Time (US & Canada)  
To: cityclerk; Jomsky, Mark  
Subject: Stop VMT and keep LOS

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Dear Honorable Mayor and Council Members, The questionable and convenient recalculation of DOT metrics would greatly impact neighborhoods with increased traffic by over-development, resulting in unfavorable quality of life for residents. Over development, VMT, and the plans for having a "city without cars" is wrong for Pasadena.

Further oversight on the City's behalf is needed for a cumulative review of DOT's plans to implement a new vehicular transportation model. The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,  
Marion White  
1000 Cordova St.  
Pasadena, CA 91106  
(District 7)

01/13/2020  
Item 11

## Iraheta, Alba

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**From:** cityclerk  
**Sent:** Sunday, January 12, 2020 7:36 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Martinez, Ruben; Novelo, Lilia; Reese, Latasha; Robles, Sandra  
**Subject:** FW: VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

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**From:** Glwglw  
**Sent:** Sunday, January 12, 2020 7:35:32 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Jomsky, Mark  
**Cc:** cityclerk  
**Subject:** VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

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I am concerned as well and would like to echo the thoughts of Mr. Drake below.

Greg Williams  
1095 Armada Dr  
Pasadena, CA

**From:** josh drake  
**Sent:** Sunday, January 12, 2020 1:20 PM  
**To:** [mjomsky@cityofpasadena.net](mailto:mjomsky@cityofpasadena.net); [cityclerk@cityofpasadena.net](mailto:cityclerk@cityofpasadena.net)  
**Subject:** VMT vs LOS for traffic Analysis 1/13/2020 Council Meeting

Dear Honorable Mayor and Councilmembers,

I understand the need for growth and continued investment in our community, as they are both key ingredients to a vibrant community.

That being said, your residents need our leadership to pursue growth and continued investment in a manner that enhances and protects the strengths of our community.

A strategy for growth and continued investment, that openly acknowledges it will increase traffic congestion as a consequence is NOT in Pasadena's best interest.

I urge the City Council to avoid following the direction of Sacramento with regard to their strategy of forcing people into mass transit by purposefully increasing traffic congestion (through the reduction of driving lanes in urban

areas, and the increase of lanes that are exclusively dedicated to bus and bicycle use). Sacramento is openly acknowledging that this is their strategy.

Further oversight on the City's behalf is needed for a cumulative review of DOTs plans to implement a new vehicular transportation model.

The City has a duty to oversee mass changes to the fabric of the community when impact to quality of life and safety of Pasadena residents and neighborhoods are threatened by civic transportation and planning decisions, including excessive development.

Please do not maintain VMT as our impact metric and retain LOS.

Sincerely,

Josh Drake  
1475 Rutherford Drive  
Pasadena CA

**Jomsky, Mark**

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**From:** Hilary Young <hilary.elizabeth.young@gmail.com>  
**Sent:** Saturday, January 11, 2020 12:24 PM  
**To:** Jomsky, Mark  
**Subject:** January 13 Meeting Item - I support VMT!

**CAUTION:** This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Dear Honorable Mayor and Councilmembers,

Our City deserves to have streets that are safe and livable for all people. In 2014, Pasadena set the standard for California by being the first to adopt VMT. Before this change, the most important thing about a street was how fast the cars on it could move. Now we can consider a more comprehensive approach, that accounts for the livability of the city and the health and wellbeing of its citizens. VMT allows us to design our streets for people, not only cars. As a Pasadena citizen who does not own a car, and who moves through the city primarily on foot or via bicycle, I urge you to maintain VMT as our impact metric.

Sincerely,

Hilary Young  
64 N Bonnie Avenue, Apartment 5  
Pasadena, CA 91106

01/13/2020  
Item 11