



**SPECIAL MEETING  
TRANSPORTATION ADVISORY COMMISSION**

**City of Pasadena  
221 E. Walnut Avenue Suite #210  
Pasadena, CA 91101**

**Wednesday, September 18, 2013  
4:00 P.M.**

**MINUTES**

**1. CALL TO ORDER: 4:02 p.m.**

**2. ROLL CALL**

**MEMBERS PRESENT:** Stephen Acker, Christopher Burner, Blair Miller, Manoochehr Adhami, Neil Kleinman, Jonathan Edwards, and James De Pietro.

**EXCUSED MEMBERS:** Greg Gunther

**CITY STAFF PRESENT:** Rebecca Gonzalez, Bahman Janka, Mark Yamarone, Sebastian Hernandez, Scott Reimers, and Vicrim Chima.

**MEMBERS FROM THE PUBLIC:** Mary Fitzpatrick, Erlinda Romo, and Carla Walecka.

**3. PASADENA SHORT RANGE TRANSIT PLAN:** Mr. Yamarone and Mr. Hernandez presented to the Commissioners an informational item regarding an overview of the existing transit system, answering the Commissioners' questions.

#### **4. PUBLIC COMMENTS NOT ON THE AGENDA:**

- Resident Mary Fitzpatrick expressed her concern on the improvements to the underpass which connects vehicles, bicyclists, and walkers from Colorado Boulevard to the Sierra Madre Villa Station. This area lacks amenities and should be made more inviting to pedestrians.

#### **5. SCOPING MEETING FOR THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE GENERAL UPDATE- RECEIVE AND PROVIDE PUBLIC COMMENTS**

**PRESENTED BY THPLANNING & COMMUNITY DEVELOPMENT:** Mr.Reimers presented a power point presentation to the Commissioners regarding the EIR study, answering the commissioners' questions and comments.

#### **PUBLIC COMMENTS:**

- Erlinda Romo spoke on behalf of the Playhouse District in regards to promoting high walkability in the Playhouse District; consider the impact of parklets and alternative parking concepts and bicycle and pedestrian traffic that occur in the District.
- Carla Walecka commented in reference to the statement on page 36 of the Initial Study (IS) related to the Environmental Impact Report, the report addresses Green House Gas (GHG) emissions, but no mention of sustainability legislation (SB375). The California Air Resources Board (CARB) specifies targets for GHG emission reductions locally and regionally, these should be addressed and referenced.
- Resident Fitzpatrick stated that on page 40 of the Initial Study in the Transportation section, the term complete streets is not used and should be included along with a description of the mandate given by the state.

#### **COMMISSIONERS COMMENTS:**

- Commission requested staff to determine the effect that the construction of residential units within urban areas with sophisticated transit infrastructure might have on certain metrics like Vehicle Miles Traveled. The model should be able to recognize that more density in these areas, along with multi-modal access and use, should decrease metrics.
- Commission requested staff to provide an outline and explain the metrics and methods that will be used in the traffic analysis besides Level of Service, for example the Mutli-Modal Level of Service, Segment and Street Intersection Impacts, and travel time through segments or corridors.
- Commission asked staff to explore bicycle and pedestrian mobility as part of the CEQA process in addition to auto-Trip Generation metrics when performing traffic analysis.

- Commission requested an explanation of the specific strategies that will be used to implement the new mobility policies and objectives.
- Commission suggested pedestrians with disabilities should be considered in the Complete Street concept.
- Commission requested staff to recognize the impact that land use will have on the bicycle and pedestrian trips in the city circulation system other than just auto mobility.
- Commission inquired staff explore other metrics to measure the effects that greenhouse gases will have in areas that are below the average general miles traveled.
- Commission asked staff to attempt to incorporate the regional impact of resident units that are unable to be built inside the central district of Pasadena due to the caps and the impact these displaced developments have on VMT (Vehicle Miles Traveled) in other cities. Compared to other cities (such as Glendale, Altadena, Monterey Park, etc.), development in Pasadena may generate lower VMT per capita due to Pasadena's walkability, the Gold Line, and its amenities. The EIR should study whether or not the caps will force development to be displaced to other higher-VMT cities, and what that impact to the region would be.

**ADJOURNMENT:** Chair Burner made a motion to adjourn the meeting. Commissioner Adhami seconded the motion and it carried unanimously. The next meeting of the TAC will be held on Thursday, October 24<sup>th</sup> at 4:00 p.m. in the 210 Conference Room at 221 East Walnut Street, Pasadena.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Rebecca Gonzalez".

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Rebecca Gonzalez  
Recording Secretary