

# Pasadena – Proposed New Mobility Metrics and Thresholds

## General Plan / Specific Plan Level

Metric	Replacement for	Policy Being Addressed	Threshold	Disclosure	Threshold Value	Notes
<b>VMT Per Capita</b>	Auto Level of Service	Sustainability				
Citywide Average			X		Target citywide average with range	Reduce from existing – basis for impact fee update
<b>VT Per Capita</b>	Segment Volume	Economic Vitality; Livability				New/old metrics measure vehicle trips, but in different ways
Citywide Average			X		Target citywide average with range	Reduce from existing – basis for impact fee update
<b>Corridor Travel Times</b>	Auto Level of Service	Economic Vitality; Livability		X	(Reliability at or below speed limit; MAP-21 metric for Principal Arterials)	Impact occurs at too fast or too slow; metric applicable at GP and Specific Plan level, but not fine-grained enough for project level
<b>Auto Level of Service</b>		Economic Vitality; Livability	X		Threshold set by geographic area: No minimum in HPAs; LOS D elsewhere	Methodology for calculating changes to current standard (HCM 2010) Will be replaced by OPR SB 743 rulemaking in TPAs May be replaced by OPR SB 743 rulemaking outside TPAs
<b>Proximity and Quality of Bicycle Facilities</b>		Encourage alternatives to motor vehicles				Metric evaluates extent and connectivity of bicycle network
Citywide				X	Target proximity for tiers	improve over existing - basis for enhanced impact fee
<b>Proximity and Quality of Transit Facilities</b>		Encourage alternatives to motor vehicles				Metric evaluates extent and connectivity of transit network
Citywide				X	Target proximity for tiers	improve over existing - basis for enhanced impact fee
<b>Pedestrian Accessibility</b>		Enhance livability; Encourage alternatives to motor vehicles				Metric evaluates proximity and variety of land uses for pedestrian access
Citywide				X	Target proximity for tiers	improve over existing - basis for enhanced impact fee

## Project (Individual Development) Level

Metric	Replacement for	Policy Being Addressed	Threshold	Disclosure	Threshold Value	Notes
<b>VMT Per Capita</b>	Auto Level of Service	Sustainability				
Citywide Average			X		Target citywide average with range	Incremental Citywide VMT per Project Incremental Capita; compare project increment VMT to existing and to future (General Plan) values
<b>VT Per Capita</b>	Segment Volume	Economic Vitality; Livability				New/old metrics measure vehicle trips, but in different ways
Citywide Average			X		Target citywide average with range	Incremental Citywide VT per Project Incremental Capita; compare project increment VMT to existing and to future (General Plan) values
<b>Auto Level of Service</b>		Economic Vitality; Livability	X		Threshold set by geographic area: No minimum in HPAs; LOS D elsewhere	Methodology for calculating changes to current standard (HCM 2010) Will be replaced by OPR SB 743 rulemaking in TPAs May be replaced by OPR SB 743 rulemaking outside TPAs
<b>Proximity and Quality of Bicycle Facilities</b>		Encourage alternatives to motor vehicles				Metric evaluates extent and connectivity of bicycle network
Citywide				X		Project impact will be mitigated via impact fee
<b>Proximity and Quality of Transit Facilities</b>		Encourage alternatives to motor vehicles				Metric evaluates extent and connectivity of transit network
Citywide				X		Project impact will be mitigated via impact fee
<b>Quality of Pedestrian Facilities</b>		Encourage alternatives to motor vehicles				Metric evaluates pedestrian conditions
PEQI (modified)				X		Project impact will be mitigated via impact fee

Metric	Replacement for	Policy Being Addressed	Threshold	Disclosure	Threshold Value	Notes
<b>Auto Access to Jobs</b>		Jobs/Housing Balance; Econ. Vitality				No longer relevant to GP alternatives
<b>Transit Access to Jobs</b>		Jobs/Housing Balance; Econ. Vitality				No longer relevant to GP alternatives