



**DATE:** April 23, 2015

**TO:** Transportation Advisory Commission

**FROM:** Frederick C. Dock, Director of Transportation

**RE:** REVISED TRANSPORTATION IMPACT ANALYSIS GUIDELINES

On November 3, 2014 the City Council adopted new transportation performance metrics with CEQA thresholds of significance, and directed staff to revise the City's Transportation Impact Analysis Guidelines. A copy of the revised transportation impact analysis guidelines is attached. Staff will present an overview of the revised Transportation Impact Analysis Guidelines.

Adopted CEQA thresholds applies to "Projects of Communitywide Significance" projects which are defined as 50,000 square feet of net new non-residential use or larger, 50 residential units or more, or any combination of the two. CEQA thresholds for larger projects are shown in Attachment 1. The five adopted transportation performance metrics with CEQA thresholds are:

- Vehicle Miles Traveled Per Capita
- Proximity and Quality of the Transit Network
- Pedestrian Accessibility
- Vehicle Trips Per Capita
- Proximity and Quality of the Bicycle Network

In addition to CEQA metrics, other metrics were established to implement conditions of approval outside of CEQA for projects exceeding the targeted caps. Recommended conditions of approval will be consistent with the City's Guiding Principles to encourage walking, biking and transit to-and-from the project site to reduce project-related vehicular trips, and protect neighborhoods. Establishing caps outside of CEQA is consistent with the provision of SB743 that the restriction on measuring vehicle delay in CEQA "does not preclude addressing traffic congestion in local General Plan Policies, Zoning Codes, Conditions of Approval, or Fee Programs."

The transportation performance metrics outside of CEQA are:

- Auto Level of Service (LOS)
- Street Segment
- Pedestrian Environmental Quality Index (PEQI)
- Bicycle Environmental Quality Index (BEQI)

The revised guidelines established two levels of analyses for smaller and larger projects as indicated in Table 1 below. Communitywide significant projects will be subject to all CEQA thresholds and LOS and Street Segment outside of CEQA, and smaller projects would be subject to all metrics outside of CEQA, unless exempt.

**Table 1- Thresholds for Requiring a Transportation Impact analysis**

TYPE OF PROJECT	EXEMPTION	Category 1: BELOW COMMUNITYWIDE SIGNIFICANCE	Category 2: COMMUNITYWIDE SIGNIFICANCE
<b>Residential (Net # of units)</b>	10 units or less	11 – 49 units	50+ units
<b>Non- Residential use(Net)</b>	10,000 Sq. Ft or less than 300 daily trips	10,001 to 49,999 Sq. Ft	50,000+ Sq. Ft

**Conditions of Approval for Exceeding Caps**

As noted before, recommended conditions of approval for projects exceeding the established caps shown in Attachment 1 will be consistent with the City’s Guiding Principles to encourage walking, biking and transit to-and-from the project site to reduce project-related vehicular trips, and protect neighborhoods.

Below is a list of typical measures that may be included for non-residential projects for exceeding LOS caps.

- Project specific measures:
  - Establish more aggressive AVO target that exceeds the City’s AVO average by enhancing the required TDM plan under the City’s Trip Reduction Ordinance (TRO)
  - Parking strategies to share parking or reduce on-site parking
  - Transit passes and/or transit cash-out
  - Bikeshare program with 10 or more bikes
  - Carshare program with two or more vehicles
  - Shuttle service to major transit stops
  - On-site transit kiosk

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- Complete Streets measures:
  - Pedestrian lighting to and from major transit stops
  - Pedestrian and Bike Traffic signal upgrades/enhancements
  - Installation of non-vehicular improvements at studied intersections

Non-residential projects exceeding the street segment caps must develop of a complete streets plan with input from the affected residents, council districts and DOT to encourage use of non-vehicular modes by the project's patrons, and implement measures to discourage use of residential streets to-and-from the project site.

Residential projects exceeding LOS and street segment caps will be conditioned to implement measures to reduce vehicular trips and encourage use of alternative modes of transportation.

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Approved by:



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Director of Transportation

Attachments:

1. Transportation Performance Metrics CEQA Thresholds and Metrics Caps outside of CEQA
2. Transportation Impact Analysis Guidelines

## Attachment 1- Transportation Performance Metrics CEQA Thresholds and Caps

### 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).	CEQA Threshold: An increase over existing Citywide VMT per Capita of 22.6.
2.	VT Per Capita	Vehicle Trips (VT) in the City of Pasadena per service population (population + jobs).	CEQA Threshold: An increase over existing Citywide VT per Capita of 2.8.
3.	Proximity and Quality of Bicycle Network	Percent of service population (population + jobs) within a quarter mile of bicycle facility types.	CEQA Threshold: Any decrease in existing citywide 31.7% of service population (population + jobs) within a quarter mile of bike facilities.
4.	Proximity and Quality of Transit Network	Percent of service population (population + jobs) located within a quarter mile of transit facility types.	CEQA Threshold: Any decrease in existing citywide 66.6% of service population (population + jobs) within a quarter mile of transit facilities.
5.	Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walk shed to evaluate walkability	CEQA Threshold: Any decrease in the Citywide Pedestrian Accessibility Score

### Outside of CEQA Caps

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 <i>Highway Capacity Manual (HCM)</i> .	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