

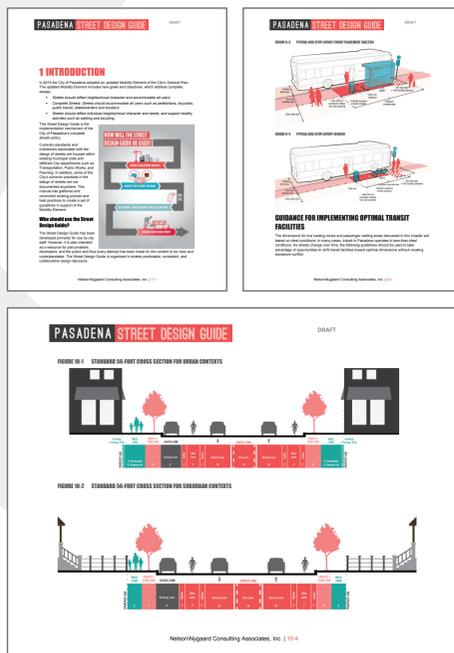
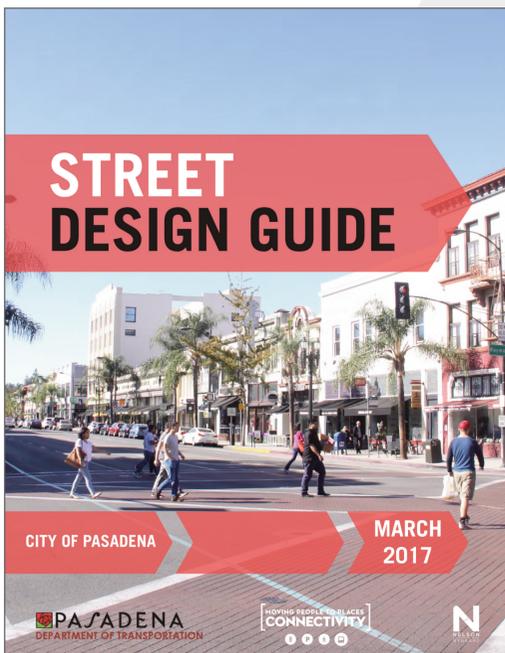
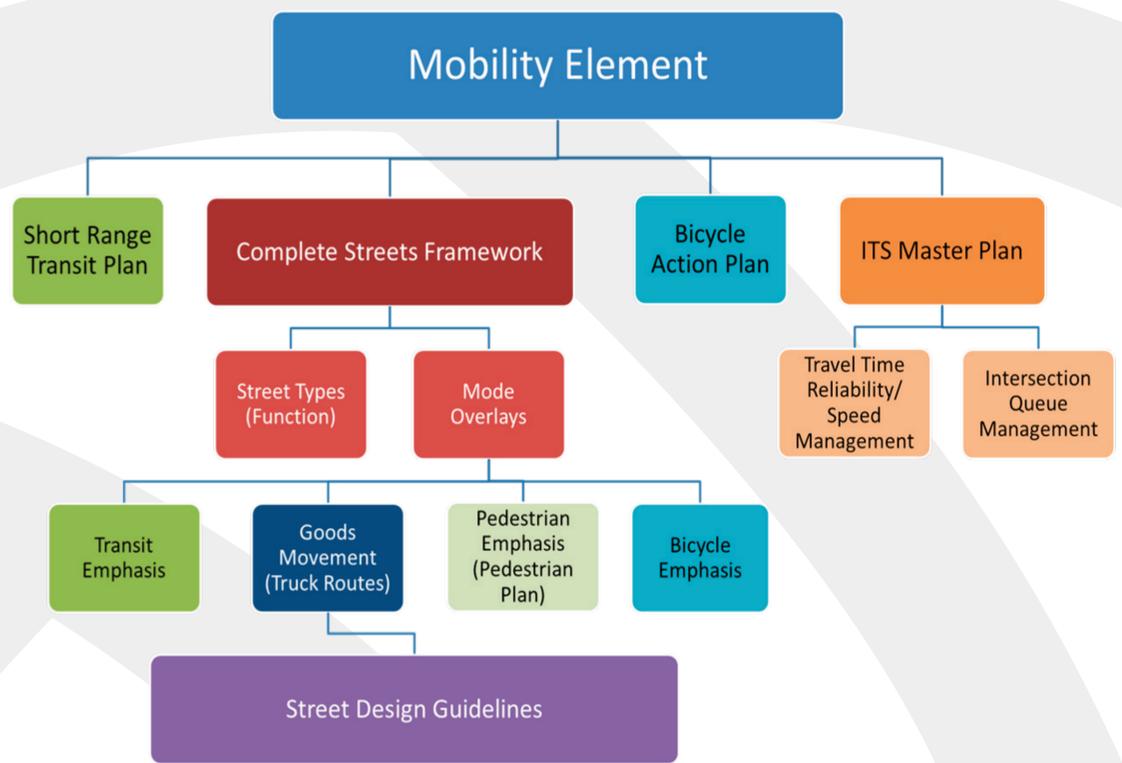
NOTES FROM THE FRONTIER

Pasadena's Experience with VMT and Complete Streets

Frederick C. Dock, PE PTOE • Transportation Director • City of Pasadena

Why Did We Do It?

- General Plan guiding principle is to be able to circulate without a car
- State mandates for GHG reduction and Complete Streets were being ignored
- Traffic impact findings painted a picture of gridlock (that never occurred)
- Misplaced investment in the street system – system-level ITS investments were undone by traffic impact mitigation
- Bicycle infrastructure was deferred by inability to repurpose traffic and/or parking lanes



What Did We Do?

- Developed a Complete Streets Framework to align plans to policies
- Adopted VMT in place of LOS to measure Transportation Impact
- Introduced Metrics for Transit, Bicycle, Walk
- Introduced Complete Streets Framework
 - Developed a new Street Plan to match policy
- Street Plan
- Street Design Guide: Complete Streets

How Is It Working Out?

- Complete Streets Program works well at a corridor level
- Support for Complete Streets is wavering as more projects move from planning into design
 - Road diets are encountering resistance
 - Necessitating more direct use of facilitated workshop approach
- Street Design Guide is in use
 - Limited application to pavement rehabilitation projects
- Complete Streets Blueprint being developed to integrate with updated Pavement Management Program

