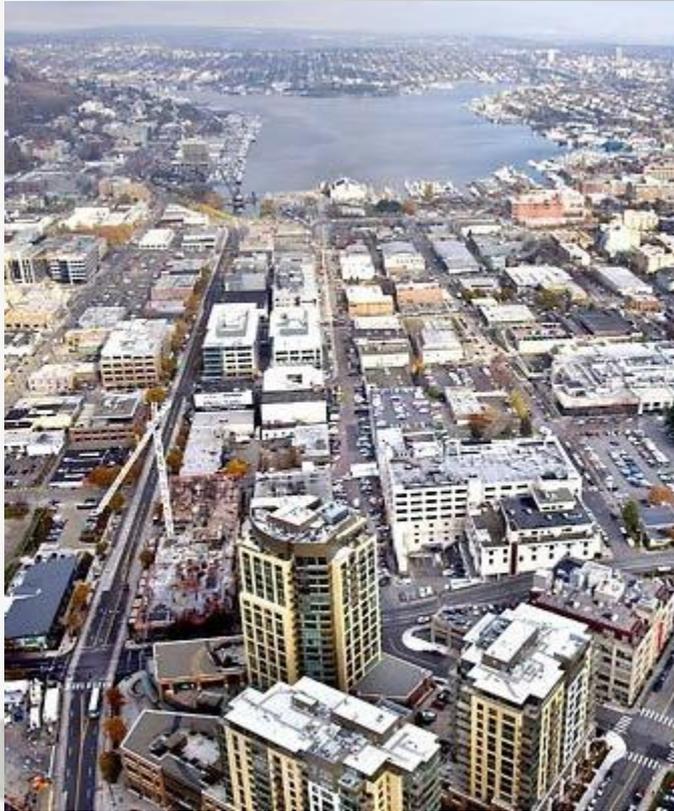


# SLU Transportation Analysis



- Challenge from the City
- Traditional transportation analysis focuses too much on traffic improvements
- Develop an alternative approach
  - Works with existing City policies
  - Focuses on other modes
  - Implements plans and urban design framework

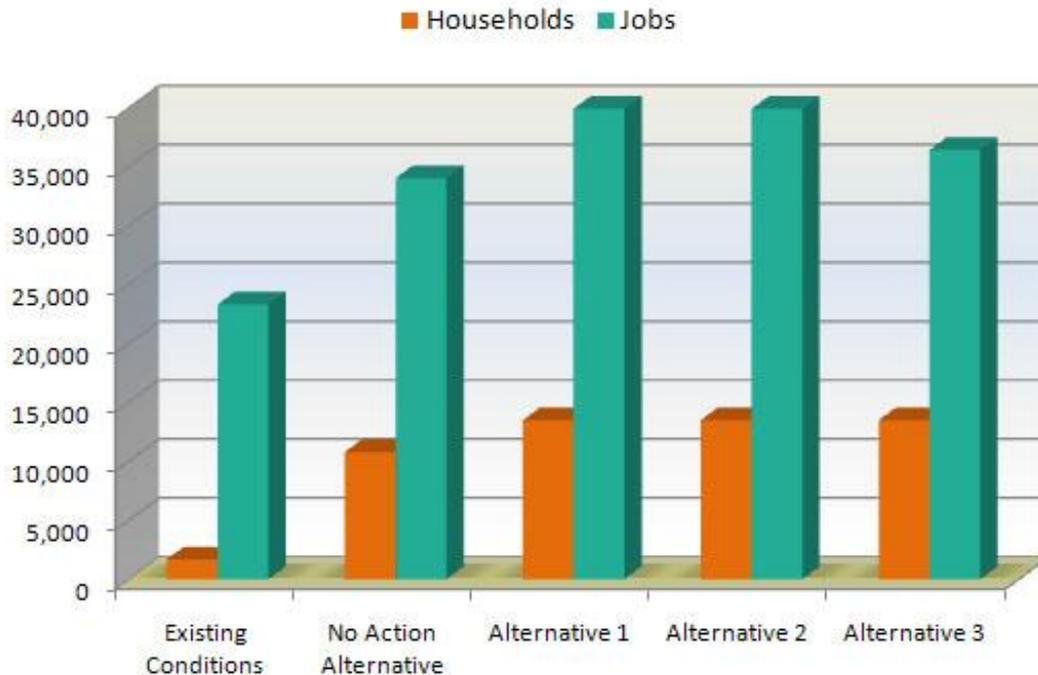
# Focus on All Modes





# Assumptions

Total Land Uses for 2008 Existing Conditions and the 2031 Height and Density Alternatives



- Land Use Growth
- Street Changes
- Transit Service Expansion
  - Rapid Ride
  - More direct service to SLU
  - More trips to DT Seattle via SLU

# Assessing Impacts



- Unique approach - MXD method
- Based on national studies of mixed use, TOD, and infill development
- Statistical analysis, empirical validation

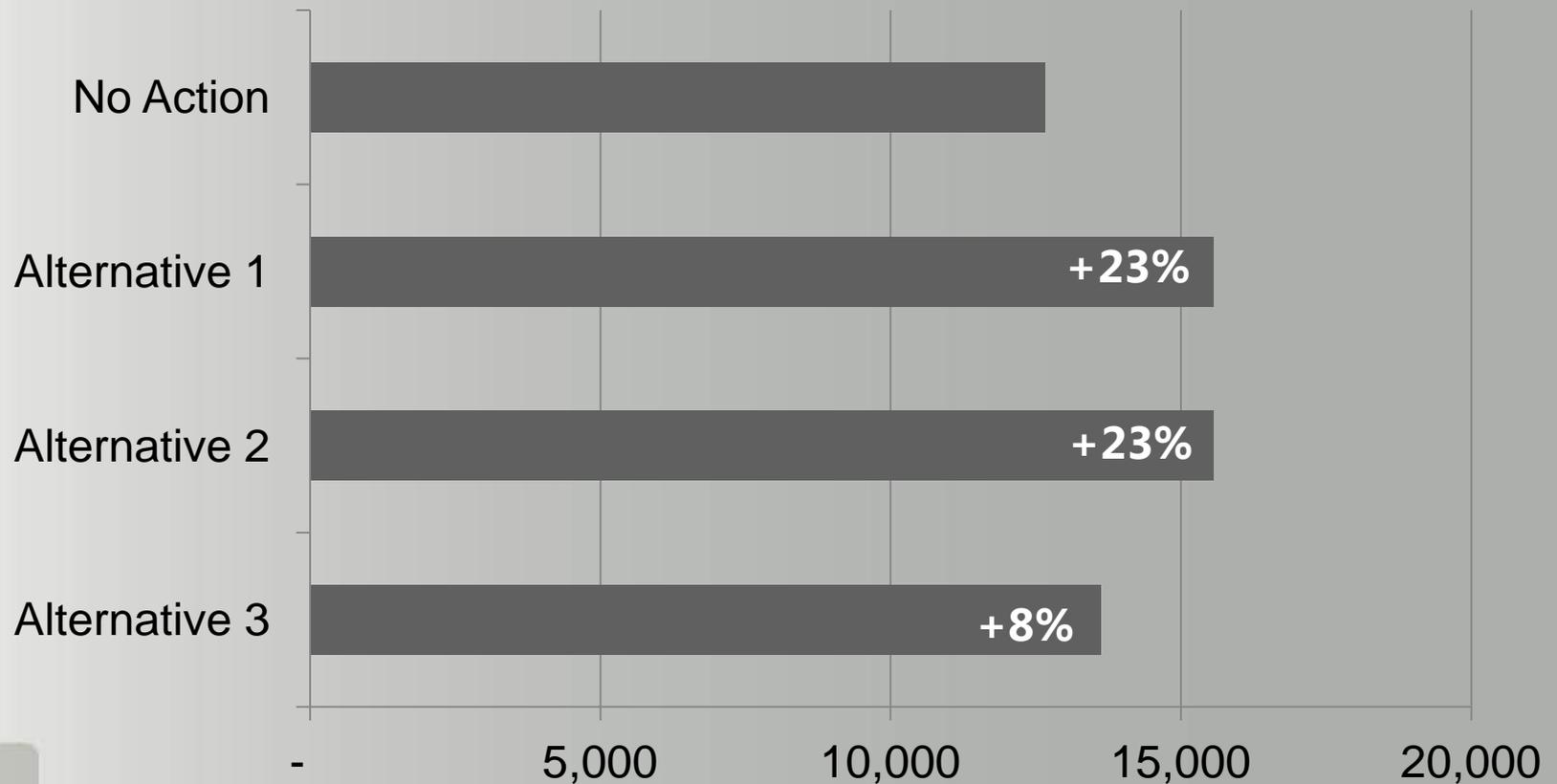


	Mixed Use Development	Transit Oriented Development	Infill Development
Percent Trip Reduction from Standard Rates	30%	44%	36%

# What Does the MXD Method Consider?

- Density of development
  - Diversity of land uses
  - Design of pedestrian and bicycle system
  - Distance to high quality transit
  - Demographic characteristics of residents
  - Demand management programs
  - Distance to major destinations
- 

# PM Peak Hour Vehicle Trip Generation



# Impact Summary

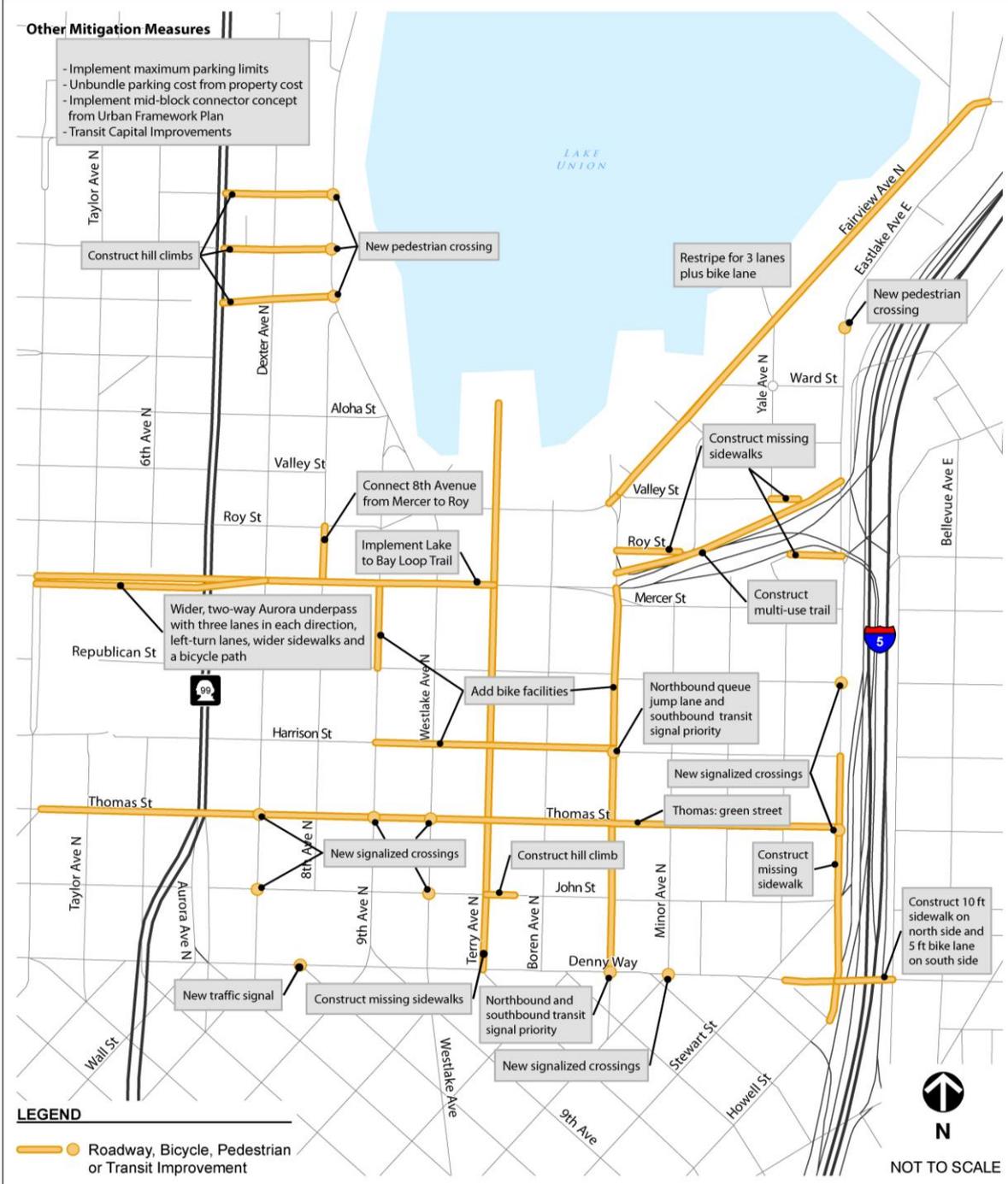
Type of Impact	Future Year Height and Density Alternative (2031)		
	Alternative 1	Alternative 2	Alternative 3
Traffic Operations (congestion)	✓	✓	✓
Transit (capacity)	✓	✓	✓
Pedestrian and Bicycle Circulation	-	-	-
Parking		Short-term Impacts Only	
Freight Mobility	✓	✓	✓
Traffic Safety	✓	✓	✓

# Mitigation Strategy: A Package of Improvements

1. Improve the bicycle and pedestrian network
  - SLU Mobility Plan, Pedestrian Master Plan, Bicycle Master Plan, SLU Urban Design Guidelines
2. Expand travel demand management strategies
  - Parking restrictions, commute trip reduction
3. Expand and Enhance Transit Service
4. Limited Roadway Capacity Expansion
  - Planned projects only - Mercer West

**Other Mitigation Measures**

- Implement maximum parking limits
- Unbundle parking cost from property cost
- Implement mid-block connector concept from Urban Framework Plan
- Transit Capital Improvements



**LEGEND**

—●— Roadway, Bicycle, Pedestrian or Transit Improvement

↑  
N  
NOT TO SCALE

# Impact Summary With Mitigation

Type of Impact	Future Year Height and Density Alternative (2031)		
	Alternative 1	Alternative 2	Alternative 3
Traffic Operations (congestion)	✓	✓	✓
Transit (capacity)	-	-	-
Pedestrian and Bicycle Circulation	-	-	-
Parking	Short-term Impacts Only		
Freight Mobility	-	-	-
Traffic Safety	-	-	-



# Results – Vehicle Trip Generation

