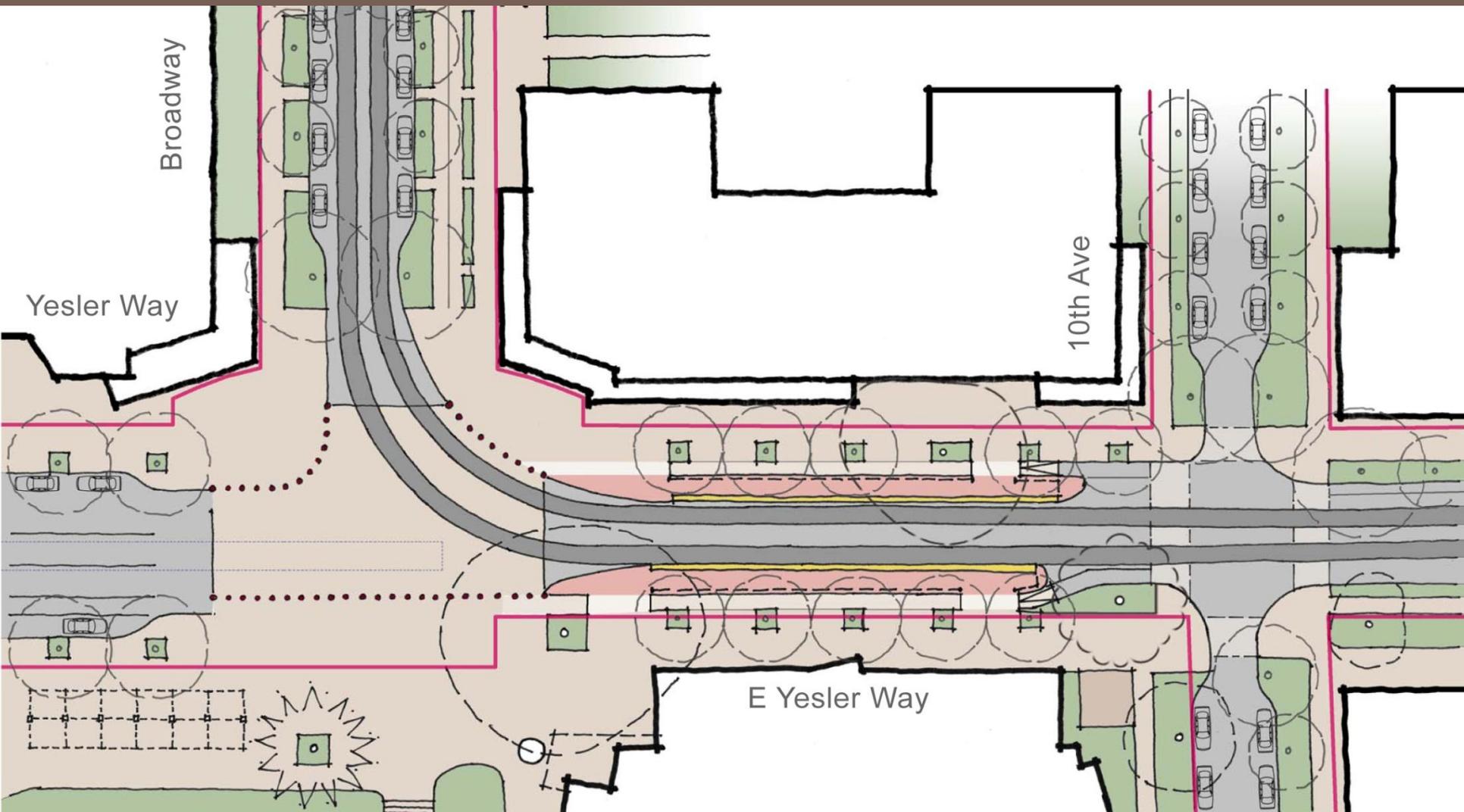


YESLER TERRACE TRANSPORTATION IMPACTS & MITIGATION



Overview

- Background
- EIS: traffic model & impacts
- Recommended mitigation
- Other transportation-related regulations



Background

- Traffic study conducted as part of Environmental Impact Statement (EIS)
- SDOT and DPD advised on traffic study methodology
- SDOT and DPD reviewed and commented on Draft EIS, informing Final EIS (published April 2011)
- Traffic-related provisions in the current proposal are based on EIS findings

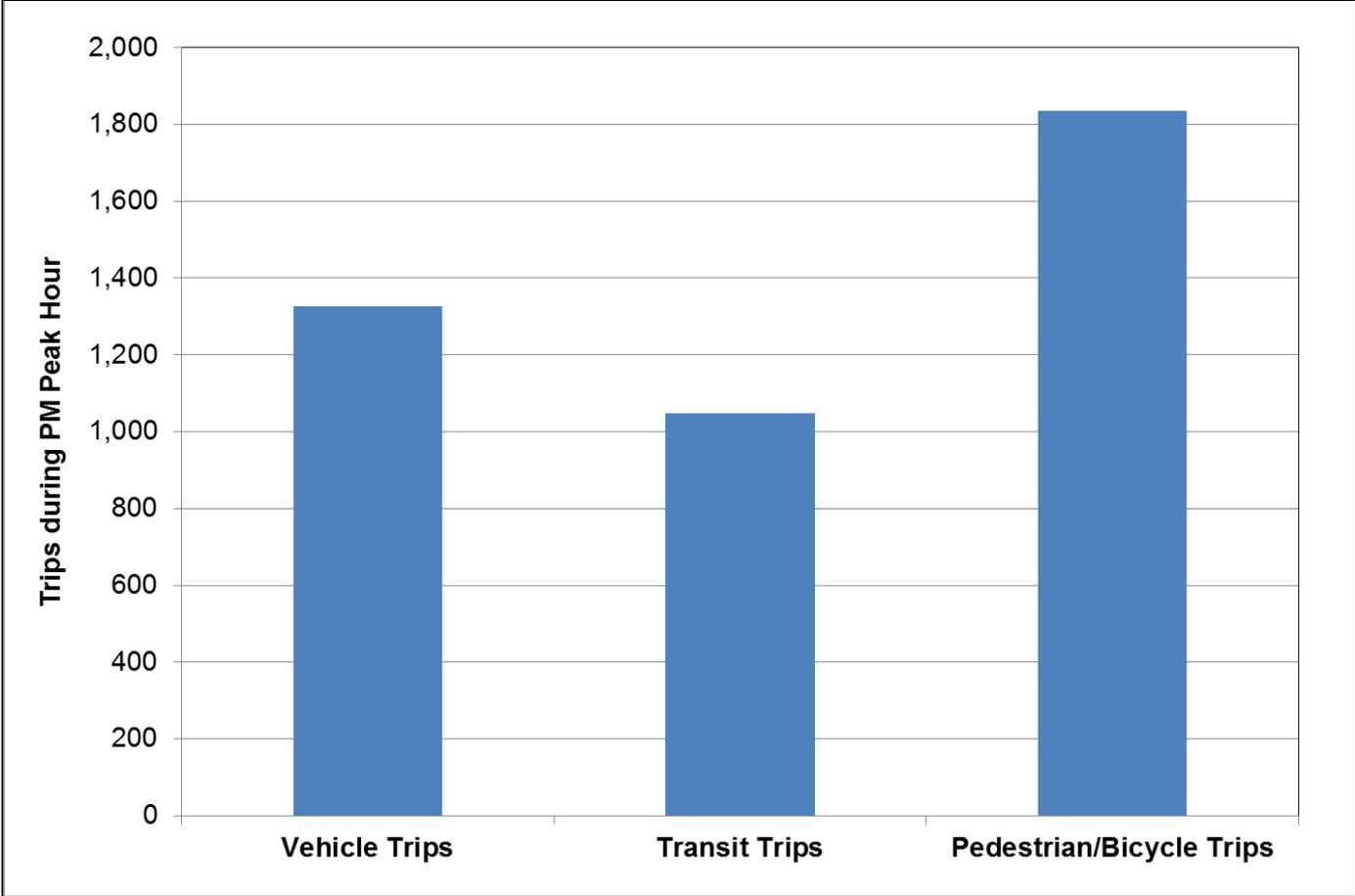


Traffic Analysis Process

- Determine trips for each travel mode
- Assign those trips by travel routes
- Perform detailed operations analysis
 - ▣ Intersection operations
 - ▣ Transit loading
 - ▣ Sidewalk capacity
- Define mitigation needs and triggers

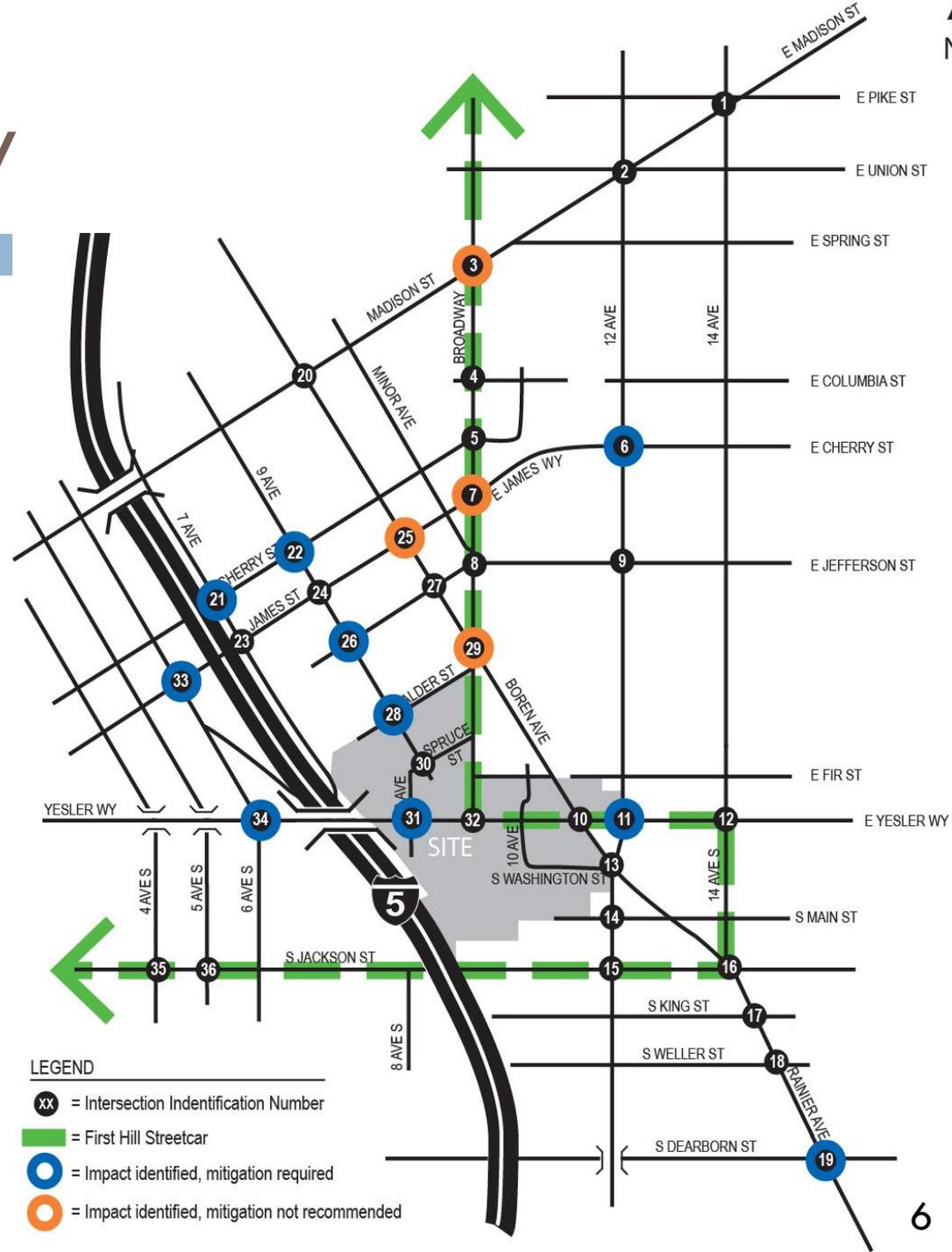


PM Peak Hour Trips



Impact Summary

- Evaluated 36 intersections
- Impacts & mitigation identified for ten intersections
- No mitigation proposed for vehicle traffic at four intersections
 - ▣ along streetcar route or where ped facilities would be harmed
 - ▣ delays would be increased by between 6 and 43 seconds



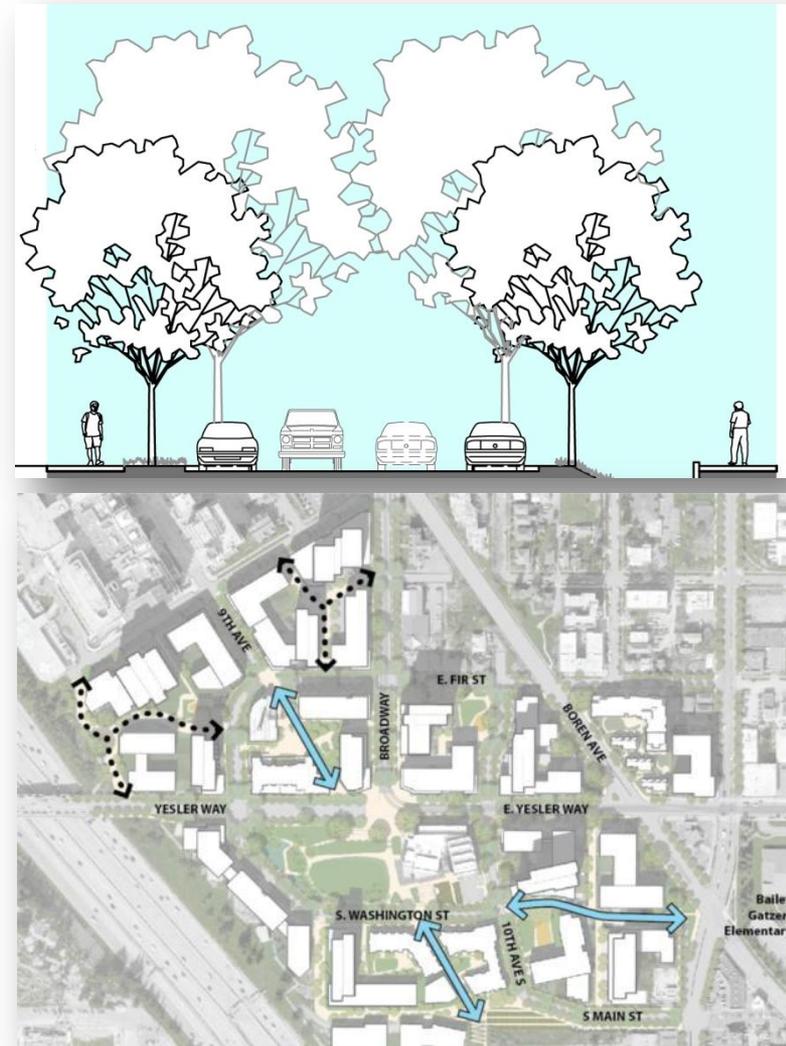
Mitigation – Planned Action Ordinance

- The Planned Action Ordinance includes the recommended intersection improvements
- Improvements to be triggered by thresholds throughout early redevelopment
- Transportation Management Programs for each large office development, similar requirements for residential



Other transportation-related requirements

- Street vacation conditions – improved circulation for all modes
- Parking maximums will help reduce new trip generation
- Pedestrian pathways allow movement through large blocks
- Hillclimb to Little Saigon
- Limits on residential density by sector prevent undue localized impacts



- Dave LaClergue dave.laclergue@seattle.gov (206) 733-9668
- Gary Johnson gary.johnson@seattle.gov (206) 615-0787
www.seattle.gov/dpd/planning/yeslerterrace

