

Dela Cruz, Jeff

From: Hogness, Magda
Sent: Tuesday, January 24, 2017 9:07 AM
To: PRC
Subject: FW: 2925 E. Madison

Please upload and add as party of record. Thanks!

From: Ross Tilghman [mailto:ross@tilghmangroup.com]
Sent: Wednesday, January 18, 2017 6:25 PM
To: Hogness, Magda <Magda.Hogness@seattle.gov>
Cc: melissa stoker <melissastoker1@gmail.com>
Subject: 2925 E. Madison

Magda,

Thanks for calling me back this afternoon. I'm sorry that I missed your call. As I mentioned in my message, I'm working with the folks at Save Madison Valley to look at transportation matters related to the proposed project at 2925 E. Madison. I understand that the Design Review Board will continue its review of the project at its Jan 25th meeting and that it has asked for more information about access in deciding whether to recommend an exception allowing access from Madison and whether a split access scheme that includes residential access from Dewey is desirable. Can you tell me who will answer their questions and what information will be provided?

I am well aware of the conundrum facing the DRB: that traffic evaluations typically occur in the SEPA review starting after the DRB's job is finished, but that the DRB needs traffic insights to make informed design decisions. The access decision is critical to the residents who make up Save Madison Valley since they'd much prefer to avoid unnecessary impacts to the neighborhood than to argue about mitigating otherwise avoidable impacts. Even though SEPA has not begun, considerable insight can be gained from traffic related documents already submitted that could assist the DRB in its review. Since the DRB has asked for such information, I'm very interested to learn how it will be shared with them.

Although the project file does not include studies that have evaluated the split access scheme, a few key points should be made:

1. The share of traffic that would use an exclusive residential access is only 16% of the project's traffic, both in the PM Peak Hour and daily, based on the Traffic Impact Analysis trip generation calculations. The logic supporting split access implies that it would reduce congestion by spreading traffic over two driveways, but the reality is that only residential traffic, a modest amount, would be diverted from a Madison driveway.
2. Dewey remains a narrow (18 feet wide), sub-standard two-way street. Any new access on Dewey presents circulation problems for Dewey and its residents, including probable loss of on-street parking and a substantial increase in volume on what is effectively an alley given the orientation of homes in this block to 30th Ave. Only 9 homes front Dewey of which 4 homes have active driveways on Dewey. By contrast, the project would add traffic from 75 residential units, a huge increase.
3. Any access on Dewey will put more traffic through the awkwardly aligned intersection of 29th/Republican/Arthur for access to Madison and MLK where the project will also be attracting more pedestrian use.
4. Given the above, it is not clear what is gained on Madison by creating a second access on Dewey — very little in terms of congestion relief — but it is clear that access on Dewey creates many new impacts to the neighborhood.
5. As a design and policy question, what is the compelling benefit that suggests creating impacts in a residential neighborhood is an acceptable result for removing only 16% of traffic from a Madison access, a decrease that would not affect the width of the Madison driveway?

Thanks for your help.
Ross

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