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# Abstract

Major urban areas such as Seoul, Busan, Ulsan, Daejeon, Jeju-Do have the traffic impact estimation ordinance to reinforce the current standard of estimation of traffic impact which is defined by the Urban Traffic Improvement Promotion Act. The core reason why these cities adopt adjusted standard for the estimation of traffic impact is because they experience very high urban development pressure unlike other areas of country. The standard defined by the Urban Traffic Improvement Promotion Act is suggested for all the cities nationwide, which can not represent situations of highly dense cities in an appropriate manner.

Many cities in Gyeonggi-Do are not much different from major big cities such as Seoul and Busan in the perspective of urban population density and development pressure. Thus it is necessary to have the traffic impact estimation ordinance like other major cities to reinforce the standard of the Urban Traffic Improvement Promotion Act,

Three alternatives for the ordinance of traffic impact assessment for Gyeonggi-Do are suggested.

- Alternative 1 : The areas to apply the new standard of traffic impact estimation are classified to 4 areas. Traffic zone 1 contains the areas of Dongs and Eups. Traffic zone 2 has the areas of Myeon. Traffic zone 3 and 4 are existing traffic zones defined by the Urban Traffic Improvement Promotion Act.
- Alternative 2 : The areas to apply the new standard of traffic impact estimation are classified to 3 areas. Traffic zone 1 is the areas of Dongs and Eups. Traffic zone 2 is the areas of Myeons. Traffic zone 3 is the existing traffic zone from the Urban Traffic Improvement Promotion

Act.

- Alternative 3 : The areas to apply the new standard of traffic impact estimation are classified to 3 areas. Two traffic zones are divided by the population density and the other traffic zone is the existing traffic zone from the Urban Traffic Improvement Promotion Act.

As a result of comparison of the three alternatives, alternative 2 is suggested as the most suitable alternative for the ordinance of traffic impact estimation of Gyeonggi-Do.

**Keyword** Traffic Impact Estimation Ordinance, Urban Traffic Improvement Promotion Act