

Table 5. Transportation Analysis Needs for New Arena EIS

Concern	Performance measures to evaluate	Potential Mitigation if Performance is not acceptable
<p><b>A. Effect on regional highways (I-5 and I-90)</b></p>	<ul style="list-style-type: none"> <li>• Net change in peak period and early afternoon travel time related to single event and concurrent event day.</li> <li>• Net change in annual vehicle hours of delay for base and banner year conditions.</li> <li>• Variability in delay created by event traffic (a measure of system reliability)</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictions on concurrent events such as staggered starts or weekends only.</li> <li>• Improved signage to alternative routes</li> </ul>
<p><b>B. Effect on primary access routes to Port terminals</b></p>	<ul style="list-style-type: none"> <li>• Level of service analysis for key intersections in SoDo for the commuter peak hour, pre-event arrival peak, and post-event egress peak. The following should be evaluated:                             <ul style="list-style-type: none"> <li>-- 1<sup>st</sup> Ave S/S Atlantic St</li> <li>-- 1<sup>st</sup> Ave S/S Mass. St</li> <li>-- 1<sup>st</sup> Ave S/S Lander St</li> <li>-- 4<sup>th</sup> Ave S/SR-519 Ramps</li> <li>--4<sup>th</sup> Ave S/S Holgate Street</li> <li>--S Atlantic St/Colorado Ave/Little "h" cluster</li> <li>-- 1<sup>st</sup> Ave S/S Royal Brougham Wy</li> <li>-- 1<sup>st</sup> Ave S/S Holgate St</li> <li>-- 1<sup>st</sup> Ave S/S Spokane St</li> <li>-- 4<sup>th</sup> Ave S/I-90 Off-ramp</li> <li>--S Atlantic St/SR-99 East Frontage Rd</li> </ul> </li> <li>• Effect that rerouting event traffic to the Spokane Street Viaduct would have on access to Terminals 5 and 18 as well as to the SIG Yard.</li> <li>• Net change in delay related to single-event and concurrent-event day.</li> <li>• Net change in annual vehicle hours of delay for base and banner year conditions.</li> <li>• Variability in delay created by event traffic (a measure of system reliability)</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictions on concurrent events such as staggered starts or weekends only.</li> <li>• Locate new parking to reduce traffic along the Port's primary routes (e.g., garage located east of tracks).</li> <li>• Event traffic management plans that provide priority for truck traffic.</li> <li>• Infrastructure improvements</li> <li>• Parking management measures and technologies that better allow attendees to find and pay for parking before events</li> <li>• Pedestrian access and control management measures that improve safety and traffic flow through key intersections</li> </ul>
<p><b>C. Effect of street vacations</b></p>	<ul style="list-style-type: none"> <li>• Peak period and early afternoon level of service analysis for key intersections listed above to determine Net change in delay without and with the street vacations.</li> <li>• Net change in annual vehicle hours of delay for base and banner year conditions.</li> <li>• Variability in delay created by street vacation(s) and event traffic (a measure of system reliability)</li> </ul>	<ul style="list-style-type: none"> <li>• Same as above</li> </ul>
<p><b>D. Safety of RR Crossings</b></p>	<ul style="list-style-type: none"> <li>• Net change in pedestrians and vehicles crossing tracks at S Holgate Street.</li> <li>• Frequency and duration of train blockages at the at-grade crossings</li> <li>• Historic rail-vehicle and rail-pedestrian collisions in SoDo (all crossings)</li> <li>• Safety analysis of RR crossing</li> <li>• Pedestrian storage needs when waiting for a train</li> <li>• Effect of additional queues, delays or safety issues on the potential to close S Holgate Street during events or permanently</li> </ul>	<ul style="list-style-type: none"> <li>• Safety enhancements including improved sidewalks, gates, lights, pedestrian landings and other features.</li> <li>• Active police management before and after events</li> <li>• Alternative east-west vehicle crossing</li> <li>• Grade-separated pedestrian crossing</li> </ul>