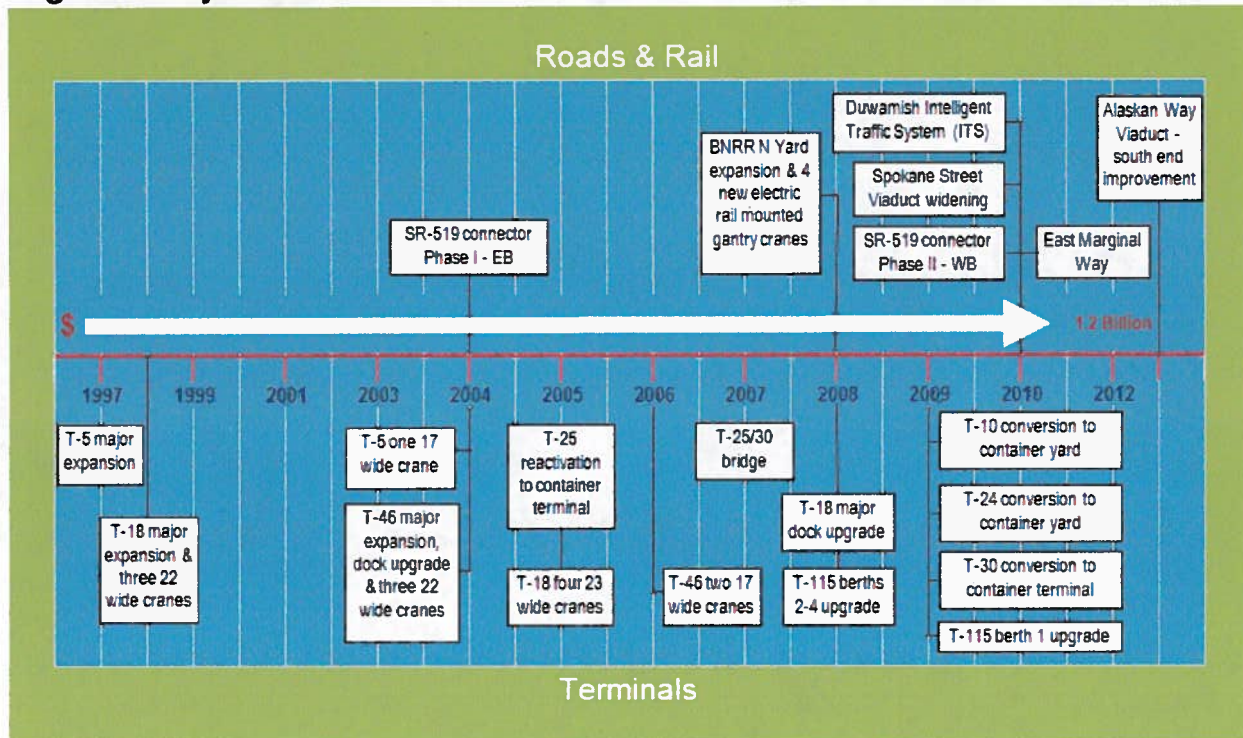


Regional Transportation Investments and Future Challenges

The Port of Seattle, state and local governments, railroads and other agencies have invested more than \$1 billion in marine cargo terminals, cargo-handling equipment, rail-yards, roads and bridges since 1997. These investments have transformed the port and region into a major gateway for international trade.

The proposed SODO arena could attract substantial additional traffic to an already congested area and potentially increase development pressures on nearby industrial lands.

Regional Project Investment Timeline



Port of Seattle regional transportation investments

Lead Agency	Project	Year of CN	POS Share	Total Project
FAST Partners	FAST Corridor (to date)	1999-present	\$ 40.3	\$ 537.7
SeaTac	28th/26th	2000	2.8	26.0
Seattle	Galer Street Overpass	2001	1.6	20.0
WSDOT	SR518: 3rd Lane Eastbound	2008	10.0	35.0
King Co	South Park Bridge	2011	5.0	162.3
Port	Argo Yard Truck Access	2013	2.2	7.8
Sub-total without Viaduct			\$61.9	\$ 788.8
WSDOT	Alaskan Way Viaduct Replacement Project	2016-2018	\$ 300.0	\$ 4,200.0
			\$361.9	\$ 4,988.8

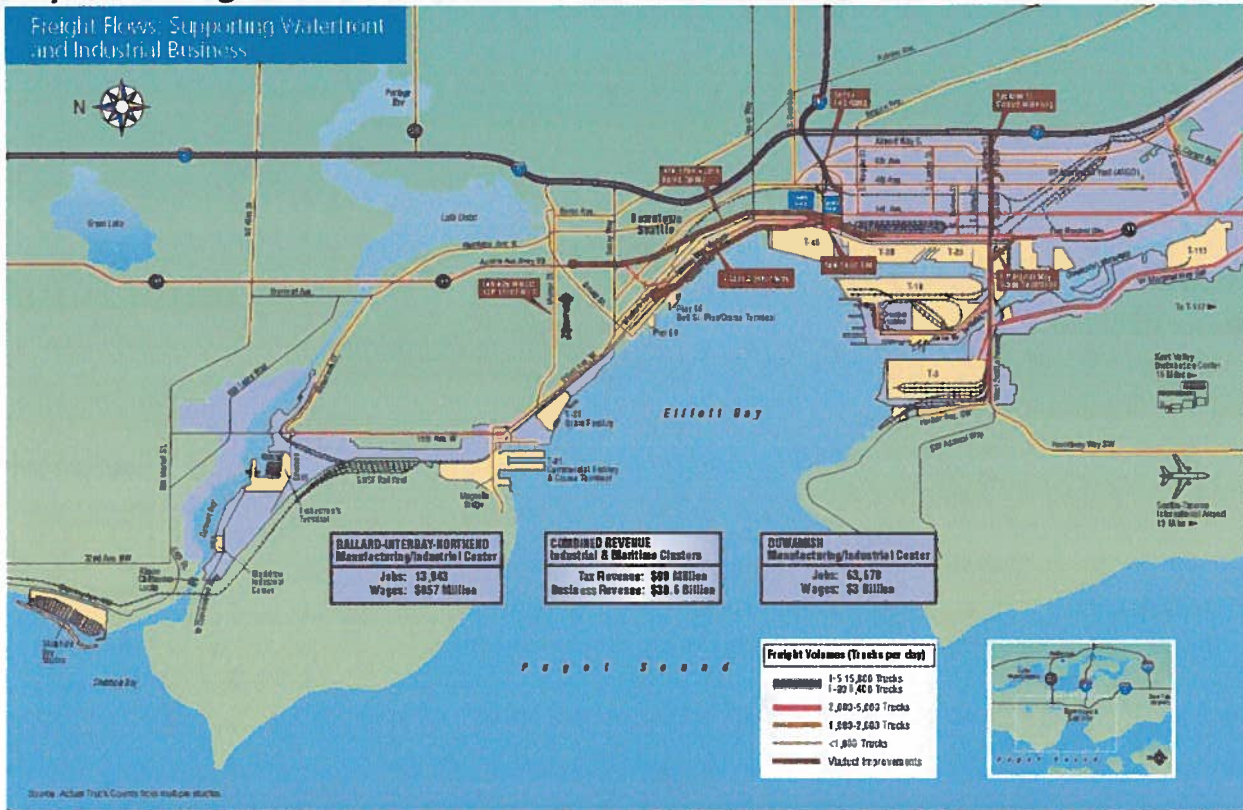
South Seattle Industrial area

The South Seattle area is the hub of the port's marine-cargo operations including four major container terminals, the BNSF Seattle International Gateway rail operations center, the Union Pacific Railroad Argo Yard, as well as warehouse and distribution centers.

The efficient movement of cargo depends on good roadway and highway access to logistics facilities. On an average workday, about 5,000 truck trips occur at the port's container terminals delivering cargo for export and ferrying containers to the rail yards and distribution centers.

South Seattle is closely linked to the Ballard-Interbay Northend industrial center, which is the home to the North Pacific fishing fleet, fish processing, shipbuilding, warehousing and one of two Alaska cruise-ship terminals.

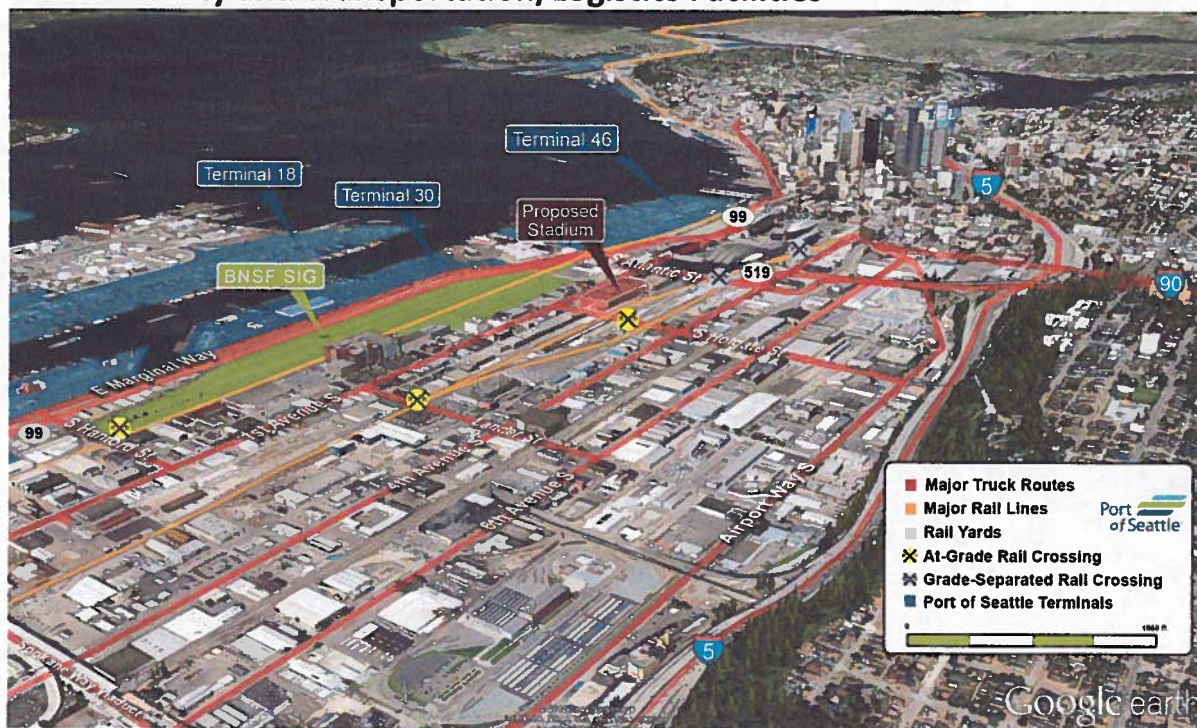
City-wide Freight Flows



SODO Arena

The proposed arena would be located close to all the major terminal, warehouse and distribution centers, the BNSF rail yard as well as the major transportation routes utilized by cargo operations.

Arena Vicinity and Transportation/Logistics Facilities



Transportation Conditions and Potential Mitigation

As we know today, congestion occurs frequently on the major transportation routes in SODO. Projects proposed in earlier years have not been developed as planned. Port-related freight traffic is forced to compete with general-purpose traffic for scarce local street capacity, especially on S. Atlantic Street, First Avenue South, East Marginal Way and Alaskan Way, along with periodic delays at railroad grade crossings such as Lander and Holgate streets. Intersections in the area are often at or beyond capacity.

Arena Transportation Issues

- Loss of Occidental Street (2 blocks)
- Congestion on freeway access, particularly 1st Avenue S. and S. Atlantic St.
- Congestion spillover to freight routes
- Rail conflicts
- Emergency services and access
- Potential conflicts with more frequent night and weekend port terminal operations
- Shortage of parking for existing and proposed sports facilities
- Concurrent events

Projects left to be done from earlier studies

- Lander Street overpass
- Alternatives to 1st and Atlantic freeway congestion

- East Marginal Way truck-emphasis route and separated bikeway
- Spokane Street/I-5/I-90 interchange improvements
- 1st Avenue S. /East Marginal Way intersection improvements

Other potential improvements & efficiencies

- Spokane Street widening for truck access
- Heavy-haul corridor for port freight

Potential Performance Measures to Address Arena Traffic Concerns

Concern	Performance Measures	Potential Mitigation if Performance is not acceptable
1. Arena constrains opportunity to grow Port operations (including more frequent night/weekend operations) due to:		
a. Port traffic is affected by event-congestion or closures on more days (or nights)	<ul style="list-style-type: none"> • # event days • # of days with concurrent events 	<ul style="list-style-type: none"> • Plan to separate arriving traffic on cumulative event days with later start (e.g., 8 PM)
b. Edgar Martinez Drive is closed more often for event traffic	<ul style="list-style-type: none"> • Traffic management and police control plan for single arena and cumulative events 	<ul style="list-style-type: none"> • Allow trucks to access I-90 through restricted areas • Truck only routes (e.g., EMW, Colorado/Massachusetts Street)
3. Vacation of Occidental Avenue exacerbates everyday congestion at 1st Avenue S/S Atlantic Street intersection	<ul style="list-style-type: none"> • Level of service at key intersections along 1st Avenue S and along S Atlantic Street 	<ul style="list-style-type: none"> • Create new roadway to replace function of Occidental Avenue S connecting between S Holgate Street and Edgar Martinez Drive. • Increase capacity on 1st Ave. S
4. More fans drive than anticipated	<ul style="list-style-type: none"> • % trips by mode of travel • Transit capacity, ability to accommodate post-event surge 	<ul style="list-style-type: none"> • Fund additional transit service • Improve walking route to LINK station
5. Routing more vehicles to south access (Forest Street & Spokane Street) will affect access to Terminals 5 and 18.	<ul style="list-style-type: none"> • Level of service impacts to Spokane Street Viaduct between I-5 and Harbor Island. • Level of service at access to BNSF SIG Yard via Hanford Street 	<ul style="list-style-type: none"> • Lander Street Grade Separation • Lower Spokane Street bridge widening for truck traffic
6. Increased pedestrian traffic will affect RR crossings on Holgate Street.	<ul style="list-style-type: none"> • # of pedestrians along route • Potential for ped/train conflicts 	<ul style="list-style-type: none"> • New pedestrian bridge