Parking

• 20,100 total parking spaces within 15-minute walk of venues

• Arena only event: 5,600 - 6,000 spaces needed

• Arena + Capacity Mariners event: 18,800 spaces needed
STREET DESIGN
TRAFFIC CONSIDERATIONS

Waterfront Seattle
2030 Average daily traffic volumes on Alaskan Way
Traffic Pattern Changes With SR 99 Tunnel

- Full access at tunnel portals to northbound and southbound SR 99 and ramps to downtown city streets.
- Removal of viaduct’s Columbia and Seneca ramps.
- Removal of viaduct’s Elliott and Western ramps.
South Portal Design

- New east-west connection at S. Dearborn Street
- Bike/pedestrian path
- Southbound SR 99 on-ramp from Alaskan Way S.
- Connection from Alaskan Way S. to East Marginal Way
- New S. Atlantic Street overcrossing
- Tunnel operations building
- Bike/pedestrian path
- Northbound SR 99 off-ramp to Alaskan Way S.
- Southbound SR 99 off-ramp to S. Royal Brougham Way
- Northbound SR 99 on-ramp from S. Royal Brougham Way
GUIDING PRINCIPLES

Create a waterfront for all
Shoreline and innovative, sustainable design
Reconnect the city to its waterfront
Embrace and celebrate Seattle’s history
Improve mobility and access
Create a bold vision that is adaptable over time
Develop consistent leadership
SOUTHWEST TRANSIT PATHWAY
PM PEAK HOUR LANE CONFIGURATIONS
<table>
<thead>
<tr>
<th></th>
<th>Concept Design</th>
<th>Transit lane option</th>
<th>Transit queue jump option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound lane configuration in PM peak (west to east)</td>
<td>Ferry/Ferry/General/General</td>
<td>Ferry/General/General/General (plus additional ferry turn lane between Washington and Yesler)</td>
<td>Ferry/Ferry/General/General (plus additional transit lane pull out between Jackson and Main)</td>
</tr>
<tr>
<td>Transit priority measures</td>
<td>Transit lane on Dearborn NB off ramp</td>
<td>Transit lane on Dearborn NB off ramp&lt;br&gt;Transit lane on Alaskan Way Dearborn to Columbia</td>
<td>Transit lane on Dearborn NB off ramp&lt;br&gt;Transit queue jump at Main</td>
</tr>
<tr>
<td>Transit travel time – Dearborn to Columbia (minutes)</td>
<td>2.7</td>
<td>2.2</td>
<td>2.4</td>
</tr>
<tr>
<td>General Purpose traffic travel time – Dearborn to Columbia (minutes)</td>
<td>1.9</td>
<td>1.8</td>
<td>1.8</td>
</tr>
<tr>
<td>Street width at Main*</td>
<td>7 lanes/96 ft</td>
<td>7 lanes/96 ft&lt;br&gt;8 lanes/106 ft</td>
<td></td>
</tr>
<tr>
<td>Street width at Yesler*</td>
<td>7 lanes/78 ft</td>
<td>8 lanes/88 ft&lt;br&gt;7 lanes /78 ft</td>
<td></td>
</tr>
<tr>
<td>Northbound bus stop location/type during PM peak</td>
<td>King-Jackson/in lane</td>
<td>King-Jackson/in lane&lt;br&gt;Jackson-Main/pull-out with queue jump at Main signal</td>
<td></td>
</tr>
<tr>
<td>Northbound right turn prohibitions</td>
<td>None</td>
<td>None</td>
<td>NB right turn to Main prohibited</td>
</tr>
</tbody>
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