

RESOLUTION No. 27435

A RESOLUTION relating to the University of Washington Stadium Expansion Parking Plan and Transportation Management Program.

4-8-86 AS ENGROSSED (3-0)  
DIVIDED REPORT - FUNDING ALTERNATIVE  
GB - MINORITY REPORT  
JW, DS - MAJORITY REPORT

REC'D ONE APR 22 1986

WP

4-14-86 Hold one wait

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Introduced: <b>3-24-86</b>	By: <b>Benson</b>
Referred: <b>3-24-86</b>	To: <b>TRANS</b>
Referred: <b>4-14-86</b>	To: <b>full council</b>
Reported: <b>APR 21 1986</b>	
Passed: <b>APR 21 1986</b>	Signed: <b>APR 21 1986</b>
Filed: <b>APR 21 1986</b>	Published:

APR 22 1986

*WP*

REC'D OMB ALTERNATIVE

*4-14-86 Hold one week*

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*James*

1986

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RESOLUTION 27435

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A RESOLUTION relating to the University of Washington Stadium Expansion Parking Plan and Transportation Management Program.

WHEREAS, the University of Washington is a major institution as defined under SMC 23.48.02;

WHEREAS, Husky Stadium is a part of the University of Washington and has an existing seating capacity of 58,500 and is seeking to expand its seating capacity by an additional 13,700 seats;

WHEREAS, the City-University Agreement approved under Ordinance 111113 provides that mitigation actions for traffic impacts associated with any expansion of the Husky Stadium will be addressed through a workable parking plan and traffic management program for the facility to be reviewed in accordance with then City procedures;

WHEREAS, SMC 23.48.18 provides that any stadium containing 20,000 or more seats seeking a master use permit shall submit to the City Council a workable parking plan and parking management program describing the location of available off-street parking, the means by which persons will commute between the required parking areas and the facility, and parking and traffic alternatives;

WHEREAS, the Director of the Department of Construction and Land Use has prepared a report and recommendations on the University's Stadium Expansion Parking Plan and Transportation Management Program and has advised the City Council as to the adequacy of and workability of the Program as required by SMC 23.48.18;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE WITH THE MAYOR CONCURRING:

That the University of Washington Stadium Expansion Parking Plan and Transportation Management Program hereafter referred to as the Plan and the Operational Supplement hereafter referred to as the Supplement attached in C.F. 294614 are approved with the following amendments:

I. University Actions

A. Prior to Construction

1. The University of Washington shall coordinate all activities relating to the development and construction of its proposed new, wider sidewalk along the east side of Montlake Boulevard Northeast with the Seattle Engineer-

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ing Department to ensure consistency with the City's actions on the University District Transportation Program.

The University of Washington shall design the proposed wider sidewalk according to Seattle Engineering Department standards and obtain Engineering Department approval of the design. The University shall obtain the necessary permits from the City to construct the sidewalk. The design shall be consistent with the City's actions on the University District Transportation Program.

B. 1986 Season

1. The University shall implement the Plan in accordance with the schedule outlined in the Supplement, provided that the charter bus, charter boat, and new carpool parking fee programs shall be fully implemented in the 1986 season.
2. Decals for the Special Events Parking Area shall be provided by the Engineering Department and distributed by the University of Washington free of charge to the residents. Details of the program shall be negotiated in an agreement between the Engineering Department and the University prior to implementation of the Special Events Parking Area.
3. Beginning with the 1986 football season, the University of Washington shall provide information regarding the City's increased parking enforcement efforts and game day parking restrictions to all ticket purchasers as part of its marketing efforts.

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4. The University shall ensure adequate shuttle service between the Safeco parking areas and Husky Stadium. Service shall be at such levels to encourage use of the garage in order to meet the goals of the Plan. The shuttle service shall be evaluated after the 1986 football season by the advisory Group and may be modified as part of the Supplement.
5. If the University of Washington is successful in securing WSDOT approval of the proposal to cone off the outside lanes of SR-520, the UW shall implement this measure in 1986.
6. Full implementation of the Plan will occur in the year that the stadium is expanded.

C. During construction

1. Care shall be taken to maintain mud off of City streets by providing for a sawdust mat around the construction site and/or for on-site wheel washing during construction and designation of personnel specifically assigned to remove mud and debris from the streets on a continual basis. Truck beds loaded with excavation material shall be covered, when in transit off campus, to contain the material on the truck.
2. In order to minimize traffic flow disruption on Montlake Boulevard Northeast during site preparation and construction, trucks shall enter city streets only via signalized intersections. No trucks or other construction vehicles shall travel on Montlake Boulevard Northeast after 3:30 p.m. weekdays.

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3. Flagpersons shall be on duty during all hours of excavation and construction activities to control traffic at all points of construction-vehicle entry to unsignalized intersections on campus.
4. Parking for all construction workers shall be provided within the construction area in lot E-10 or lot E-9, in that order of preference. Workers shall be specifically instructed not to park in nearby areas in order to car-pool to the construction site. This will be emphasized by presentation of the provisions of the construction specifications and campus transportation alternatives at preconstruction meetings. If, during construction, it becomes apparent that construction workers are parking in residential areas, the UW shall take measures to curtail such activity, including written notice to and meeting with contractors and subcontractors.

D. After Stadium Expansion

1. As 24,000 spectators represents the approximate attendance which can easily be accommodated by existing, on-campus parking facilities, the UW shall secure City Council approval for any non UW events of over 24,000 expected attendance. The City Council may require the implementation of any and all reasonable, parking and transportation measures, as recommended by the Advisory Group.
2. The UW shall provide no more than the existing 350 on-campus parking spaces for the press, coaching staffs, game officials, ticket takers, vendors, and other similar game-day personnel.

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3. The current staff-level coordination between SED, the Police Department and the UW for implementation of pre- and postgame traffic control plans shall continue.
4. Pedestrian access to the buses staged north of Northeast Pacific Place shall be controlled to assure that pedestrians loading onto buses do not block emergency access.

E. Monitoring Program and Assessment Criteria

1. A Technical Group shall be formed prior to the start of the 1986 football season. This Group shall be composed of representatives of the UW, DCLU, SED, SPD, WSDOT, Metro and any other necessary governmental agencies. The Group shall be responsible for overseeing the collection and review of data for the purpose of determining whether satisfactory progress towards the goals of the Plan are being met and whether changes to the Plan or modifications to the Supplement are necessary. The Technical Group may authorize the implementation of modifications to the Supplement during the football season on a temporary basis. All permanent modifications to the Supplement shall be approved by the Advisory Group.
2. Beginning in 1987, the Technical Group shall report the results of its findings from the data collected to an Advisory Group which will include one representative from the University, a representative from SED, DCLU, DCD and SPD, a representative from Metro, a representative from WSDOT and a representative from CUCAC. The Advisory Group shall be chaired by SED. The Technical Group shall make its report no later than March 1 of each year. The reports shall be pre-

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pared by the University. The Advisory Group shall meet each year to review and assess the report of the Technical Group to determine any necessary modifications to the Supplement and to make any recommendations to the Council regarding substantive additions, deletions or alternative mitigation measures in the Plan to ensure that the goals of the Plan are being met. The proposed addition and/or deletion of alternative substantive mitigation measures to the Plan shall require City Council approval. The UW shall make modifications to the Supplement as may be required by the Technical or Advisory Group.

3. Beginning with the 1986 football season, the UW shall collect data during each football season. The data to be collected shall include but not be limited to the following as may be determined by the Technical Group:
  - a. The quantity of cars parking in each campus lot and at each parking rate for each home game. A survey will be conducted at the first sellout or largest anticipated attendance home game each season to measure the average car occupancy rate for all cars parking in campus lots.
  - b. The quantity of cars parking in the neighborhoods as defined in the map attached entitled Appendix A. Monitoring efforts shall also include assessment of any changes in the area, type and magnitude of impact resulting from the mitigating measures. Also the perimeter of impact and the violation rate will be monitored to determine if immediate adjustments to parking enforcement policy should be made.

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- c. The quantity of cars parking in the parking lot facilities leased from Safeco for each home game. A survey will be conducted at the first sellout or largest anticipated attendance home game each season to measure the average occupancy rate for all cars parking in Safeco facilities.
  - d. Traffic congestion and conditions before and after each home game. The Technical Group shall identify 10-12 major arterial locations for placement of traffic counters and people to monitor congestions zones. The data collected shall include traffic volumes and intersection delays.
  - e. The quantity of people using the P&R bus service and the charter buses, charter boats, and private boats will be counted and tabulated for the first sellout or largest anticipated attendance home game. Also, the flow of P&R, charter buses, and Metro buses into and out of the area, the dynamics of unloading and loading, and the level of transit scrip use will be monitored.
4. Prior to conducting the survey, the University shall work with SED to develop traffic monitoring and data collection criteria and reports which shall be approved by the Technical Group.
5. In addition to the responsibilities listed above, the Technical Group shall monitor the traffic impacts of any non-football event that attract crowds between 20,000 and 24,000 and report their findings to the Advisory Group for purposes of determining traffic impacts of simultaneous events. The

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1 University shall identify critical areas to be monitored and  
2 this shall be reviewed by the Technical Group.

3 6. The Advisory Group shall deem the Plan to have made satisfac-  
4 tory progress if the following goals are achieved by the end  
5 of the 1989 football season:

6 a. The average car occupancy rate of cars parking on campus  
7 is at least 2.7 people per car. Less than 2.7 people  
8 per car does not mean the program is unsuccessful pro-  
9 vided the condition described below in "d" is met.

10 b. The average car occupancy rate of cars parking in the  
11 Safeco parking facilities is at least two people per  
12 car. Less than 2.0 people per car does not mean the  
13 program is unsuccessful provided the condition described  
14 below in "d" is met.

15 c. The average transit ridership is at least 9.2 percent of  
16 game attendees. Less than 9.2 percent ridership does  
17 not mean the program is unsuccessful, provided the con-  
18 dition described below in "d" is met.

19 d. The area impacted by the football attendees shall not be  
20 larger in area or differently configured than the area  
21 currently impacted for existing capacity and attendance.  
22 This area shall be defined by a combination of 1985  
23 attendance, parking, and traffic data and 1986 data  
24 adjusted to 1985 baseline. The Technical Group  
25 shall be responsible for defining the area impacted.  
26 This area shall not be increased over 1985 levels for  
27 the 1987 and future seasons. In addition, the number of  
28 cars parked in the area impacted shall be equal to or

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1 less than 1985 levels, and traffic volumes in the  
2 impacted area shall not increase more than 6% above 1985  
3 levels.

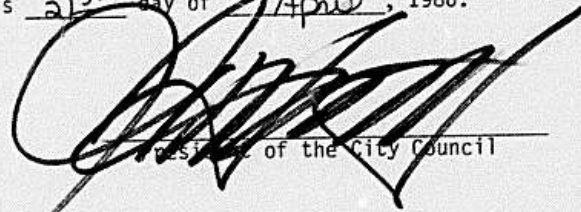
4 BE IT FURTHER RESOLVED THAT:

- 5
- 6 1. The Seattle Engineering Department and SPD are directed to imme-  
7 diately begin developing an expanded Special Events Parking Area  
8 with a residential parking exemption provision for implementation  
9 by the commencement of the 1986 football season. SED and SPD  
10 shall jointly submit the proposal to the City Council for con-  
11 sideration no later than July 30, 1986.
- 12 2. OMB is directed to work with the SED and the Police Department to  
13 develop a recommendation regarding the level of monthly funding  
14 needed for additional police personnel for football game days  
15 during the 1986 season to enable aggressive towing and parking  
16 enforcement in those areas where parking is restricted on game  
17 days, as well as any additional SED staff needed for the moni-  
18 toring program. OMB shall submit its proposal to the City Council  
19 for consideration no later than July 30, 1986.
- 20 3. The Police Department is directed to pursue aggressive impoundment  
21 of all cars parked in violation of the Special Events Parking Area  
22 as practicable and as appropriate in keeping with any limitations  
23 on resources or conditions governing vehicle impoundments.  
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ADOPTED by the City Council of the City of Seattle this 21<sup>st</sup>  
day of April, 1986, and signed by me in open session in authen-  
tication of its adoption this 21<sup>st</sup> day of April, 1986.

  
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President of the City Council

Filed by me this 21<sup>st</sup> day of April, 1986.

ATTEST: Norward J. Brooks  
City Comptroller and City Clerk

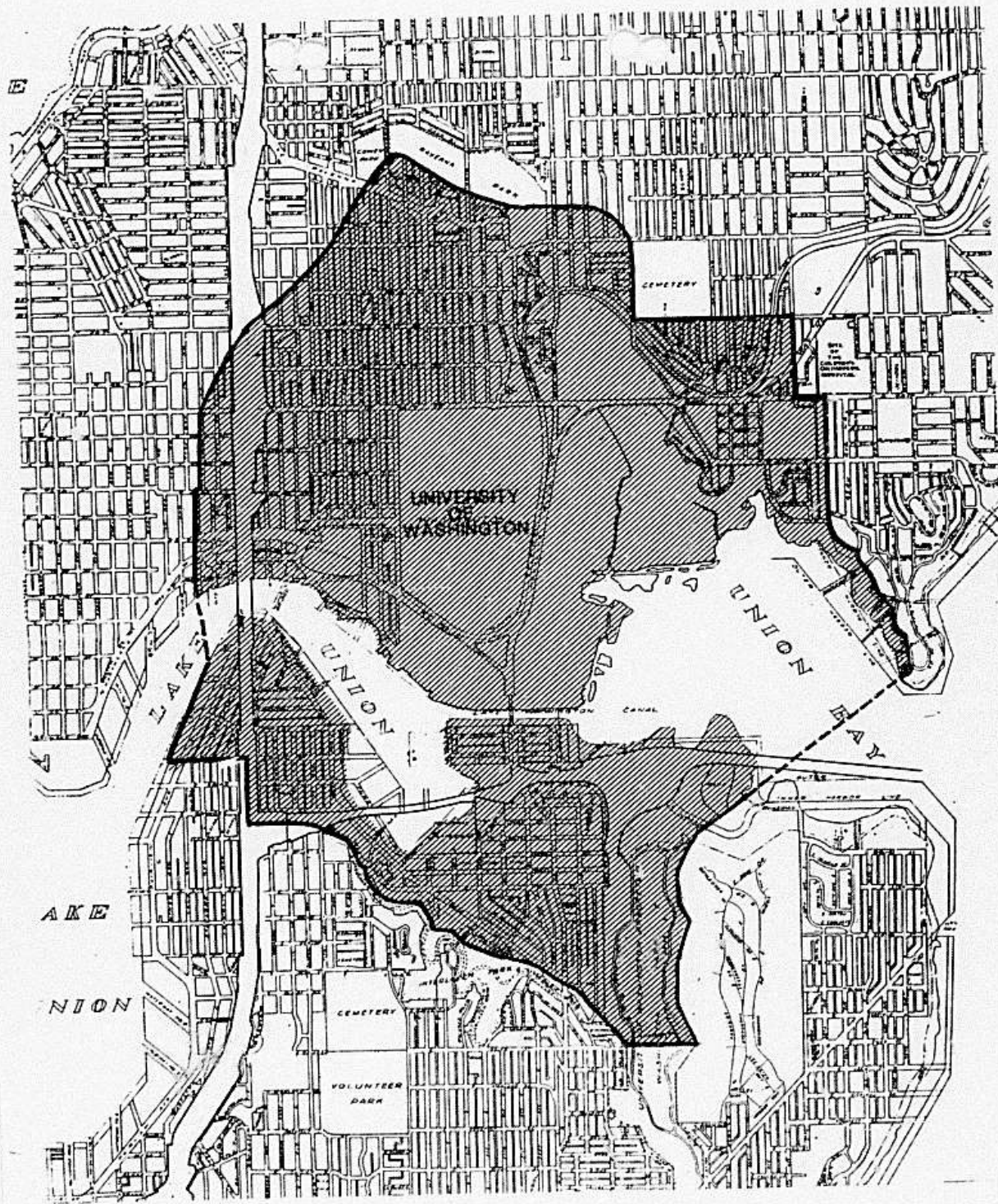
BY: Theresa Dunbar  
Deputy

THE MAYOR CONCURRING:  
Charles Royer  
Charles Royer, Mayor

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FOOTBALL PARKING IMPACT AREAS (1985)

APPENDIX A

RESOLUTION 27435

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A RESOLUTION relating to the University of Washington Stadium Expansion Parking Plan and Transportation Management Program.

WHEREAS, the University of Washington is a major institution as defined under SMC 23.48.02;

WHEREAS, Husky Stadium is a part of the University of Washington and has an existing seating capacity of 58,500 and is seeking to expand its seating capacity by an additional 13,700 seats;

WHEREAS, the City-University Agreement approved under Ordinance 111113 provides that mitigation actions for traffic impacts associated with any expansion of the Husky Stadium will be addressed through a workable parking plan and traffic management program for the facility to be reviewed in accordance with then City procedures;

WHEREAS, SMC 23.48.18 provides that any stadium containing 20,000 or more seats seeking a master use permit shall submit to the City Council a workable parking plan and parking management program describing the location of available off-street parking, the means by which person will commute between the required parking areas and the facility, and parking and traffic alternatives;

WHEREAS, the City Council has held one public hearing on the University of Washington's Stadium Expansion Parking Plan and Transportation Management Program as required by SMC 23.48.18;

WHEREAS, the Director of the Department of Construction and Land Use has prepared a report and recommendations on the University's Stadium Expansion Parking Plan and Transportation Management Program and has advised the City Council as to the adequacy of and workability of the Program as required y SMC 23.48.18;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE WITH THE MAYOR CONCURRING:

That the University of Washington Stadium Expansion Parking Plan and Transportation Management Program hereafter referred to as the Plan and the Operational Supplement hereafter referred to as the Supplement, attached hereto are approved with the following amendments: (see: C.F. 294614)

University Actions

Prior to Construction

1. Prior to construction, the UW must coordinate with the City regarding its proposed new, wider sidewalk along the east side of Montlake Boulevard Northeast and potential City plans to revise the traffic flow in the Montlake Triangle area.

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1986 Season

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1. In accordance with Section 23.48.18.B(2)(e)(4) of the Land Use Code which stipulates in part that "the approved plan shall be implemented prior to issuance of an occupancy permit . . .," and in order to gauge and anticipate better the actual operational needs of the 1987 season, the UW shall implement the Plan by the 1986 football season, with the exception of the following elements:

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In recognition of the fact that the Plan has been designed to accommodate a larger quantity of game attendants, the UW may reduce, but not eliminate, the number of (1) park-and-ride buses serving the proposed park-and-ride lots, (2) parking spaces proposed for lease from Safeco, and (3) charter buses.

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2. The UW shall pay the cost of planning and installing the signs for the expanded "No Parking on Day of Game" area and the signs exempting residents from this parking control. The estimated cost for the signs is \$38,800 and the planning and engineering costs are \$5,000. The residents shall be responsible for paying for the costs of the decals and the City shall pay future maintenance costs.
  3. If the UW is successful in securing WSDOT approval of the proposal to cone off the outside lanes of SR-520, the UW shall implement this measure in 1986.

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During Construction

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1. Care shall be taken to maintain mud off of City streets by providing for a sawdust mat around the construction site and/or for on-site wheel washing during construction and designation of personnel specifically assigned to remove mud and debris from the streets on a continual basis. Truck beds loaded with excavation material shall be covered, when in transit off campus, to contain the material on the truck.

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2. In order to minimize traffic-flow disruption on Montlake Boulevard Northeast during site preparation and construction, trucks shall enter city streets only via signalized intersections. No trucks or other construction vehicles shall travel on Montlake Boulevard Northeast after 3:30 p.m. weekdays.

3. Flagpersons shall be on duty during all hours of excavation and construction activities to control traffic at all points of construction-vehicle entry to unsignalized intersections on campus.

4. Parking for all construction workers shall be provided within the construction area in lot E-10 or lot E-9, in that order of preference. Workers shall be specifically instructed not to park in nearby areas in order to carpool to the construction site. This will be emphasized by presentation of the provisions of the construction specifications and campus transportation alternatives at preconstruction meetings. If, during construction, it becomes apparent that construction workers are parking in residential areas, the UW shall take measures to curtail such activity, including written notice to and meetings with contractors and subcontractors.

#### After Stadium Expansion

1. As 24,000 spectators represents the approximate attendance which can easily be accommodated by existing, on-campus parking facilities, the UW shall secure City Council approval for any non-UW events of over 24,000 expected attendance. The City Council may require the implementation of any and all reasonable, parking and transportation measures.

2. The UW shall provide no more than the existing 350 on-campus parking spaces for the press, coaching staffs, game officials, ticket takers, vendors, and other similar game-day personnel.

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- 1 3. The current staff-level coordination between SED, the Police  
2 Department and the UW for implementation of pre-and postgame traf-  
3 fic control plans shall continue.
- 4 4. Pedestrian access to the buses staged north of Northeast Pacific  
5 Place shall be controlled to assure that pedestrians loading onto  
6 buses do not block emergency access. This can be accomplished by  
7 a correct placement of a portable fence with gates.
- 8 5. In order for the plan to be truly dynamic and responsive to actual  
9 circulation impacts and needs, the Operational Supplement shall be  
10 amended to include a specific discussion of the details of a  
11 workable monitoring program, as follows:

12 The "Parking Plan and Transportation Management Program" shall be  
13 monitored by a technical group composed of, but not limited to,  
14 representatives of the UW, DCLU, SED, the Police Department, and  
15 Metro.

16 The monitoring program will be conducted by UW employees, who will  
17 gather data during the football season to determine the number of  
18 vehicles parking on campus and in the Safeco parking areas, and  
19 the average car occupancy of these vehicles; the number of people  
20 using regular Metro and "Husky Special" service, the P&R service  
21 and charter buses; the number of people arriving by boat, and the  
22 number of boats moored; the number of vehicles parking in the  
23 neighborhoods; and the volume of traffic on major arterials  
24 surrounding campus.

25 The data will be reviewed by the technical group to determine  
26 whether satisfactory progress towards the goals of the Plan are  
27 being met and whether modifications are necessary. The results of  
28 the monitoring program will then be reviewed with an Advisory  
Group composed of, but not limited to, representatives of the UW,  
City of Seattle, Metro, WSDOT and the community. The Advisory  
Group will meet annually in the spring to review and assess the

1 results of the monitoring program, and propose any necessary modi-  
2 fications to the Plan to ensure that the goals are being met. The  
3 proposed addition of new substantive mitigation measures shall  
4 require City Council approval.

5 Critical Review Data

6 The monitoring program shall accumulate data as follows:

- 7 a. Automobile Parking on Campus - The quantity of cars parking  
8 in each lot and the quantity of cars parked at each parking  
9 rate (\$7, \$6 and \$3, initially) will be determined for each  
10 home game. A survey will be conducted at the first sellout  
11 game each season to measure the average car occupancy rate  
12 for all cars parking in UW-controlled lots.
- 13 b. Automobile Parking in Neighborhoods - The quantity of cars  
14 parking in surrounding neighborhoods will be monitored at  
15 each home game. Also the perimeter of impact and the viola-  
16 tion rate will be monitored to determine if immediate adjust-  
17 ments to parking enforcement policy should be made.
- 18 c. Automobile Parking in Safeco Parking Facilities - The quan-  
19 tity of cars parking in the parking lot facilities leased  
20 from Safeco will be determined for each home game. A survey  
21 will be conducted at the first sellout game each season to  
22 measure the average car occupancy rate for all cars parking  
23 in Safeco facilities.
- 24 d. Traffic Conditions - Traffic congestion and conditions will  
25 be monitored before and after each home game to quickly iden-  
26 tify problem areas. Each intersection within a two-block  
27 radius of the two blocks containing the parking facilities  
28 leased from Safeco will be monitored before and after the  
first home game and each sellout game.

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1 The following Intersections will be monitored before and  
2 after the first home game and each sellout game by having  
3 each surveyor roam between several of these intersections:

4 Roanoke/Montlake Blvd.	15th Ave NE/NE Pacific
5 Montlake Blvd/SR-520	15th Ave NE/NE 40th St
6 Montlake Blvd/25th Ave NE	15th Ave NE/NE 41st St
7 Montlake Blvd/NE Pacific St	15th Ave NE/NE 45th St
8 Montlake Blvd/NE 45th Street	15th Ave NE/NE 50th St
9 NE 45th St/Union Bay Place	NE 45th St/17th Ave NE
10 25th Ave NE/NE 50th St	NE 45th St/I-5
11 NE 42nd St on-ramp (postgame)	NE 50th St/I-5

- 12 e. Transit - The quantity of people using th P&R bus service and  
13 the charter buses will be counted and tabulated for each home  
14 game. Also, the flow of P&R, charter buses, and Metro buses  
15 into and out of the area, the dynamics of unloading and  
16 loading, and transit scrip use will be closely observed to  
17 identify problems.

18 Assessment of Progress

19 The Advisory Group shall deem the Plan to have made satisfactory  
20 progress if the following goals are achieved by the end of the  
21 1988 football season:

- 22 a. The average car occupancy rate of cars parking on campus is  
23 at least 2.7 people per car. Less than 2.7 people per car  
24 does not mean the program is unsuccessful provided the con-  
25 dition described below in "d" is met.
- 26 b. The average car occupancy rate of cars parking in the Safeco  
27 parking facilities is at least two people per car. Less than  
28 2.0 people per car does not mean the program is unsuccessful  
provided the condition described below in "d" is met.

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- c. The average transit ridership is at least 9.2 percent of game attendees. Less than 9.2 percent ridership does not mean the program is unsuccessful, provided the condition described below in "d" is met.
  - d. The perimeter of the area impacted by football attendees who park in the neighborhoods is not larger (in area) or differently configured than the area impacted currently.
6. Pursuant to the Advisory Group's recommendations, the UW must be willing to revise all elements of the Plan as necessary, including: number of buses; location of bus staging, loading and unloading, parking fee rates, locations of signs, barricades and traffic control officers, etc.
  7. The Advisory Group shall determine the responsibility for any costs associated with changes to the Plan. In general, all additional start-up costs for implementing changes will be covered by the UW. Maintenance of traffic- and parking-control devices (e.g., signs) in City rights-of-way will generally be the responsibility of the City.
  8. In anticipation of increased traffic congestion west of campus, and in recognition of the potential for using the I-5 express lanes for northbound, as well as southbound, traffic, the UW shall be required to make the necessary improvements to the Northeast 42nd Street on-ramp to the Express Lanes to facilitate northbound traffic flow by the beginning of any football season after stadium expansion following a season in which the Advisory Group deems that traffic congestion west of campus was at unacceptable levels. It is recognized that these improvements will require WSDOT approval.

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9. In recognition of the fact that the expanded stadium will accrue increased admissions tax revenues to the City, the UW shall be responsible for reimbursing the City for increased police and parking enforcement services and auto impound costs only to the extent those annual costs exceed annual admissions tax revenues.

BE IT FURTHER RESOLVED THAT:

1. The City Council grants concept approval to, and authorizes SED to initiate work on, planning and implementing an expanded "No Parking Day of Game " area with a residential parking exemption provision by the 1986 football season. The City shall bear the cost of yearly maintenance and replacement of the signs (approximately \$21,600). Residents are expected to purchase exemption decals, if needed by a specific household; and that
2. The City Council instructs the Police Department to pursue aggressive impoundment of all violators of the "No Parking Day of Game" restriction. Clearly posted "Tow-Away Zone" warnings should provide the adequate legal notice to violators to facilitate impoundment; and that
3. The City Council acknowledges the budgetary and personnel impacts of this Plan, and requests to the appropriate City department(s) for a recommendation on the most effective and efficient means of resolving these issues; and that
4. The City Council supports the UW's proposal to cone off the outside lanes of SR-520. This can be accomplished by writing to WSDOT to stress the importance of this measure to the mitigation of existing and future game-day traffic congestion on City streets, and to convey the City's desire to have it implemented by the 1986 football season.

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ADOPTED by the City Council of the City of Seattle this \_\_\_\_\_  
day of \_\_\_\_\_, 1986, and signed by me in open session in authen-  
tication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 1986.

\_\_\_\_\_  
President of the City Council

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 1986.

ATTEST: \_\_\_\_\_  
City Comptroller and City Clerk

BY: \_\_\_\_\_  
Deputy

THE MAYOR CONCURRING:

\_\_\_\_\_  
Charles Royer, Mayor

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