

An aerial, high-contrast black and white photograph of a large stadium, likely the University of Washington's Husky Stadium, situated in a city. The stadium's seating bowl is the central focus, with a large, dark, angular structure on the left side. The surrounding urban landscape is densely packed with buildings and trees. The text 'University of Washington' is faintly visible in the upper middle section of the image.

University of Washington

STADIUM EXPANSION PLAN AND TRANSPORTATION MANAGEMENT PROGRAM

UNIVERSITY OF WASHINGTON
STADIUM EXPANSION PARKING PLAN
AND TRANSPORTATION MANAGEMENT PROGRAM

Prepared by the
University of Washington
Transportation Office

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PREFACE

This document constitutes the University of Washington's Parking Plan and Transportation Management Program for the Husky Stadium Expansion. It has been prepared in accordance with the provisions of the 1983 City-University Agreement.

An Operational Supplement has been prepared to accompany this document and will be reviewed and updated as necessary as the Plan is implemented and monitored by an advisory group comprised of representatives of involved agencies and communities.

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UNIVERSITY OF WASHINGTON STADIUM EXPANSION
PARKING PLAN AND TRANSPORTATION MANAGEMENT PROGRAM

I. INTRODUCTION

Husky Stadium currently has a football game seating capacity of 58,500 people. This will increase to 72,200 with construction of the new north stands. The Plan presented herein has been developed in accordance with the City-University Agreement, which requires a workable parking and transportation management plan for stadiums with seating capacity in excess of 20,000. A supplement to the Plan which accompanies this document, contains the operational details regarding the implementation of the adopted Plan. This supplement includes operating procedures which are too detailed to be "detailed" in the Plan and which are intended to be reviewed and adjusted as necessary through an administrative review process.

Major Goal

The major goal of the Parking and Transportation Plan is to accommodate a sellout crowd of 72,200 with less reliance on parking in the residential areas near campus than at the present time. The keys to accomplishing this goal are to provide incentives for people to ride transit, to carpool, to use alternative modes (boat, bicycle, walking, etc.) and to provide a limited amount of additional parking on-campus. The University has worked with the City of Seattle (Department of Construction and Land Use, Engineering Department, and Police Department), Metro, and the Washington State Department of Transportation (WSDOT) in developing this plan. Successful implementation will require a continuing, cooperative effort between these agencies and the University. The main components of the Plan are outlined below:

1. A park-and-ride bus system to provide convenient transit service from outlying areas directly to the Stadium.
2. A transit scrip program and other incentives to encourage people to ride the bus to the games.
3. A reduced parking rate for carpools to encourage three (or more) occupant vehicles.
4. A substantial increase in on-campus parking rates for one- and two-occupant vehicles.
5. An increase in the on-campus parking supply and leasing of space in the University District to provide additional close-in parking.
6. A marketing program to promote increased use of carpools and nonautomobile modes of transportation (charter bus, walking, boating).

7. Implementation of measures to dissuade people from parking in residential neighborhoods.
8. An information mailer that matches parking areas to postgame traffic flow patterns and encourages people to park in areas compatible with their exiting traffic flow destination.
9. A monitoring program to ensure that the goals of the Plan are being met and to provide a means to revise the Parking and Transportation Plan, if required.

Secondary Goal

A second major goal of the plan is to expedite postgame traffic. This portion of the program focuses on improving traffic flow to SR520 and to I-5, thereby reducing the length of time that traffic obstructs the arterial street system and residential areas. This can be accomplished by "coning" one lane on SR520 eastbound and one lane westbound to provide free flow onto SR520 for a limited time (approximately 30 minutes) and by continuing to use the I-5 express lanes for southbound traffic, and if feasible, the northbound lanes from NE 42nd. St.

Existing Conditions

Currently, the main transportation modes for football game attendees are private auto, charter bus, walking, public transit, and private or charter boat. Private autos transport the majority of game attendees (46,000 people in 20,500 vehicles). Approximately 55 percent of these vehicles park on-campus while the remainder park in the University District and in adjacent neighborhoods (see Table 1).

Every year prior to the beginning of the football season, the University mails a transportation information flier to all football season ticket holders. This flier promotes the use of carpooling and transit and includes maps of the major Husky Special transit routes. In addition, football fans are encouraged to use University parking facilities and not park in surrounding communities if they are commuting to games by private automobile.

With the expansion of the Stadium, an additional 13,800 people (including 100 additional unseated attendees) will have the opportunity to attend Husky football games. To accommodate these additional people, increased emphasis will be placed on alternative modes of transportation (public transit, carpooling, walking, and boating) through incentive programs and marketing (see Table 2). The Plan is designed to limit the increase in vehicular traffic to 6 percent even though the number of seats increases by 23 percent. Increases in vehicular traffic will be minimized partly as a result of increases in the average car occupancy (see Table 2, Footnote C) expected with the proposed pricing incentives for carpools and increased neighborhood parking enforcement.

Table 1
 UW FOOTBALL GAME MODE SPLIT (1984)
 EXISTING CAPACITY (58,500)

<u>Nonauto Mode</u>	<u>Persons</u>	<u>Vehicles/Boats</u>		<u>Percent of Persons</u>
Charter bus	3,280	82		5.4
Charter boat	1,050	7		1.8
Private boat	1,440	180		2.4
Metro				
Husky Special	2,050	41		3.4
Regular schedule	500	NA		0.8
Drop off	600	300		1.0
Walk	<u>5,360</u>	<u>NA</u>		<u>8.9</u>
Subtotal	14,280	NA		23.7
<u>Automobile Mode</u>	<u>Persons</u>	<u>Vehicles</u>	<u>ACO^a</u>	<u>Percent of Persons</u>
On Campus				
Stadium Area	3,510	975	3.6	5.8
East Campus	12,260	4,900	2.5	20.3
Main Campus	6,750	3,070	2.2	11.2
South Campus	2,420	1,010	2.4	4.0
West Campus	<u>2,740</u>	<u>1,370</u>	<u>2.0</u>	<u>4.6</u>
Subtotal	27,680	11,325	2.4	45.9
Off Campus				
U-District	2,000	1,000	2.0	3.3
Neighborhoods	<u>16,340</u>	<u>8,170</u>	<u>2.0</u>	<u>27.1</u>
Subtotal	<u>18,340</u>	9,170	2.0	<u>30.4</u>
TOTAL	60,300 ^b			100.0

^aACO: Average car occupancy.

^bIncludes 1,800 unseated attendees (press, game officials, vendors, etc.).

Table 2
 UW FOOTBALL GAME MODE SPLIT
 EXPANDED SEATING CAPACITY (72,200)

<u>Nonauto Mode</u>	<u>Persons</u>	<u>Vehicles/ Boats</u>	<u>Percent of Persons</u>	<u>Change From 1984^c</u>	
				<u>Number</u>	<u>Percent</u>
Charter bus	5,000	125	6.8	+1,720	+ 52
Charter boat	1,500	10	2.0	+ 450	+ 43
Private boat	1,440	180	1.9	+ 0	+ 0
Metro					
Husky Special	3,000	60	4.1	+ 950	+ 46
Regular service	1,000	NA	1.4	+ 500	+100
Park-n-ride service	2,740	35	3.7	+2,740	NA
Drop off	770	385	1.0	+ 170	+ 28
Walk	<u>6,000</u>	NA	<u>8.1</u>	<u>+ 640</u>	<u>+ 12</u>
Subtotal	21,450		29.0	+7,170	+ 50

<u>Automobile Mode</u>	<u>Persons</u>	<u>Vehicles</u>	<u>ACO^a</u>	<u>Percent of Persons</u>	<u>Change From 1984^c</u>	
					<u>Number</u>	<u>Percent</u>
On Campus						
Stadium area	3,510	975	3.6	4.7	+ 0	+ 0
East Campus	14,840	5,300	2.8	20.1	+2,580	+21
Main Campus	9,060	3,485	2.6	12.2	+2,310	+34
South Campus	2,670	955	2.8	3.6	+ 250	+10
West Campus	<u>3,430</u>	<u>1,490</u>	<u>2.3</u>	<u>4.6</u>	<u>+ 690</u>	<u>+25</u>
Subtotal	33,510	12,205	2.7	45.2	+5,830	+21
Off Campus						
Safeco	1,700	850	2.0	2.3	+1,700	NA
U-District	2,000	1,000	2.0	2.7	+ 0	+ 0
Neighborhoods	<u>15,440</u>	<u>7,720</u>	<u>2.0</u>	<u>20.8</u>	<u>- 900</u>	<u>- 6</u>
Subtotal	19,140	9,570	2.0	25.8	+ 800	+ 4
TOTAL	74,100 ^b			100.00	+13,800	+23

^aACO: Average car occupancy. NCHRP Report 187, Quick-Response Urban Travel Estimation Techniques and Transferrable Parameters, was used to estimate ACO of 2.7

^bIncludes 1,900 unseated attendees (press, game officials, vendors, etc.)

^cTechniques used in estimating the change in car occupancy and transit ridership using various parking rates, transit fares, and transit travel times were based on methodology from NCHRP Report 187, published by the Transportation Research Board. PSCOG information developed in 1983 for the Seattle Comprehensive Transportation Program was correlated with the Quick Response method for applicability to the Seattle area. Results were similar in each case; 12 to 15% increase in ACO and 115 to 125% increase in transit usage for the proposed plan. Charter bus estimates are based on past experience when 100 buses were accommodated.

II. MAJOR PLAN ELEMENTS

The focus of the transportation program is to provide incentives for people to take transit or carpool to the game. Three major parts of the program are the transit scrip program, expanded transit service, and the discount carpool program. Ride matching, marketing, and enforcement also play key roles in achieving the desired shift in mode. The transportation program addresses changes in postgame traffic patterns as well.

Transit Scrip Program

A major goal of the transportation program is to encourage football game attendees to take public transportation to the Stadium. At present, 4.2 percent of the attendees arrive via public transit. For the expanded Stadium, ridership will increase to 9.2 percent through improved service and a reduced cost to the rider.

The reduced rider cost will be accomplished by providing each football game ticket purchaser with free transit scrip. The scrip will allow the rider a free transit ride to and from the game on regular Metro service, the "Husky Special" routes, and the proposed park-and-ride service. The scrip will be dated and valid for day-of-game only. It will be mailed to ticket purchasers along with their football tickets. Included will be a description of the program and information regarding transit routes and park-and-ride service to the Stadium.

Transit Service

The majority of the current transit users ride "Husky Special" buses which operate as extra service on existing routes serving the Stadium area. There are 24 buses carrying 2,050 people on the four "Husky Special" routes. An additional 500 people arrive via regular Metro service on routes serving the Montlake express station and the University District.

Through incentive programs and expanded service, it is estimated that 6,740 people will take public transit (not including charter buses) to football games at an expanded Husky Stadium. This includes additional patrons on existing "Husky Special" routes, on existing regular transit service, and on the new park-and-ride service.

The new park-and-ride bus service is expected to attract 2,740 football game attendees (this is equivalent to 20 percent of the new attendees). The service will be contracted from Metro Transit. This service will be free to users with transit scrip and will provide a convenient, comfortable means of attending the game.

The estimate of 2,740 persons attracted to the park-and-ride service compares favorably with the existing use of charter buses (3,280 persons).

"Husky Special" Service. "Husky Special" service is the service added by Metro on four existing routes to accommodate game attendees. All these extra buses unload and load near the Stadium and arrival times are keyed to game time. Most of these extra buses are not needed elsewhere in the transit system so they layover on Montlake Blvd., just south of the Montlake Bridge, and on N.E. Pacific St. in front of the Hospital in position for loading after the game.

Metro will provide additional "Husky Special" service on the four existing "Husky Special" routes to accommodate the additional riders expected after the Stadium is expanded. Approximately 20 to 25 additional coaches will be required to handle the rider increase in the pregame time period and 15 to 20 coaches for the postgame. The demand will be monitored and if additional coaches are needed Metro has agreed to provide them. The regular Metro transit fare for Saturday service (currently \$.55 for a one-way one-zone trip) will apply to this service. Transit scrip as provided by the University will be acceptable on these routes in lieu of cash.

Regular Metro Service. No increase in the number of buses on other regular Metro routes is proposed. Patronage will increase on some routes, particularly those that serve the University District and the Montlake flyer stop and the current number of buses will accommodate the increased riders. The University-issued transit scrip will be valid on regular transit routes as well as Husky special service.

Park-and-Ride Service with Transit Scrip. For pregame service buses will operate from park-and-ride (P&R) lots conveniently located throughout the Seattle metropolitan area (see Figure 1). Approximately 35 coaches will be needed for service to the Stadium for a sellout game and fewer for a nonsellout game.

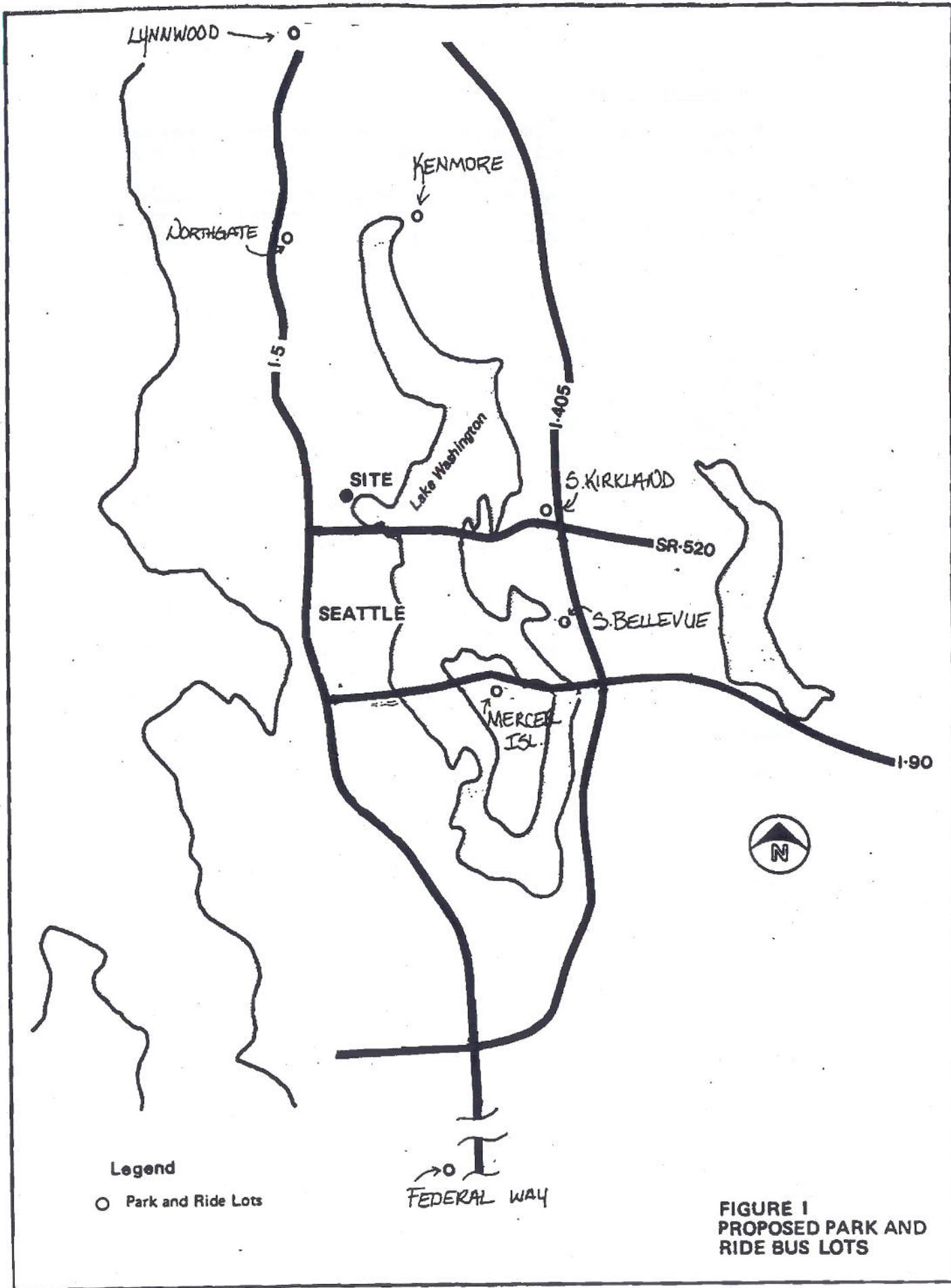
The P&R lots are located close to area freeways and/or major arterials, and the objective will be to designate routes to and from these lots that provide the shortest travel times. A primary and a secondary route will be designated for each pair of P&R lots.

The most important service criterion is total travel time to the Stadium. Congestion patterns will be analyzed and each bus from each pair of P&R lots will use the route with the shortest travel time.

For postgame service the P&R buses to be used to transport attendees back to their P&R lots after the game will lay over on Montlake Boulevard during the game.

The buses serving the park-and-ride lots will be loaded immediately following the game and will be dispatched before congestion builds up (within 20-30 minutes). This will be an attractive incentive to use this service.

Once loaded, all buses will depart prior to allowing other traffic through the loading area.



**FIGURE 1
 PROPOSED PARK AND
 RIDE BUS LOTS**

Discount Carpool Program

Surveys taken during the 1984 season indicate that the average car occupancy rate for football game attendees parking on campus is 2.4 people per vehicle. This rate varies depending on the area of the campus; higher rates are achieved in areas closer to the Stadium. The goal of the proposed program is to increase the average car occupancy (ACO) for vehicles parking on-campus from 2.4 persons per vehicle to 2.7 persons per vehicle.

The existing ACO of 2.4 persons per vehicle is lower than the ACO at a number of other football stadiums. The Transportation and Traffic Engineering Handbook--Second Edition (Institute of Transportation Engineers) Table 21-8 shows a range of 2.5 to 3.8 for other stadiums. The Los Angeles Coliseum has 11,000 onsite parking spaces and 26,500 spaces in the vicinity of the stadium; ACO is 2.6 persons per vehicle in this heavily auto-oriented area. A goal of 2.7 ACO for Husky Stadium is not unrealistic.

The current rate for on-campus football parking is \$3.00 per vehicle. Vehicles arriving for non-football events before 11:00 a.m. pay the regular Saturday parking fee of \$1.25 per vehicle. Faculty and staff with parking permits do not pay additional fees whether they are on campus to work or to attend the game.

The carpool discount parking program proposes to change the parking rate schedule to encourage more carpools (vehicles with three or more persons). The proposed rates are \$7.00 for vehicles with one occupant, \$6.00 for vehicles with two occupants, and \$3.00 for vehicles with three or more occupants. Because of their size and parking requirements, recreational vehicles would pay the \$6.00 rate regardless of the number of occupants. These initial rates would be adjusted as needed to achieve the goal of the carpool program (an average of 2.7 persons per car) and provide operating revenue for the other parts of the Transportation Plan.

Ride Matching

The University, as well as Metro's Commuter Services, currently operate ride-matching services in King County. These services aid the formation of carpools by matching origins and destinations of trips. This service will be a major tool in forming carpools for football game attendees.

Applications for free ride matching service will be mailed to all season ticket holders with their football tickets, along with an explanation of the service. Attendees who purchase individual football tickets at the UW Athletic Department will be given applications for this service at the time of purchase.

Boat Transportation

The University currently provides moorage for up to 200 private boats and 13 charter boats for Husky football games. Permits are sold on a

seasonal basis. Although all of the available permits are sold each year, only 180 private boats and 7 charter boats are typically moored in Union Bay for football games. Up to 204 private boats have been moored for past games. On stormy days, private boat use is lower, but general attendance is also lower, leaving parking and roadway space for attendees that usually come by boat to switch to automobiles. The University will encourage full use of the available moorage facilities through marketing and promotions.

A potential transportation mode which could carry one to two percent of game attendees is "water taxis." Boats capable of carrying over 100 passengers could link the University with areas on the east side of Lake Washington and South Lake Union. Potential origins for water taxis are Kenmore, Kirkland, Renton, and South Lake Union. Crossing time to the Stadium would be approximately 30 minutes. The University will research this option with private charter boat operators to determine their level of interest.

Marketing

Extensive marketing efforts can have a major impact on mode choice for football game attendees. Many people are not aware of the advantages of transit (including charter buses) or carpooling in riding to and from the game. These advantages will be more obvious when the transportation scrip program is implemented. The University can play a major role in educating the public concerning these alternative modes. The University's Transportation Office and the Intercollegiate Athletic Department will work together on an aggressive marketing program to promote alternative modes of transportation (park-and-ride service, public transit, carpools, charter boats, buses, and walking). These marketing efforts will include:

- o Promotional information mailed to season ticket holders
- o Public service announcements on local radio and television stations
- o Public service messages on the Stadium scoreboards and marquees
- o Special promotional events to publicize park-and-ride and transit services
- o Other promotional activities developed by the Transportation Office and the Intercollegiate Athletic Department.

Enforcement

The Seattle Police Department (SPD) currently assigns nine parking enforcement officers to enforce parking restrictions in the vicinity of the Stadium on game days. Seven of the parking enforcement officers are assigned to the Montlake neighborhood. The remaining two are assigned to the area north of the Stadium. Approximately 25 police officers are

assigned to pregame traffic control and 81 officers to postgame traffic control. The traffic control officers direct traffic at various intersections before and after the game.

The major parking enforcement problems are in the Montlake area. There are violations of the "no parking day of football game" zones, parking adjacent to fire hydrants, and parking in crosswalks. The fines for these offenses vary from \$15 to \$30. It is city policy to tow vehicles only if they block traffic flow or emergency vehicle access; thus, some violators may not be towed. Some community residents have expressed a desire for stricter enforcement of parking restrictions.

Expansion of the Stadium will require additional police officers and parking enforcement officers. A representative of SPD's Operations Division advises that 20 to 25 additional officers are needed to handle the additional traffic responsibilities. The University will work with SPD representatives for deployment of police and parking enforcement officers.

There are a number of enforcement measures that will be pursued to reduce the number of football game attendees parking in nearby residential areas. These measures include establishing or extending weekend Residential Parking Zones (RPZ's), extending the "no parking day of football game" zones, changing city policy regarding towing vehicles, and raising the fines for parking violations. University staff are working directly with City staff to determine the legal and procedural processes to be followed to implement these enforcement measures. The University will work with the Mayor's Office, the City Council, City staff, and the communities to see that stronger enforcement measures are implemented. If RPZ's are not established, the "no parking day of football game" zones must be continued and should be expanded to include areas where there is a potential for new impacts on neighborhoods.

III. TRAFFIC CONTROL

Pregame Traffic Control

Very few changes are proposed to the already well-developed pregame traffic control plan. The approximately 1,300 additional automobiles and approximately 100 buses expected for a sellout game will be distributed by trip origin and time of arrival similar to those that now attend games.

Signs. No changes to existing sign locations are proposed.

Traffic Flow. Pregame traffic flow will not change significantly except in the vicinity of the Safeco parking garages and surface lots to be leased for game-day parking. Further detail regarding traffic flow to the Safeco garage and lots is contained in the Operational Supplement.

Staffing Levels. Three additional Seattle Police Officers will be required as a result of the Stadium expansion, and additional University

of Washington parking staff will be needed to staff the two Safeco garages and two Safeco surface lots.

Postgame Traffic Control

Several revisions are proposed to the postgame traffic control plans. One-way traffic flow patterns, barricades, signs, and extra police officers will be required.

Signs. New signs, barricades, and traffic cones will be added to direct traffic from the Safeco garages and surface lots out of the area with minimum impact on existing flow patterns.

Traffic Flow. Traffic flow patterns will not change significantly except in the vicinity of the Safeco parking areas. Traffic patterns will be modified on NE 43rd Street between 12th Ave. NE and Roosevelt to expedite the flow of vehicles from the Safeco Garages and to help assure that these vehicles do not enter the westbound flow on NE 45th St.

On-campus postgame traffic flow will be slightly modified to accommodate charter bus parking. Mason Road will be one-way southbound between Jefferson Road and Stevens Way during the game and will be closed to all traffic except charter buses from the time the game ends until the charter buses laying over there have loaded and left.

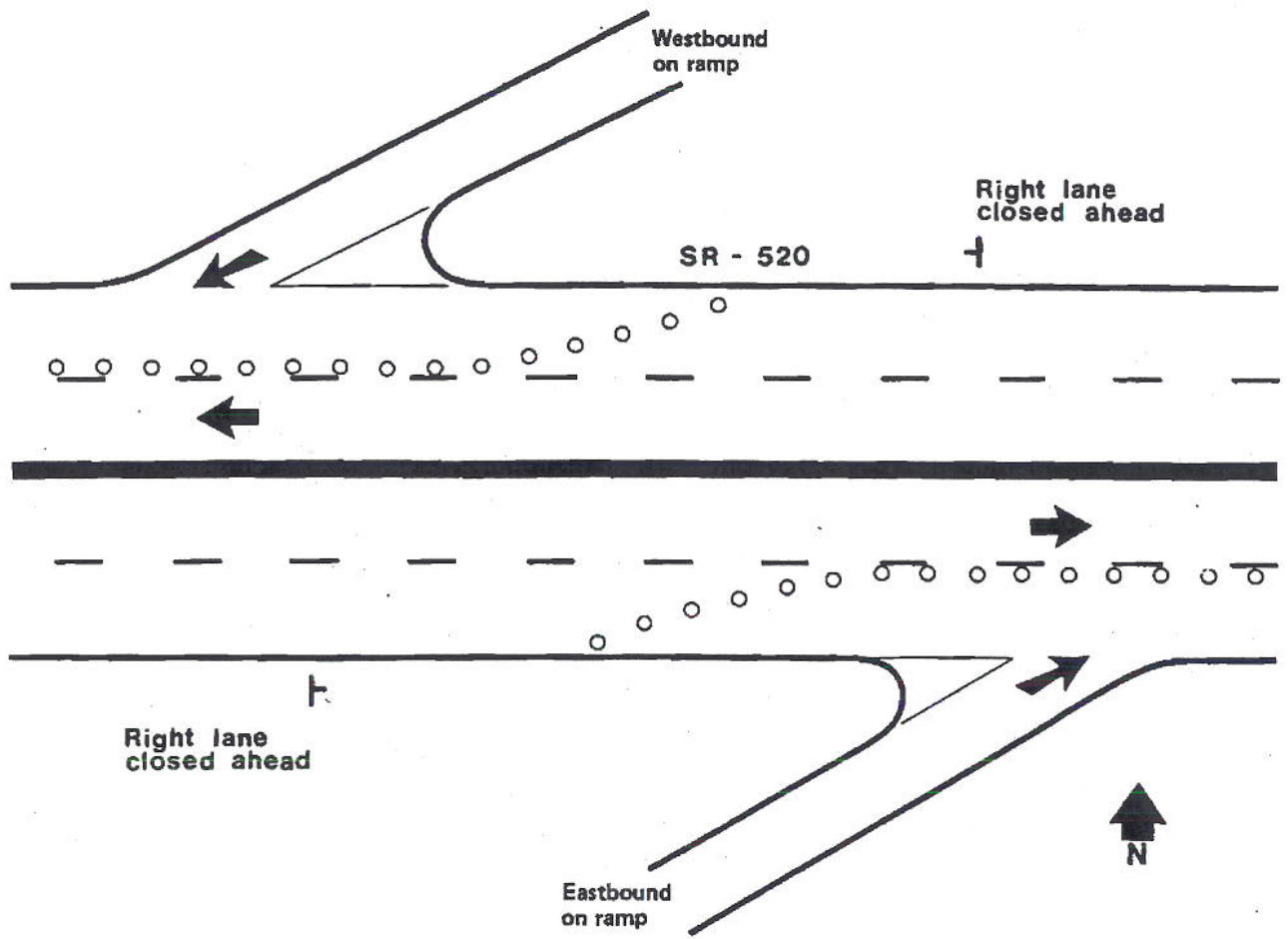
Staffing Levels. Between 20 and 25 additional Seattle Police officers will be required to direct postgame traffic after a game in the expanded Stadium. Additional University of Washington police will be needed to control on-campus postgame traffic.

Pedestrian Flow

Pedestrians will be channeled across Montlake Boulevard at the normal crossing point at NE Pacific Street and NE Pacific Place, but more buses and people will be in the area. A wide pedestrian walkway will be provided along Montlake Boulevard in front of the Stadium with hedges to prevent pedestrians from crossing Montlake Boulevard except at the normal crossing points. In addition, fencing will be erected to help channel pedestrian to normal crossing points.

Automobile Routing

The University, the City and the State will routinely explore changes in automobile routing, designed to expedite movement away from the Stadium. To improve access to SR520, the University requested WSDOT approve "coning-off" the outside lanes on SR520 (see Figure 2) for a limited time (30 minutes) to allow free flow from the Montlake on-ramps supplemented by appropriate traffic control signs. At the present time, WSDOT has denied this request. WSDOT will gather data during the 1986 football season to determine the feasibility of implementation for the 1987 season. The University will vigorously pursue with WSDOT the implementation of this mitigation measure.



LEGEND

- ⊥ Temporary Signs
- ○ Proposed Temporary Cones

Not to Scale

**FIGURE 2
MONTLAKE/SR520
INTERCHANGE**

Triangle Garage Access

Access from this Garage for football parking will be to the main campus only; access to Pacific Place will be closed to postgame traffic. This will channel more traffic to the west, away from Montlake Boulevard. Observations by University staff indicate that postgame traffic flows more freely west of campus than in the east campus area.

Emergency Vehicle Access

One or more through lanes on major arterials will always be clear for use by emergency vehicles. Improved emergency vehicle access into neighborhoods will be provided upon Plan implementation. Improperly parked vehicles will be towed. RPZ's will be considered and may be in effect on game days. Expansion of the "no parking day of game" restriction is also included as a mitigation measure.

IV. PARKING PROGRAM

The goals of the parking program are three-fold: 1) to provide additional University controlled parking for the general public; 2) to provide close in parking for Tyee Club member; and 3) to encourage people to park in areas compatible with their exiting traffic flow destination.

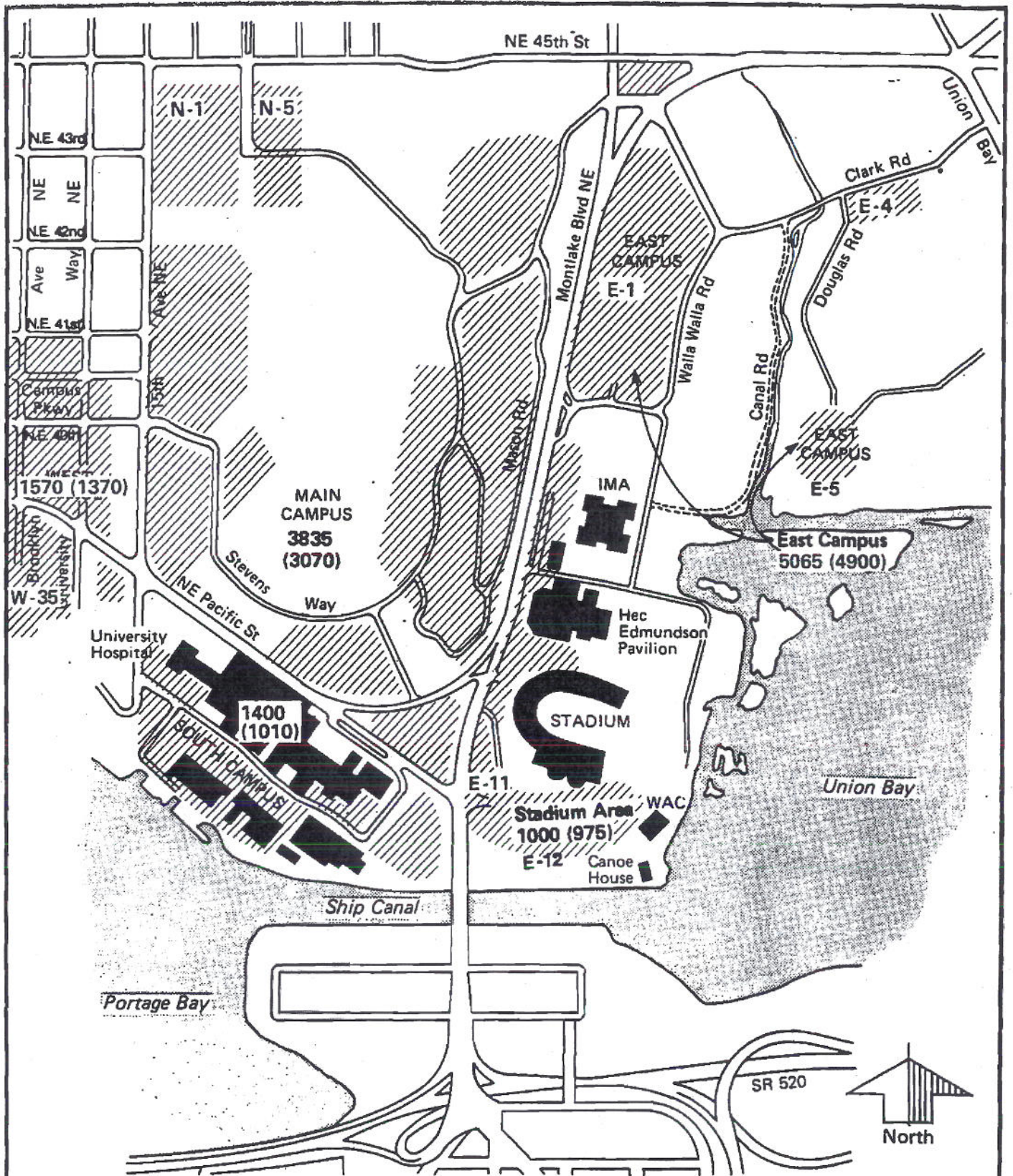
Campus Parking

The current on-campus parking supply for football game days is approximately 13,000 vehicles. Stack-parking certain lots in the West, East and Main Campus will increase the parking supply by 880 vehicles. Approximately 1,675 on-campus parking spaces are used by nongame attendees and this will continue. Figure 3 shows the on-campus parking areas and the 1984 parking use and supply. The discount carpool parking program discussed previously is projected to increase the average car occupancy for those people parking on-campus from 2.4 in 1984 to 2.7 in 1987. Due to the increase in the average car occupancy (as a result of the discount carpool parking program) and the provision of 880 additional parking spaces, 5,830 more people will park on campus after implementation of this Plan.

The University will encourage attendees who commute to games by private automobile to park in campus parking areas according to their postgame traffic flow destination. Each football game ticket purchaser will receive a mailer that shows exiting traffic flow patterns, color coded to parking areas that match exiting traffic flow destinations. Information will also be provided as to streets where traffic flow is restricted.

Off-Campus Parking (Safeco)

A significant increase in parking for football game patrons near campus will be achieved by leasing private off-street spaces in the University District. Approximately 850 spaces controlled by Safeco will be leased for use on football game days. The spaces are located near NE 45th on



- Legend**
- ////// General Parking Zones
 - 4900 Number of Available Parking Spaces on Game Days
 - (2500) Number of Spaces Used by Football Game Attendees

FIGURE 3
ON-CAMPUS FOOTBALL PARKING
WITHIN THE PRIMARY IMPACT AREA

Roosevelt Way, on 11th Avenue NE, and on 12th Avenue NE. These spaces will accommodate approximately 1,700 people. In order to accommodate the traffic entering and exiting the Safeco parking areas, a traffic plan will be implemented to direct traffic away from NE 45th Street.

Neighborhood Parking

It is estimated that the Plan will result in a modest reduction (450 vehicles and 900 people) in parking in neighborhoods. The reduction will be due primarily to increased enforcement and more stringent penalties. Neighborhood parking for game attendees will be eliminated in those areas where residential parking zones or "no parking day of game" regulations are or will be in effect.

Game attendees will attempt to park in any area where parking is available and permitted within approximately 1.5 to 2.0 miles walking distance to the Stadium (based on current patterns). Expanding the Stadium, creating RPZ's to protect any area now used, and/or increased enforcement in any of the existing areas may result in people seeking parking in other nearby areas. This means enforcement will have to be expanded to cover these areas as well and streets in these areas will have to be signed if residents feel it is warranted. Attendees in vehicles "displaced" by improved enforcement will be accommodated in one of the high occupancy vehicle modes that are provided at low or no cost, i.e., \$3.00 for a carpool with three or more people, free transit scrip for use on "Husky Special" and regular Metro service, the free P&R service, or by the additional parking available on-campus or at the Safeco garage and lots.

Ticketing and towing of illegally-parked vehicles will provide deterrents.

Charter Bus Parking

Charter buses currently park in lots E-11 and E-12, adjacent to the Stadium. There are 70 to 75 buses for an average game. This number increases to 80 to 85 charters for sellout games. It is anticipated that the expanded Stadium will attract an average of 100 charter buses (125 charter buses for sellout games). The increase in charter bus demand is based on: 1) the fact that up to 100 charter buses were used by game attendees in 1978 and 1979; 2) that fees for campus parking will be significantly higher in 1987; and 3) that improved enforcement will encourage attendees to find alternative modes to the games. Sufficient buses are available for the expanded service, as evidenced by the 100 buses used in 1978/1979.

The additional 40 or so charter buses expected at a sellout game after the Stadium is expanded will be parked on campus near the Stadium on Walla Walla Road and the Main Campus on Mason Road. These locations are within approximately 600 feet of the Stadium and will be attractive to charter bus users. Other locations will be considered, if necessary.

V. OPERATING COSTS AND REVENUE GENERATION

Implementation of the Plan for the expanded Stadium will increase the game day costs incurred by the University, Metro, and the City of Seattle. The University's costs will consist of four components:

- o Parking
- o Transit scrip
- o Park-and-ride service
- o Ride-matching service

The parking costs will increase by 10 to 20 percent to cover increases in game day expenses due to increases in personnel to handle parking and security.

The transit scrip program will require the University to reimburse Metro for the scrip used on game days for regular Metro and "Husky Special" service. There will also be administrative costs and printing costs associated with the scrip program. The park-and-ride service will be contracted by the University with Metro. The service will require approximately 35 coaches and drivers. There will be increases in the costs of providing "Husky Special" service as additional coaches will be needed to accommodate the increase in ridership. These costs will be offset in part by an increase in the fare box revenues.

Other expenses per game include ridematching service, leasing of parking spaces from Safeco, and other miscellaneous costs. Revenue generated from parking fees will be used to pay for program operation.

There will also be an increase in costs to the City of Seattle due to the increase in police officers and parking officers. The costs to the City will be entirely offset by the increase in revenue from the admissions tax due to additional football game tickets sold.

VI. MONITORING PROGRAM

The monitoring program is designed to provide information that will allow the University to make adjustments to the Plan to achieve the desired goals. Information will be gathered during each football season to determine the number of vehicles and the ACO for vehicles parking on campus, the number of people using public transit, charter bus patrons, and the number of people arriving by boat. The data will be reviewed to determine whether the goals of the program are being met and whether adjustments are needed. The results of the monitoring program will be made available to the advisory group annually by March 1.

An advisory group consisting of representatives from the University, City of Seattle, Metro, WSDOT, and the Community will review the transportation program each year. The group will meet in the spring to review and assess the results of the monitoring program. In the event that the Plan needs adjustment to achieve the desired goals, the group will determine the appropriate action needed and responsible agencies

involved. Any changes to the adopted plan will be reviewed by the Department of Construction and Land Use and the Seattle Engineering Department, and approved by the City Council. Changes to the Operational Supplement will be modified through an administrative process satisfactory to the University, DCUJ and SED.

Parking Plan and
Transportation Management Program
Operational Supplement

UNIVERSITY OF WASHINGTON
STADIUM EXPANSION PARKING PLAN
AND TRANSPORTATION MANAGEMENT PROGRAM
OPERATIONAL SUPPLEMENT

February 14, 1986

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UNIVERSITY OF WASHINGTON STADIUM EXPANSION
PARKING PLAN AND TRANSPORTATION MANAGEMENT PROGRAM

OPERATIONAL SUPPLEMENT

I. INTRODUCTION

The operational details regarding the implementation of the Stadium Expansion Parking Plan and Transportation Management Program are contained in this supplement. The operational procedures are too detailed to appear in the Plan as they will be reviewed annually and revised as necessary to facilitate improvements to the program.

Information gathered each football season will be reviewed by the advisory group and, if necessary, the elements of the plan contained in this supplement will be modified as agreed to by the University of Washington and the Department of Construction and Land Use.

Operating Details for carrying out the Plan were developed jointly by the University, Metro and City agencies.

II. TRANSIT PROGRAM

Transit Scrip Program

Each football game ticket purchaser will be provided with free transit scrip. The scrip will allow the rider a free transit ride to and from the game on regular Metro service, "Husky Special" routes, and the proposed Park-and-Ride service. The scrip will be dated and valid for day-of-game only. It will be mailed to ticket purchasers along with their football tickets. An information packet describing the scrip program and information regarding transit routes and Park-and-Ride service to the Stadium will be included in the mailing.

Whether or not to issue the transit scrip as one or two pieces will be determined after system tests are conducted in 1986. The issued scrip will be full fare for a round trip to the Stadium on regular Metro and "Husky Special" service. If issued as one piece, the transit driver will issue a specially marked transfer which allows boarding for the return trip. If issued as two pieces, one piece will be good for the trip to the Stadium and one for the return trip. Metro will count the number of pieces of scrip, and/or specially marked transfers and will bill the University at a rate to be negotiated.

The scrip will also be full fare for a round trip to the Stadium from a P&R lot. In this case the Metro driver will give a receipt to round trip riders when they board the bus at the P&R lot. Those who do not intend to return will not receive a receipt and will have to surrender enough scrip to cover just the one-way trip to the Stadium. The receipt will be

color coded and marked with the P&R lot designation and loading section to expedite loading after the game for the return trip to the P&R lot.

"Husky Special"/Regular Service

Metro will provide approximately 20 to 25 additional coaches on the four existing "Husky Special" routes shown in Figure S-1 to handle the rider increase in the pregame time period and 15 to 20 coaches for the post-game period. The demand will be monitored and if additional coaches are needed, Metro has agreed to provide them.

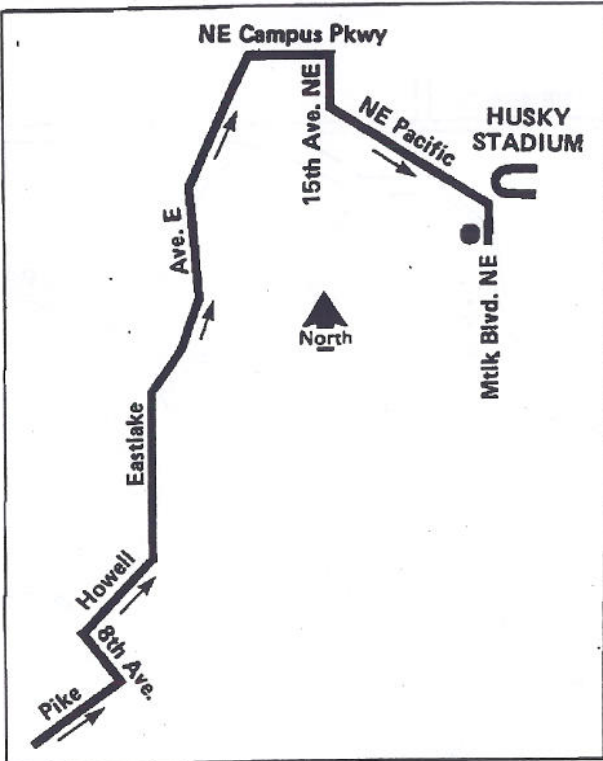
There are 24 buses on the existing Husky Special routes and approximately 20 of these buses currently layover in the vicinity of the Stadium while the others continue on their designated route. The "additional" coaches that layover during the game will be routed to a temporary holding area in the East Campus on Walla Walla and Clark Roads, after their last trip, where they will wait with the P&R buses until the game starts.

The "additional" Husky Special buses arriving from the west and laying over during the game will unload on NE Pacific Place and then proceed to the temporary holding area via Montlake Blvd., NE 45th St. and NE Union Bay Place. Those arriving from the south will unload on Montlake Blvd. in front of the Stadium and will proceed to the temporary holding area over the same route. The locations of these unloading areas and the temporary holding area are shown in Figures S-2 and S-3.

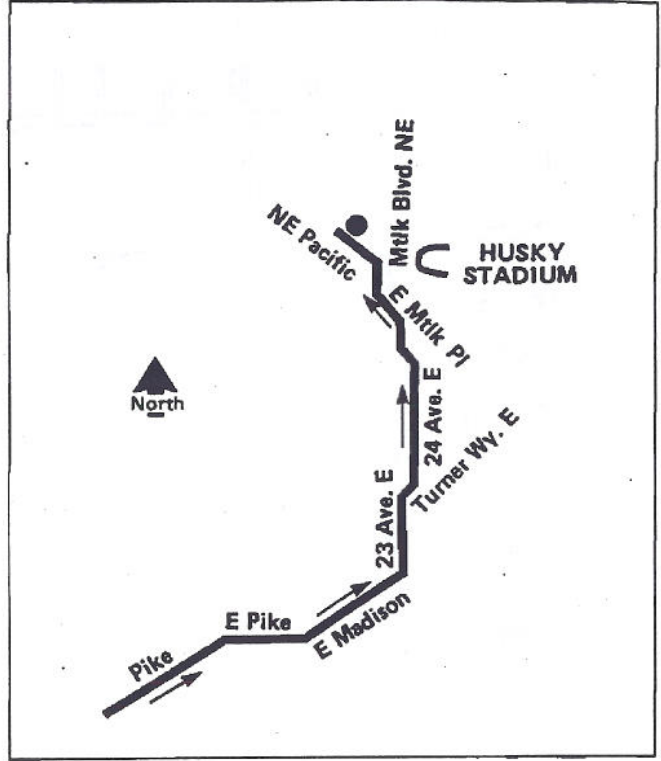
All the buses waiting in the temporary holding area will be moved to their layover area on Montlake Blvd. after the game starts. They will exit the campus at Walla Walla Road and will proceed south on Montlake Blvd. to their layover space in the southbound curb lane between NE Pacific Pl. and 25th Ave. NE.

Some of the Husky Special buses will load where current Husky Special buses now load on NE Pacific St. (in front of the Hospital) and on Montlake Blvd. (just north of the bridge) and these buses will be at the head of the queue. Other Husky Special buses will load where the P&R buses load on Montlake Blvd. in front of the Stadium and on NE Pacific Pl. These buses will be behind the P&R buses in the queue and will not be moved into loading position until after the P&R buses have loaded and departed. The P&R buses and Husky Special buses will be sorted to place them in proper order in the layover queue as they arrive in the temporary holding area. These queue locations and the route to the holding area on Montlake Blvd. are shown in Figure S-4.

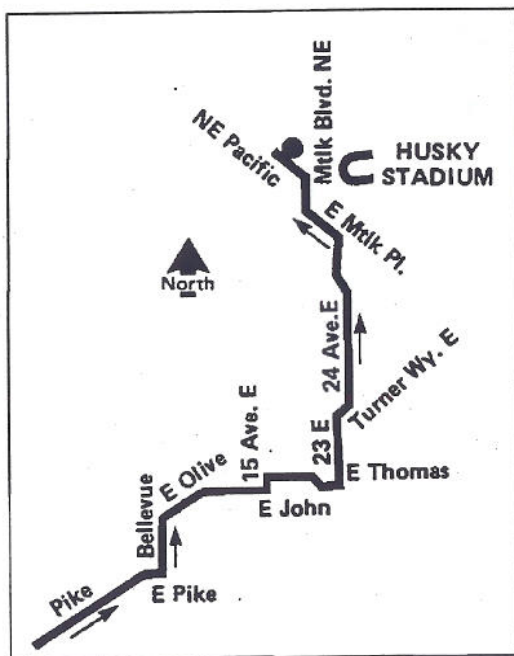
Husky Special buses will be moved into loading position approximately 30 minutes before the game ends, when Montlake Blvd. is closed to traffic. The Husky Special buses which will be loaded in the traditional areas will be moved into position first. The P&R buses will be moved into loading position next, immediately after the Husky Special buses at the head of the queue. The P&R buses will then load and depart and then the balance of the Husky Special buses will be moved into the vacated



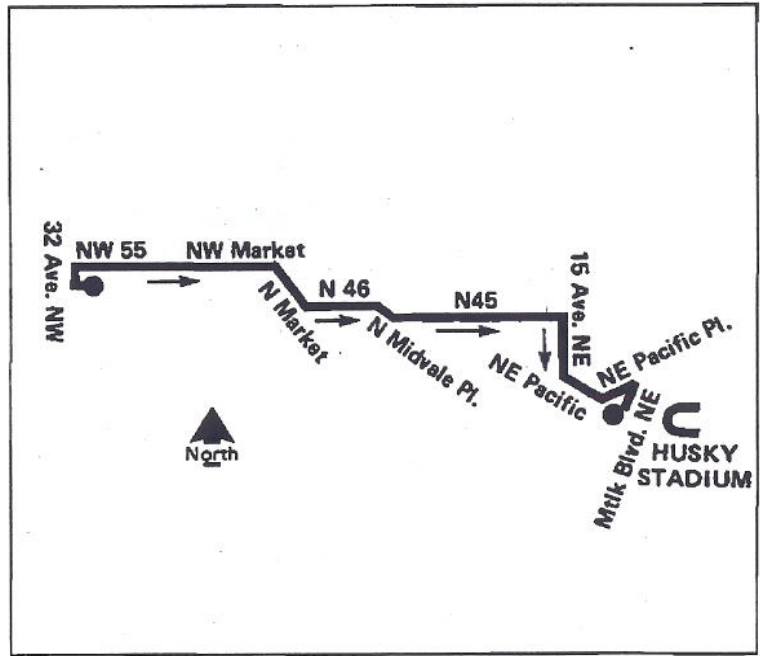
From Downtown via Eastlake



From Downtown Via 23rd Ave.



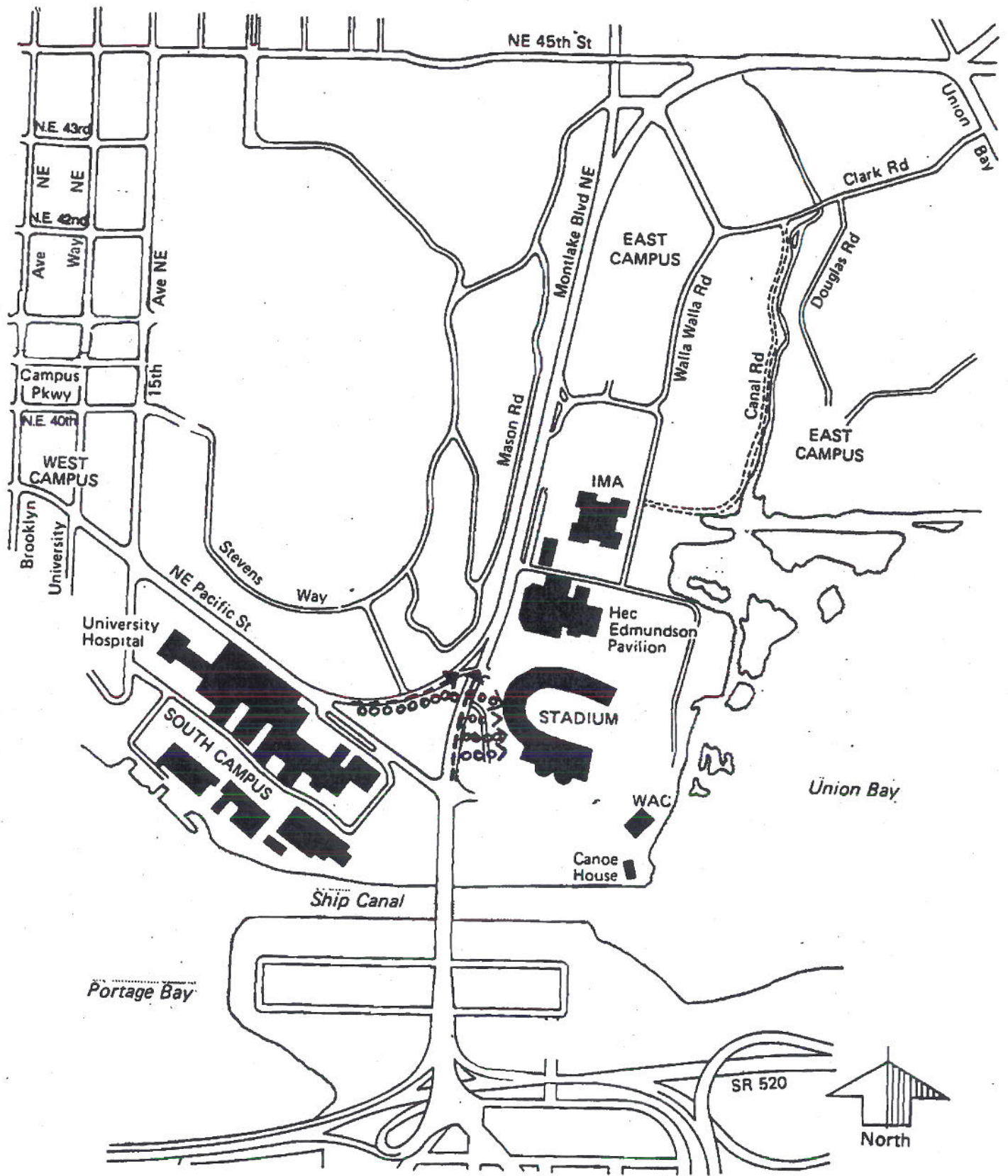
Route 43 From Downtown via Capitol Hill



Route 43 From Ballard via Market and 45th St.

Source: University of Washington Transportation Office

FIGURE S-1
HUSKY SPECIAL ROUTES



**FIGURE S-2
HUSKY SPECIAL UNLOADING AREAS
& PEDESTRIAN ROUTES
TO STADIUM**

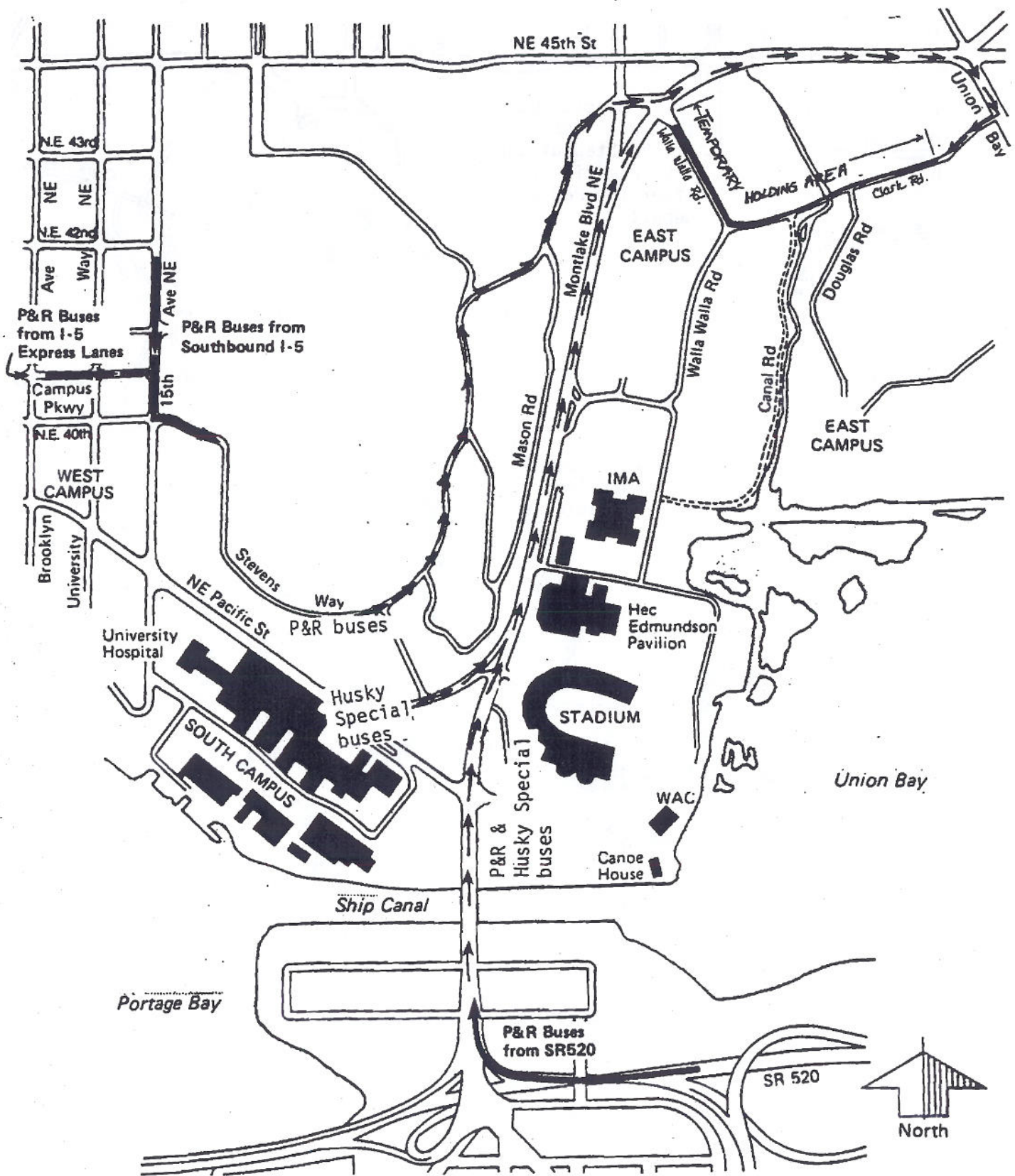
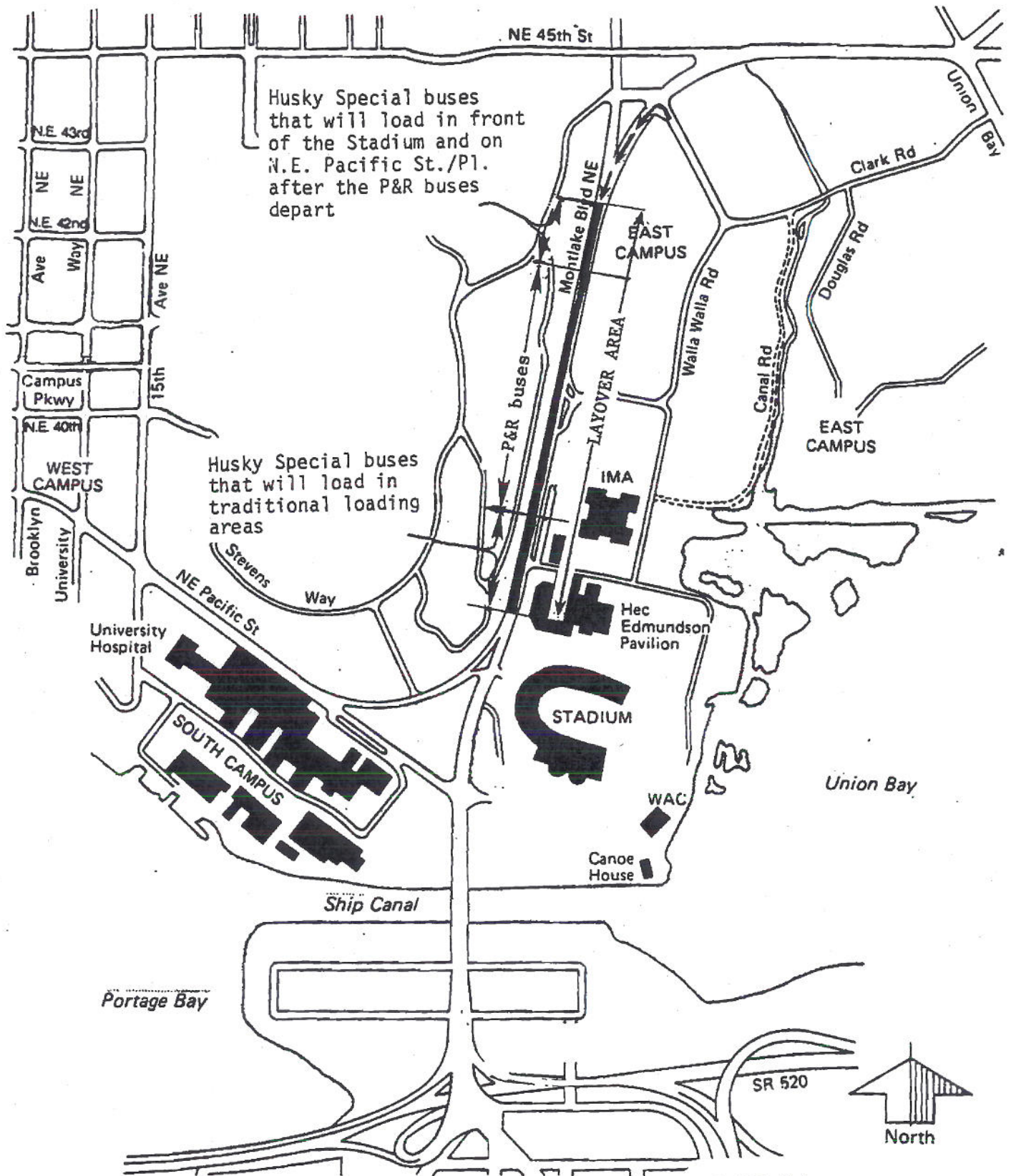


FIGURE S-3
ROUTES TO BE FOLLOWED BY
PARK AND RIDE & HUSKY
SPECIAL BUSES TO THE
TEMPORARY HOLDING AREA



**FIGURE S-4
 PARK AND RIDE &
 HUSKY SPECIAL BUS
 LAYOVER AREAS &
 ROUTING TO AREAS**

loading areas. The locations of these loading areas are shown in Figure S-5.

Park-and-Ride Service

Pregame Service. Buses will operate from P&R lots conveniently located throughout the Seattle metropolitan area. Approximately 35 coaches will be needed for service to the Stadium for a sellout game and fewer for a nonsellout game.

Scheduled service will operate during the approximately 1-1/2 to 2 hour period before the game. There will be four to five trips to the Stadium during this period from each P&R lot. The first trip by each bus will be scheduled to arrive at the Stadium approximately 90 minutes before the game and the balance of the trips will be spread over this period with arrival times scheduled to meet user demands and use the coaches efficiently. Each bus will generally make only one trip especially on longer routes. Buses making the early trips from close-in P&R lots may return to their lot for a second trip. As information is gathered through the use of the P&R system, routes and schedules will be adjusted.

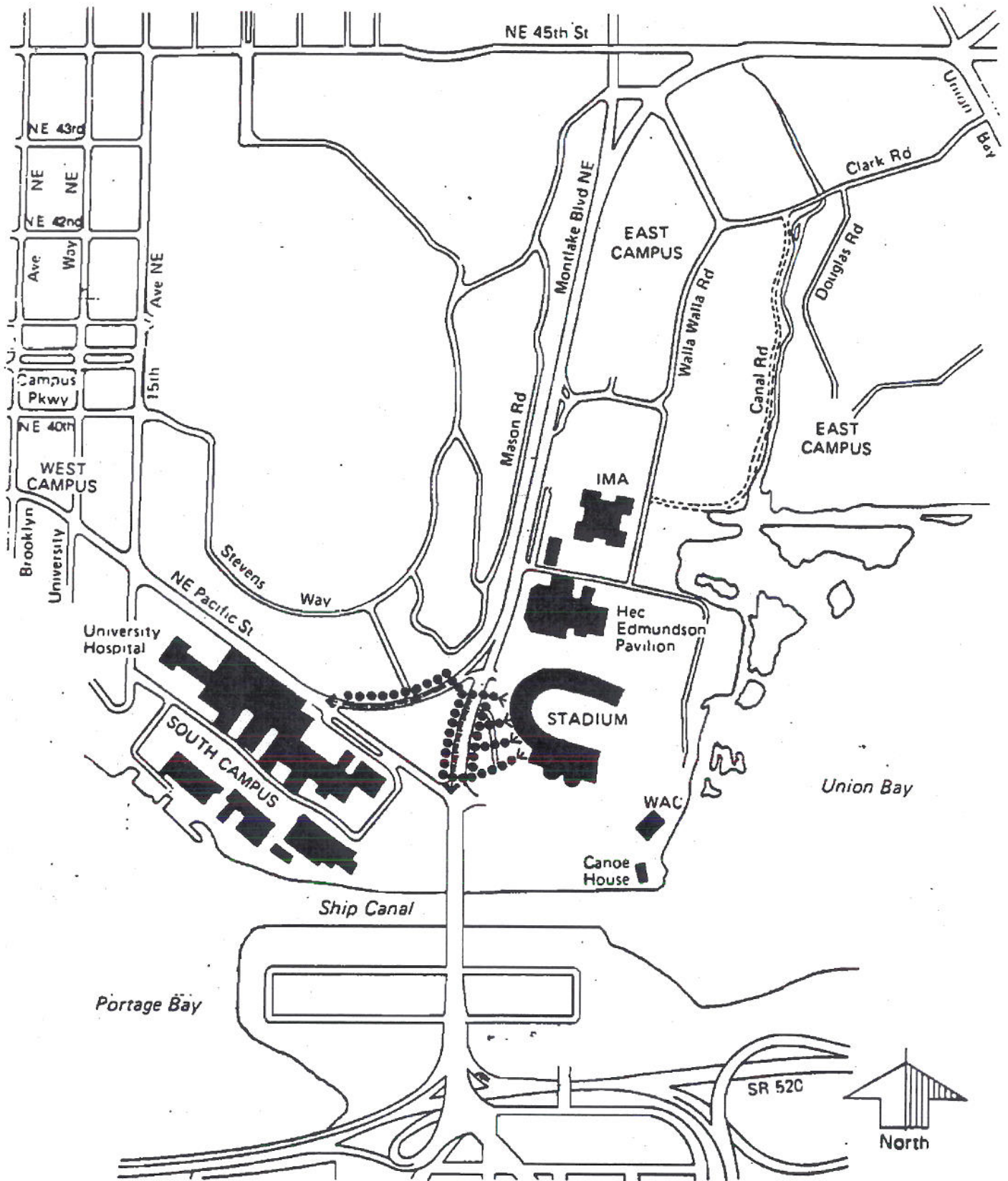
Service will be provided from seven P&R lots listed below and shown in Figure S-6:

- Lynnwood
- Kenmore
- Northgate
- S. Kirkland
- S. Bellevue/Mercer Island
- Federal Way

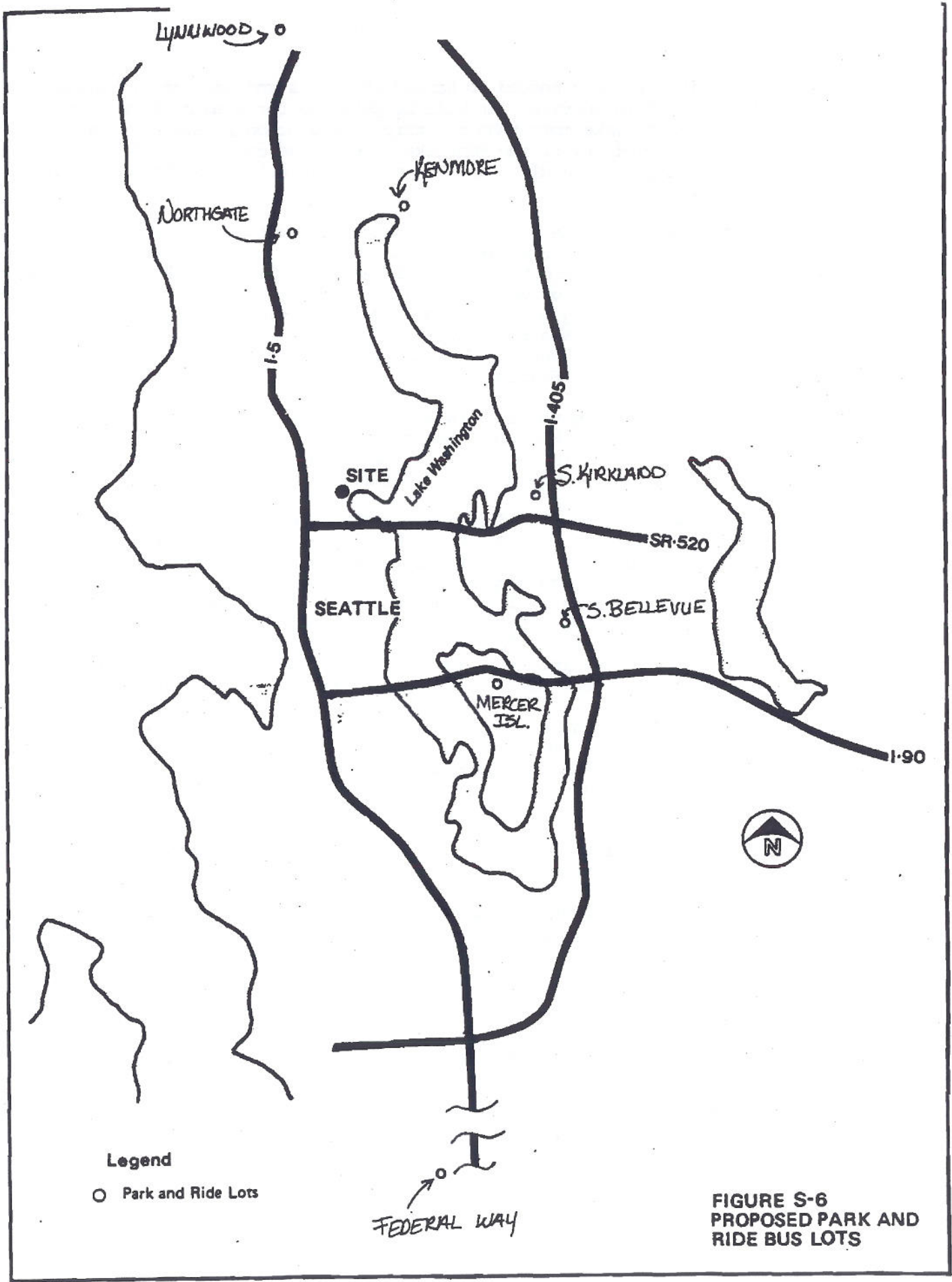
Each bus will serve one P&R lot except the bus serving the S. Bellevue P&R lot will also serves the Mercer Island P&R lot.

The P&R lots are located near area freeways. Routes between lots and the Stadium that provide the shortest travel times will be used. A primary and a secondary route will be selected from each P&R lot using the nearest freeway and/or convenient major arterials as the primary route.

The buses serving the Lynnwood and Northgate P&R lots will use I-5 to reach the University District. The buses serving the Kenmore P&R lot will use Bothell Way and 15th Ave. NE or Bothell Way, NE 145th St. and I-5 to reach the University District. The buses serving the S. Kirkland P&R lot will use SR520 and the buses serving the Federal Way P&R lot will use I-5 and the express lanes to reach this area. The buses serving the S. Bellevue and Mercer Island P&R lots will be routed to the area over I-90 and I-5 express lanes. Congestion patterns will be further analyzed in 1986 and each year thereafter to define the whole route with the shortest travel time.



**FIGURE S-5
PARK AND RIDE &
HUSKY SPECIAL
LOADING AREAS &
PEDESTRIAN ROUTES
TO BUSES**



**FIGURE S-6
PROPOSED PARK AND
RIDE BUS LOTS**

The quantity of buses needed to handle the loads and meet the schedule will be placed in service. It will be possible for some buses serving certain lots to make more than one trip. Congestion levels are high on SR520 in the vicinity of the Montlake interchange and it will be necessary to provide a different coach for each trip from the S. Kirkland P&R lot.

The P&R buses using the I-5 express lanes will exit at the NE 42nd St. off-ramp and travel to the 15th Ave. and 40th St. entrance to campus (gate No. 5) via NE 42nd St., Roosevelt Ave. and Campus Parkway. The P&R buses traveling south on the I-5 mainline will exit I-5 at NE 50th St. or NE 80th St., depending on congestion level, and travel to gate No. 5 via 15th Ave. NE. All these buses will follow Stevens Way through campus to the unloading area at Rainier Vista as shown in Figure S-7. Their doors will open towards the Stadium.

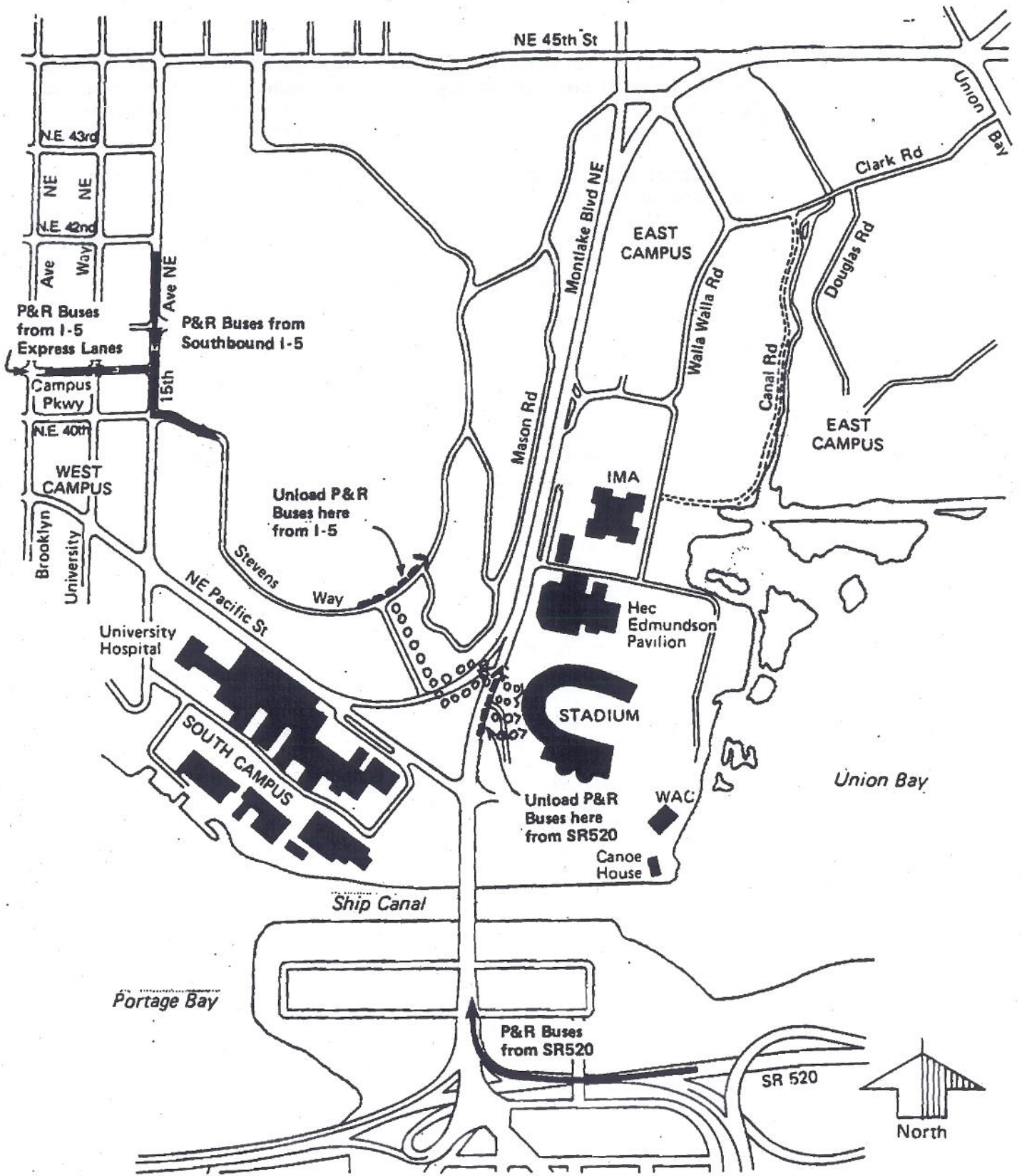
The P&R buses serving the S. Kirkland P&R lot will arrive via SR520. They will exit at the Montlake interchange and proceed north to the unload area directly in front of the Stadium as shown in Figure S-7. Their doors will open towards the Stadium.

All P&R buses will be routed to a temporary holding area in the East Campus on Walla Walla Road and Clark Road after their last trip where they will wait until the game starts. Those buses unloading on Stevens Way will proceed through campus on Stevens Way and exit at Gate No. 3 (Pend Orielle entrance). They will proceed to the temporary holding area via Montlake Blvd., NE 45th St. and NE Union Bay Place. Those buses unloading in front of the Stadium will continue north on Montlake Blvd. to the temporary holding area along the same route used by the P&R buses that unload on Stevens Way. These routes are shown in Figure S-3.

All the buses waiting in the temporary holding area will be moved to their layover area on Montlake Blvd. after the game starts. They will exit the campus at Walla Walla Road and proceed south on Montlake Blvd. to their layover space in the southbound curb lane between NE Pacific Pl. and 25th Ave. NE.

The free transit scrip provided by the University will be fare for a one-way trip to or from the Stadium or a round trip, depending on the rider's wishes. Riders will also be accepted on a one-way or round trip without scrip, but they will have to pay the equivalent value fare in exact change. The driver will give a marked and color coded receipt for payment of round trip scrip or the equivalent fare to help direct the rider to their bus for the return trip.

Loading Procedures. The buses in each of the three aisles will be loaded simultaneously from front-to-back in each section. The southbound aisle of buses will load from the sidewalk located along the north side of NE Pacific Place, the northbound aisle of buses will load from the sidewalk located along the west side of Montlake Blvd., and the eastbound aisle of buses will load from the full width traffic lane left between the two aisles of buses on Montlake Blvd. Ample space will be left between each



**FIGURE S-7
PARK AND RIDE BUS
UNLOADING AREAS & PEDESTRIAN
ROUTES TO STADIUM**

section in each aisle for normal pedestrian flow and to allow the riders bound to buses in each section to approach the coaches from the front or rear. The objective will be to load the buses in the 20 to 25 minute "window" between the time the game ends and attendees reach their cars.

A chain link-fence will be in place along Montlake Blvd. between the sidewalk and the street on the east side. This fence will extend from the intersection with NE Pacific Pl. to the intersection with NE Pacific St. and will direct all pedestrians, including those destined for the P&R buses, to these normal pedestrian crossing points where SPD officers can control traffic. This fence will be on rollers and will be anchored in place shortly before the game ends. A new, wide sidewalk along the east side of Montlake Blvd. will be provided as part of the Stadium site development to provide ample area for the heavy pedestrian traffic bound to the two Montlake Blvd. crossings.

Pedestrians will flow around both ends of this temporary fence to reach their P&R bus or their destinations on campus or in the University District. All three aisles of P&R buses can be accessed from the crossing point at NE Pacific Place. The two aisles of buses on Montlake Blvd. will be divided into two sections at that point and the aisle waiting for loading on NE Pacific Place will be directly across from this intersection. Many riders whose seats were located in the south stands will find it convenient to reach their coach from the crossing at NE Pacific St. These suggested pedestrian routes are shown in Figure S-5.

Bus Signing. Each section of buses will be signed with a letter of the alphabet, i.e., A, B, C, D, E, and F. Each aisle of buses will also be signed as north, south or east. For example, the buses serving P&R lots located north of the University District will be signed "North A Section" and "North B Section," etc., and each bus will be individually signed with the name of the P&R lot served. Signs will also be present at the front of each section which indicate the direction and section along with a list of the individual P&R lots served by individual buses in each aisle and section. These signs will be color coded to match the receipts provided to the riders when they board their bus at the P&R lot. For riders who will only use the P&R service for the return trip, information about the P&R service (including bus identification) will be provided in a mailer along with the football tickets or given out when tickets are purchased in person.

Postgame Service. The P&R buses to be used to transport attendees back to their cars at the P&R lots will lay over on Montlake Blvd. during the game (see Figure S-4). They will be located in a single aisle in the southbound outside (curb) lane between 25th Ave NE and NE Pacific Place and will be moved forward to the loading areas on Montlake Blvd. and NE Pacific Street approximately 30 minutes before the game ends (when Montlake Blvd. is closed to traffic). Game-day volumes of 900 vehicles per lane can be handled in the remaining southbound lane during the game (based on SED estimates). One or more through lanes will always be clear for use by emergency vehicles.

One aisle of buses will be loaded facing west on NE Pacific Place and two aisles will be moved into place facing south on Montlake Blvd. as shown in Figure S-8. Each aisle of buses will be divided into two sections with each section serving the same one or two P&R lots.

The aisle of buses located on NE Pacific Place will serve the P&R lots located in the south I-5 corridor. These buses will be routed out of the area via NE Pacific Street, 14th Ave. NE, Campus Parkway, 7th Avenue NE, and the NE 42nd Street entrance to the southbound express lanes.

The aisle of buses serving the P&R lots located in the north I-5 corridor will be located on Montlake Blvd. in the southbound curb (HOV) lane. These buses will be routed out of the area via Montlake Blvd. to westbound SR520 and then northbound on I-5.

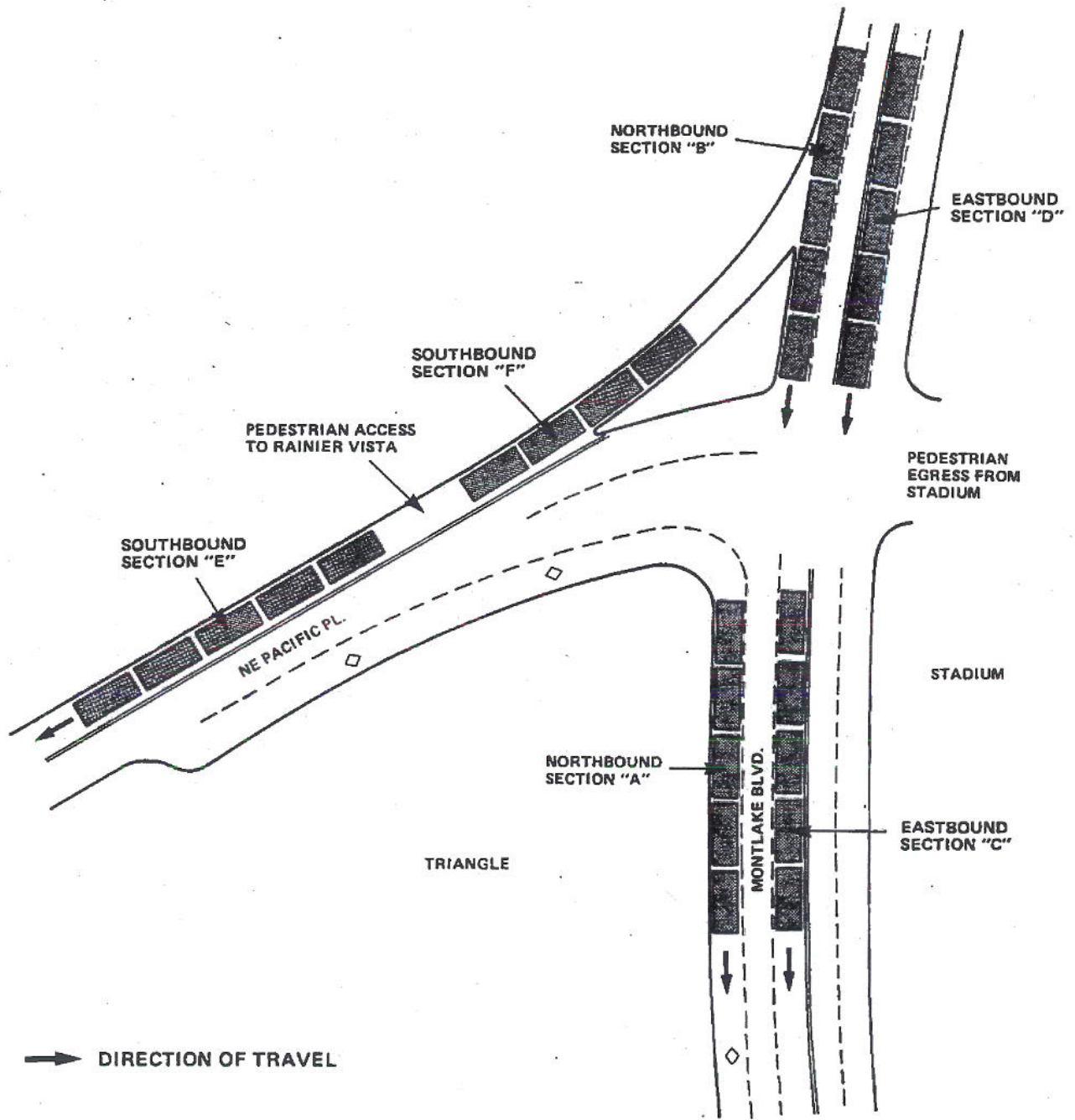
The other aisle of buses on Montlake Blvd. will be located in the inside southbound lane and they will serve all the eastside P&R lots. These buses will be routed out of the area via Montlake Blvd. to eastbound SR520.

The buses serving the park-and-ride lots will be loaded immediately following the game and will be dispatched before congestion builds up (within 20-30 minutes).

Once loaded, all buses will depart en masse, prior to allowing other traffic through the loading area. Extra buses will be provided in each aisle to accommodate overloads and these buses will depart with the full buses, whether or not they have passengers, to allow all buses in the queue to depart together without obstruction.

"Sweeper" buses will be provided to take P&R lot users who are not able to leave immediately after the game back to their cars. One bus will serve all the P&R lots in each of the three service areas. These buses will lay over in the Metro bus layover zones on NE Pacific Place, facing east, until after the other P&R buses have left. These three buses can load in this location or they can be moved around the corner to face south on Montlake Blvd. in the HOV lane and load there until traffic congestion has receded to the normal level.

Fare. The transit fare for a round trip to and from the Stadium on P&R buses will be determined at a later date. The full round trip fare will be payable upon boarding at the P&R lot. A receipt (previously described) will be issued to each person. The receipt will be used as fare for the return trip to the P&R lot after the game. In lieu of the fare, patrons may use the transit scrip provided by the University (see previous section for a description of the transit scrip program). The fare for a one-way trip, either to or from the Stadium, will be approximately one-half the round trip fare. Patrons may also use the transit scrip for a one-way trip.



**FIGURE S-8
SUGGESTED LOADING
CONFIGURATION**

Overloads. Overloads will be prepared for in advance by having extra coaches at the P&R lots at the beginning of the routes to the Stadium. Experience will indicate approximately how many coaches are needed but initially it may be necessary to increase the number of coaches needed for the expected load to assure overloads are adequately handled.

Post game overloads will be accommodated by providing at least one extra coach for each area served. The overload coaches will queue on Montlake Blvd. They will be moved into position with the other coaches. In the event that they are not needed for designated routes, they will be used as additional "sweeper" buses, replacements for coaches that malfunction, or returned to the base.

Coach Malfunctions. Overload coaches will be used in the event that a coach malfunctions on any trip. The number of coaches needed in case of a malfunction will be predicted by Metro using their failure rate as a guide. If a coach stalls or otherwise malfunctions after it has been placed in its queue and ready for loading after the game, it will be pushed forward by the coach immediately behind to create enough space for coaches in the queue to maneuver around the stalled coach and leave the area after loading. This maneuver will take place only after all the buses are ready to depart and the passengers on the stalled coach have been transferred to another coach.

III. TRAFFIC CONTROL

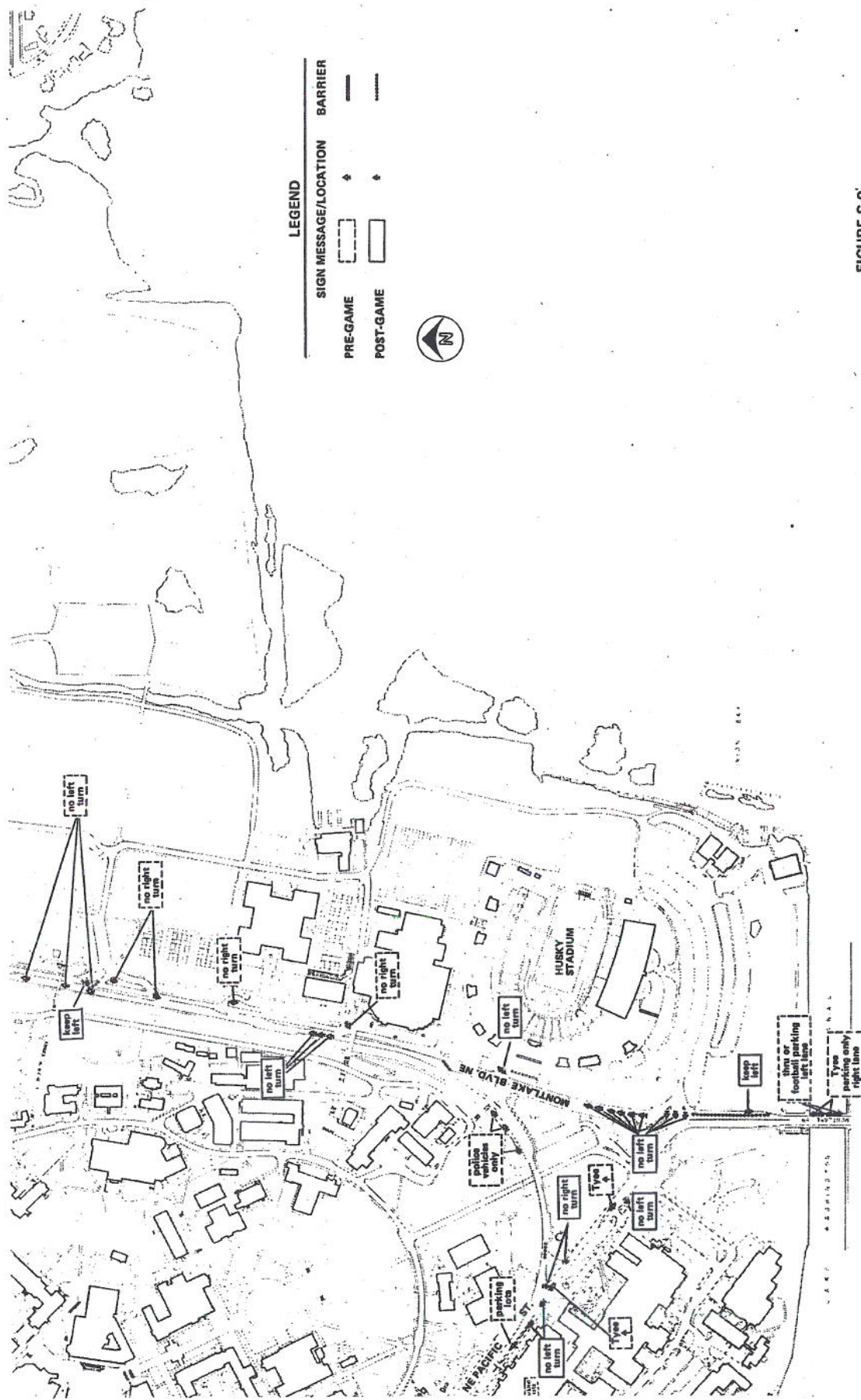
Pregame Traffic Control

Very few changes are proposed to the existing pregame traffic control plan which is illustrated in Figures S-9 through S-12. The approximately 1,300 additional automobiles and approximately 100 buses expected for a sellout game will be distributed by trip origin and time of arrival similar to those that now attend games.

Signs. Existing sign locations throughout the University District are shown in Figure S-9. No changes are proposed to these plans.

Traffic Flow-Safeco Parking Areas. Pregame traffic flow will not change significantly except in the vicinity of the Safeco parking garages and surface lots to be leased for game-day parking. Detail regarding traffic flow to the Safeco garage and surface lots are shown in Figure S-10.

Promotional material will be prepared and distributed, which will suggest the preferred Safeco parking facility and traffic routes for each general direction of approach. For example, attendees from the north will be requested to park in the surface lot north of NE 45th St., with any overflow directed to the garage, via 12th Ave NE. Routing to the north surface lot will either be via Roosevelt Way or 12th Ave. NE, with entrance to the lot from the alley west of 11th Ave. NE. Vehicles approaching from the west on NE 47th Street (via Roosevelt) or from the south on 11th Ave. NE will be routed east of 11th Ave NE on NE 47th Street and then south to the garage on 12th Ave. NE. Vehicles

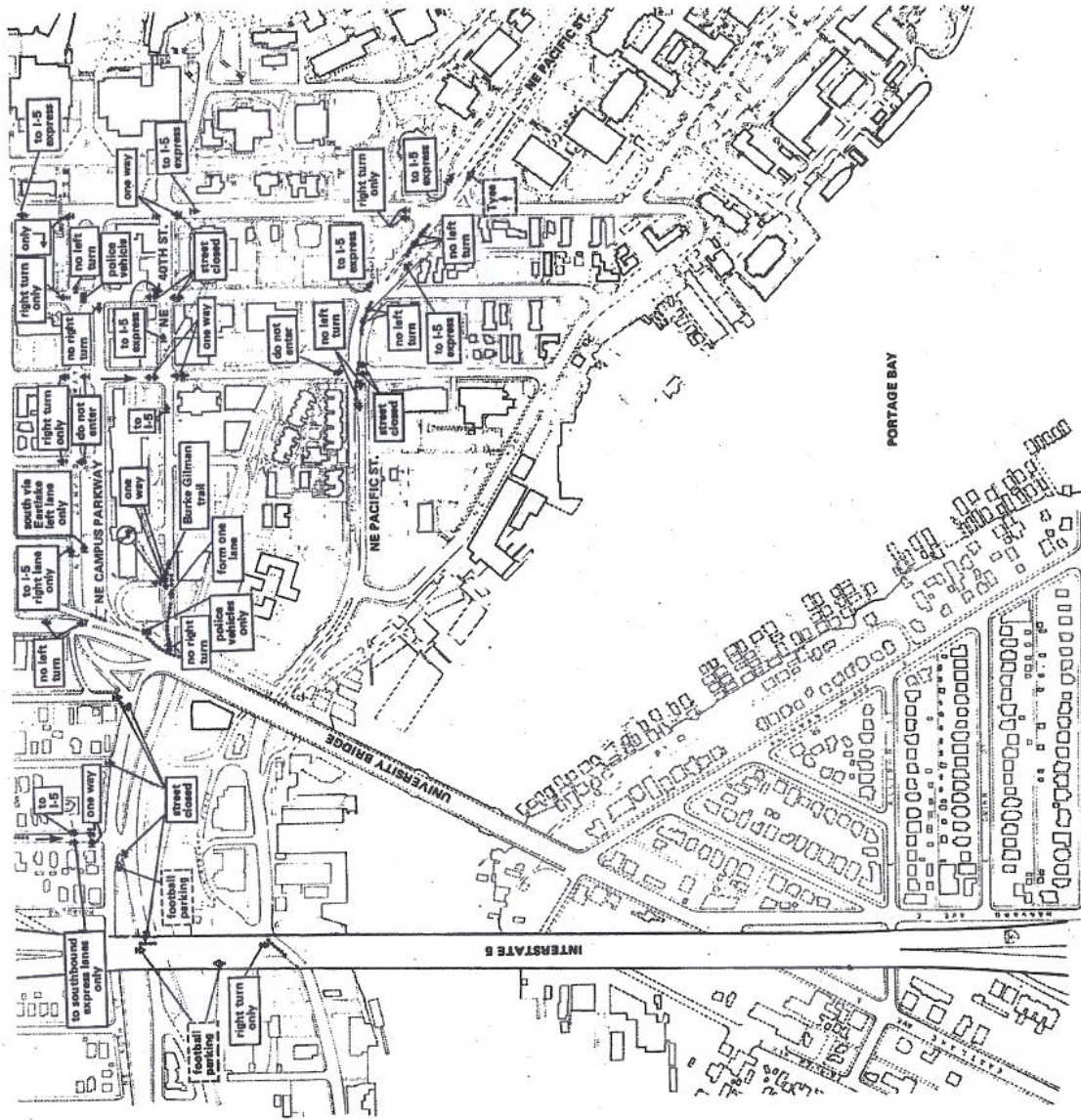


LEGEND

SIGN MESSAGE/LOCATION		BARRIER
PRE-GAME		
POST-GAME		



FIGURE S-9
EXISTING PREGAME AND POSTGAME
SIGNING AND BARRIERS
STADIUM VICINITY



LEGEND	
SIGN MESSAGE/LOCATION	BARRIER
PRE-GAME	---
POST-GAME	---



FIGURE S-9 (Continued)
 EXISTING PREGAME AND POSTGAME
 SIGNING AND BARRIERS
 AREA WEST OF STADIUM
 18

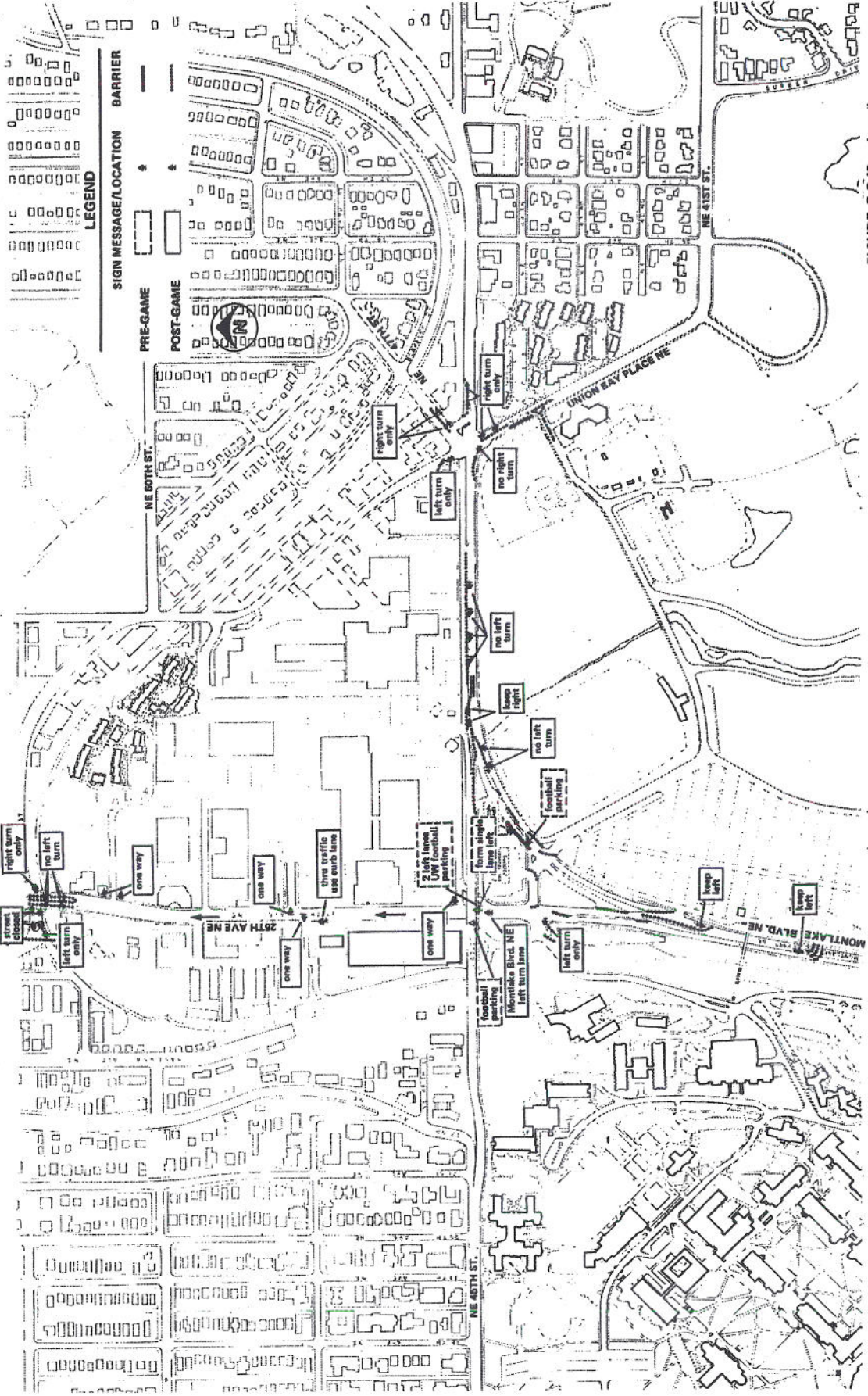
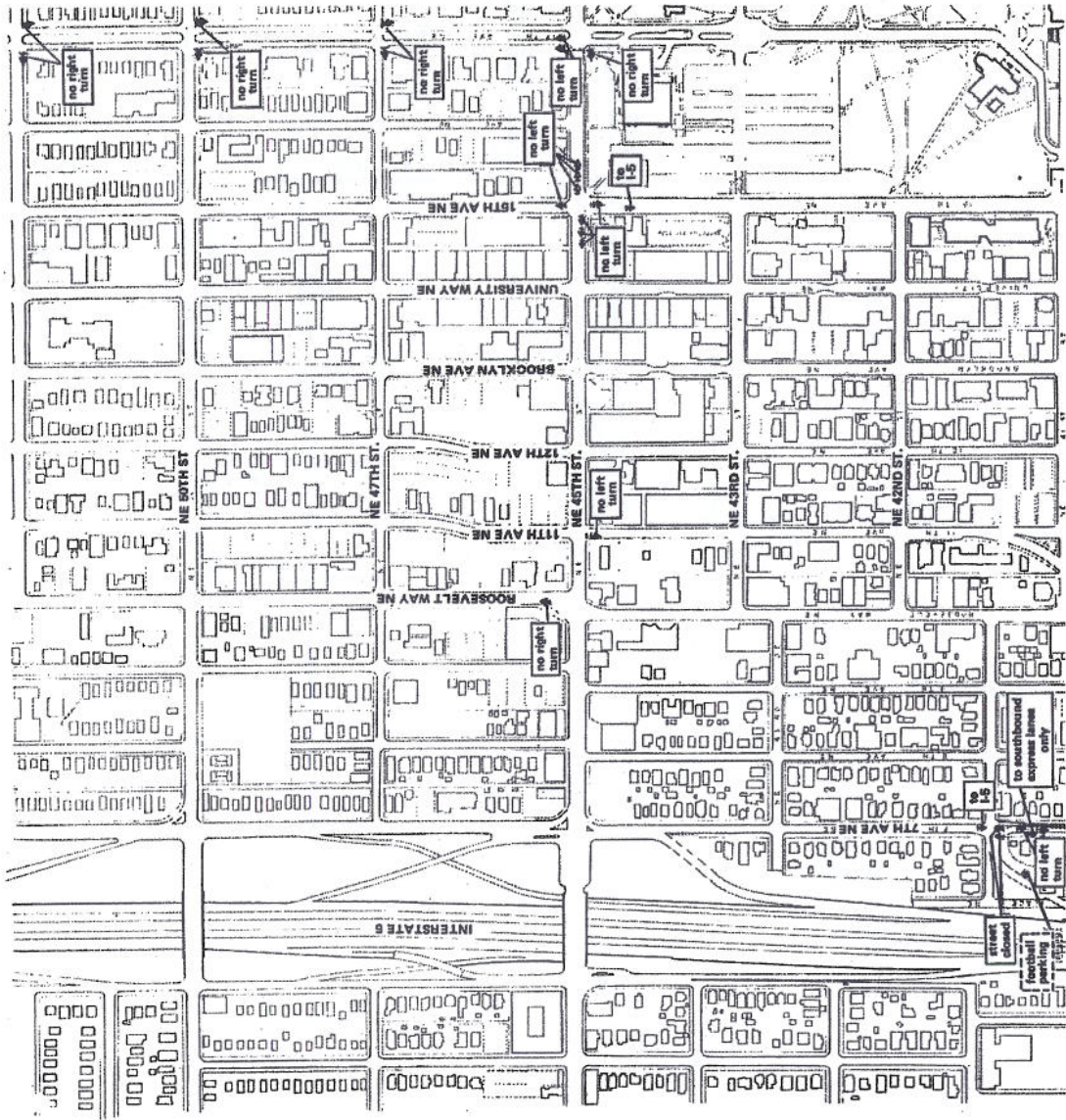


FIGURE S-9 (Continued)
EXISTING PREGAME AND POSTGAME
SIGNING AND BARRIERS
AREA NORTH OF STADIUM

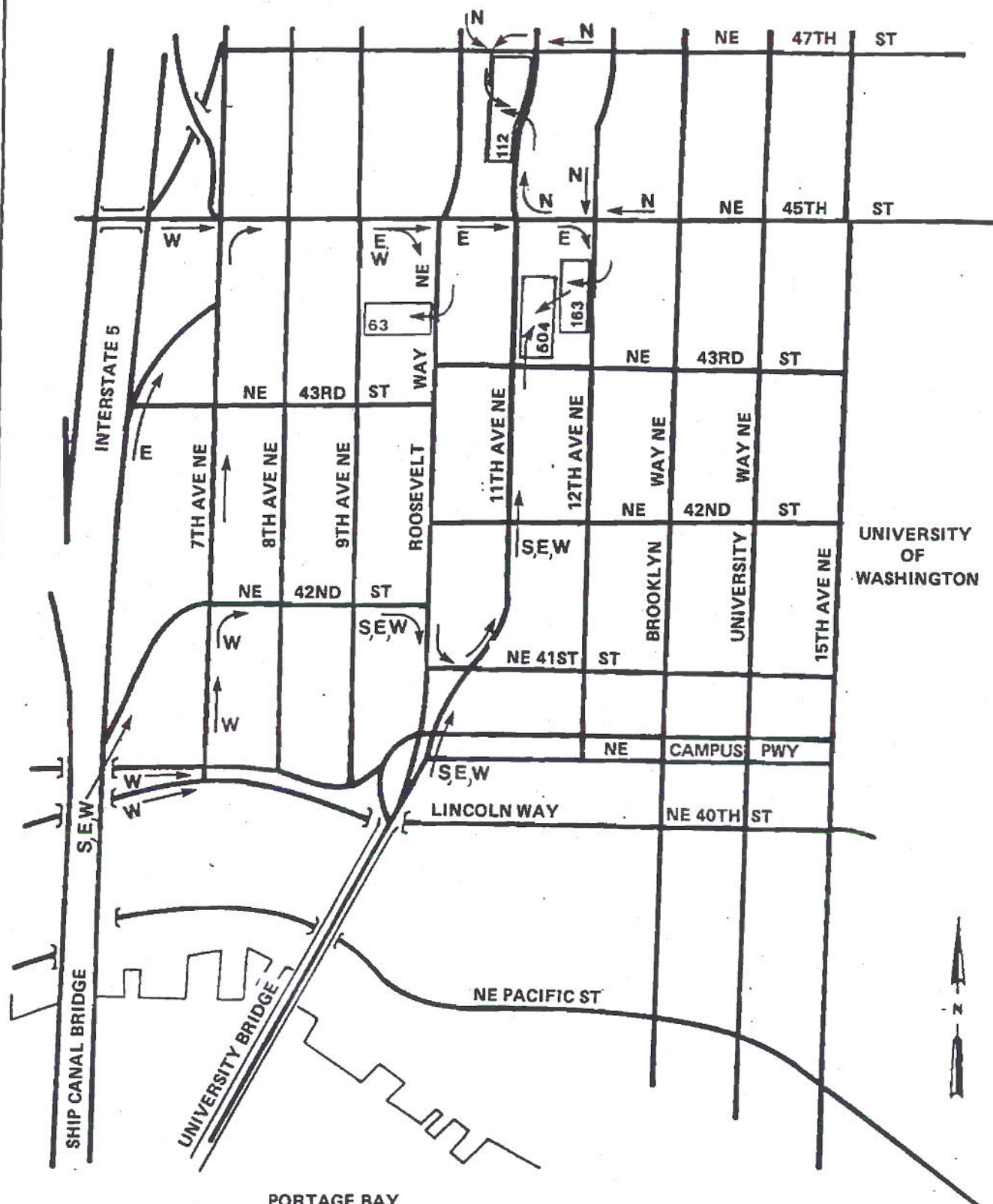


LEGEND

SIGN MESSAGE/LOCATION		BARRIER
PRE-GAME		
POST-GAME		

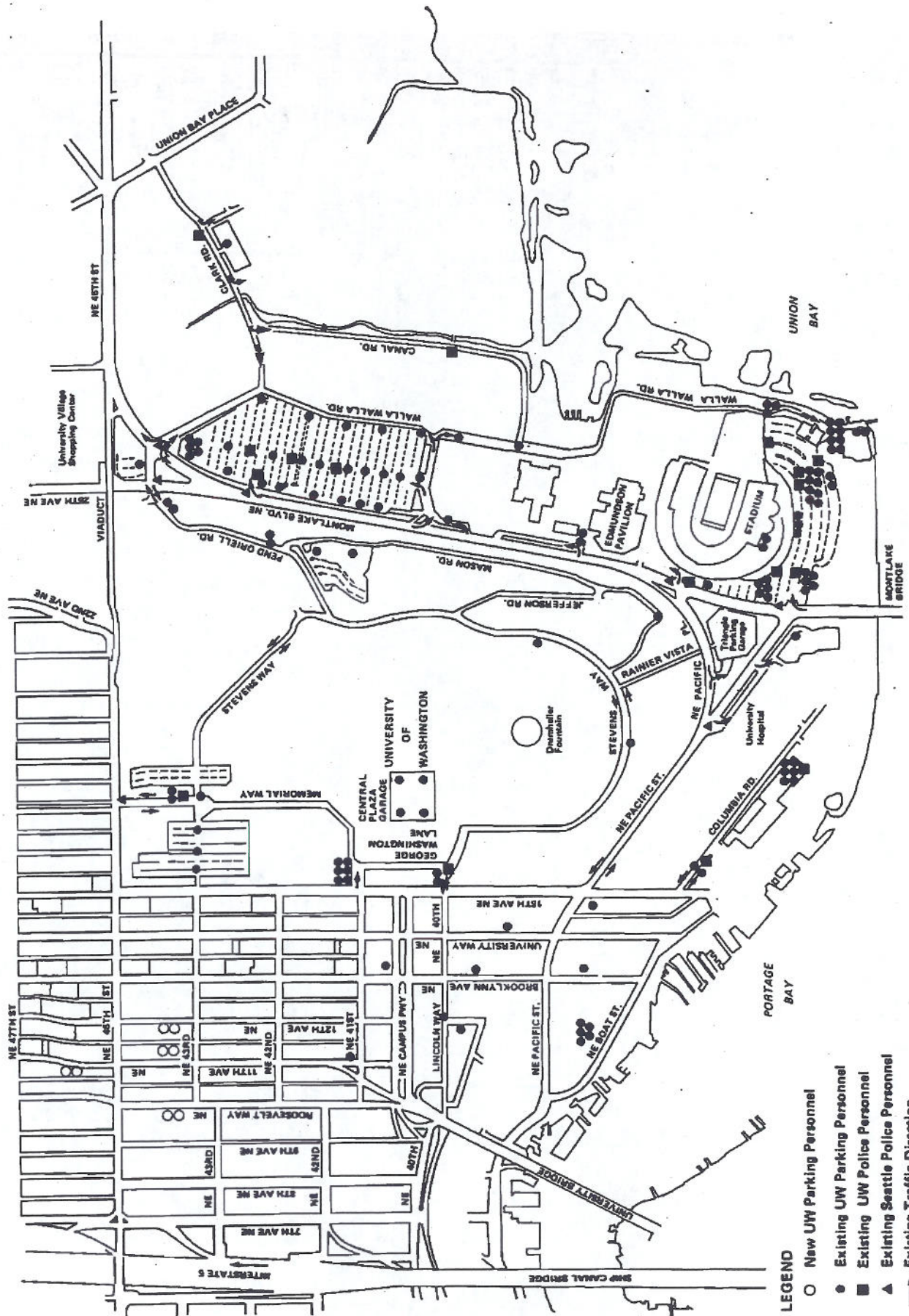


**FIGURE S-6' (continued)
EXISTING PREGAME AND POSTGAME
SIGNING AND BARRIERS
AREA NORTHWEST OF STADIUM**

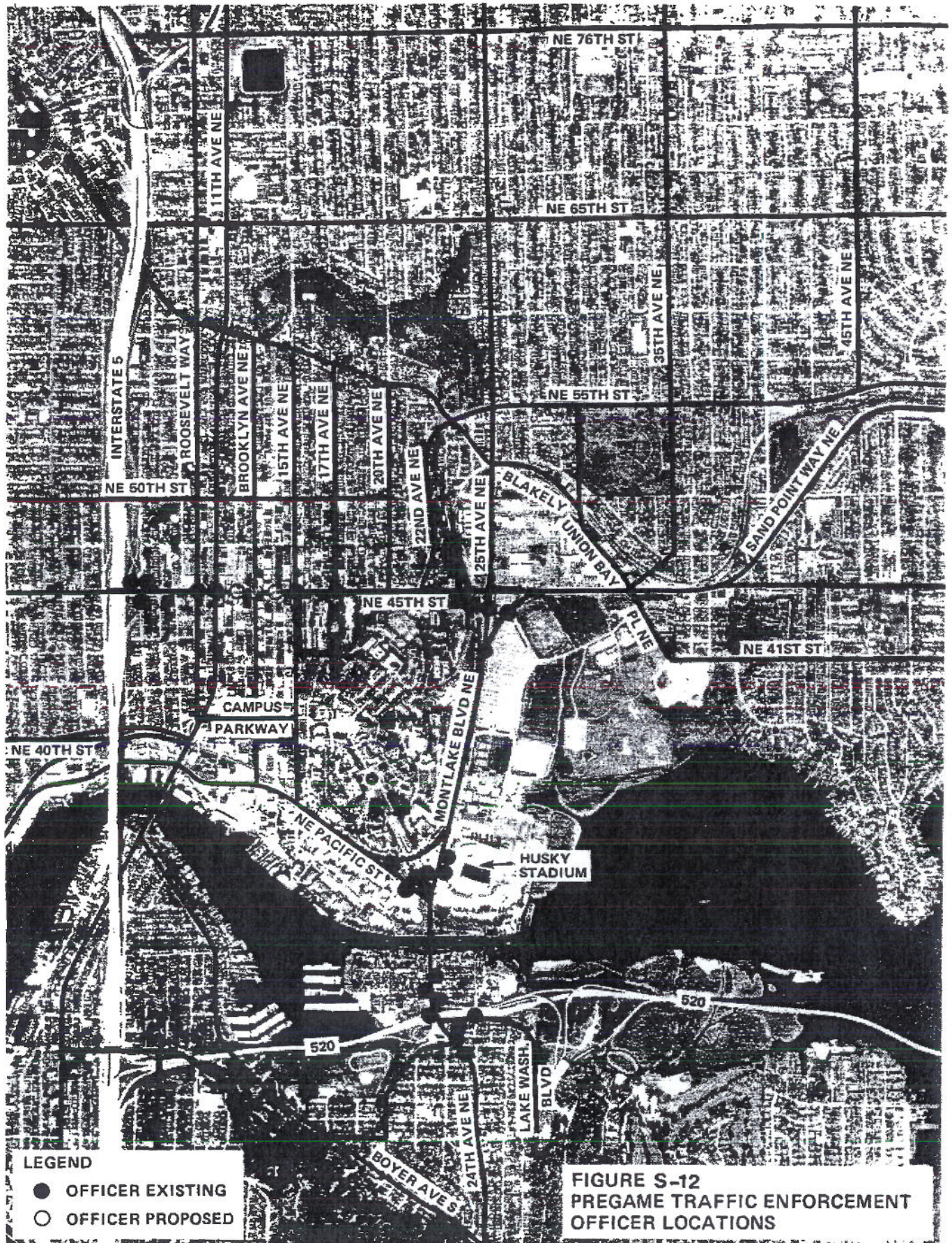


N, S, E, W : APPROACH DIRECTIONS

FIGURE S-10
ENTRY ROUTING PLAN
SAFECO PARKING



**FIGURE S-11
CAMPUS PREGAME TRAFFIC
FLOW PATTERNS & STAFFING**



LEGEND

- OFFICER EXISTING
- OFFICER PROPOSED

**FIGURE S-12
PREGAME TRAFFIC ENFORCEMENT
OFFICER LOCATIONS**

approaching from the east on NE 47th St. will be routed via Roosevelt, NE 43rd St, and 11th Ave. NE to the garage. Signs and/or parking attendants will direct potential users of the Safeco facilities to other parking areas in the event that one or more of the Safeco facilities are full.

Attendees from the east and west will be requested to use the surface lot on Roosevelt Way, south of NE 45th, with overflows directed to the garage via NE 43rd and northbound on 11th Avenue NE.

Attendees from the south will be requested to use the I-5 express lanes to NE 42nd St., and then to the Safeco garage on 11th Ave. NE.

Added Traffic Volumes. Pregame traffic volume data at several locations on NE 45th St. was provided by the Seattle Engineering Department for games in 1982 and 1983. These volumes indicate that the highest pregame volumes occur during the hour between noon and 1:00 p.m. (1:00 p.m. game start).

Those who park at the Safeco garage (and vicinity) will tend to arrive earlier than the majority who park closer, i.e., campus, etc. Their arrival time will peak earlier on the streets in the U-District and will lead, not reinforce, the existing peak hour. It is estimated 15 to 20% or 100 to 160 additional vehicles should be expected on the U-District streets in the existing peak hour for sellout games as a result of using the Safeco garage.

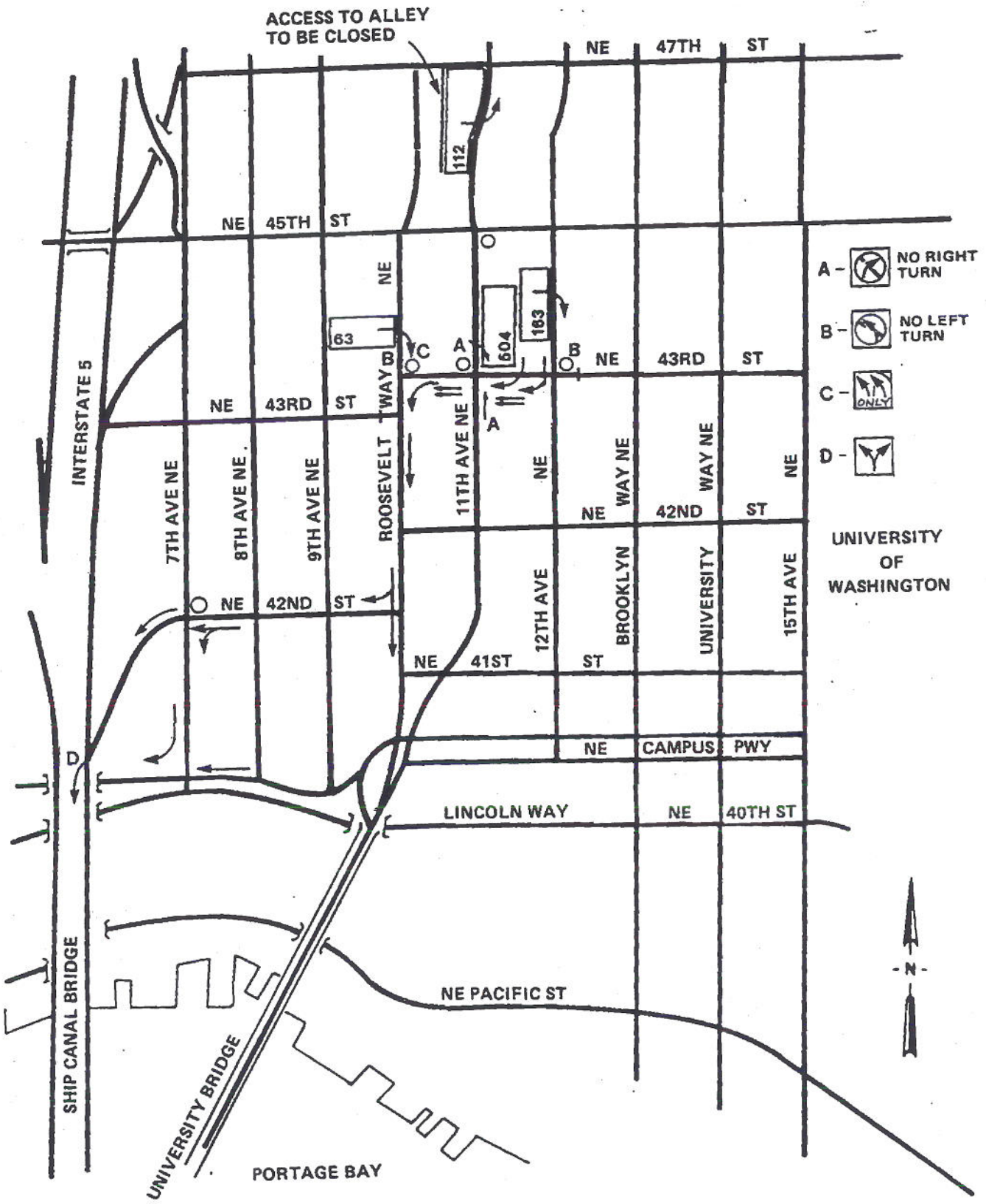
Traffic Flow - Campus. No changes will be made to the flow of automobile traffic on campus as a result of the Stadium expansion. Up to 45 additional charter buses will be accommodated in layover space on campus, as described elsewhere in the Plan. Existing traffic patterns are shown in Figure S-11.

Staffing Levels. Three additional Seattle Police Officers will be required as a result of the Stadium expansion. The locations of the 25 officers currently used and the three additional officers, shown in Figure S-12, are based on past experience. Officers may be shifted to other locations as conditions and traffic control problems vary.

Additional University of Washington parking staff will be needed to staff the two Safeco garages and two Safeco surface lots. No other staffing changes for pregame conditions are anticipated as a result of the Stadium expansion. Current and proposed pregame staffing quantities and locations are also shown in Figure S-11.

Postgame Traffic Control

Several revisions are proposed to the postgame traffic control plans in the vicinity of the Safeco parking garage (see Figure S-13) and surface lots in order to handle extra traffic generated by using these facilities. One-way traffic flow patterns, barricades, signs, and extra police officers will be required to help ensure that those who park in the Safeco parking areas do not enter the westbound traffic stream on NE 45th Street.



- POLICE OFFICER
- | STREET CLOSURE
- || TEMPORARY ONE-WAY
- A, B, C, D = TEMPORARY SIGNS

FIGURE S-13
EXIT ROUTING PLAN
SAFECO PARKING

Signs. New signs, barricades, and traffic cones will be added to direct traffic from the Safeco garages and surface lots out of the area with minimum impact on existing flow patterns. The signs and other traffic control devices proposed to direct cars parking in these areas away from NE 45th St. are described in detail in Figures S-14 through S-17. No other changes are proposed to the existing postgame sign locations shown in Figure S-5.

Traffic Flow - Safeco Parking Areas. Postgame traffic flow patterns will not change significantly except in the vicinity of the Safeco parking areas. Traffic patterns will be modified on NE 43rd Street between 12th Ave. NE and Roosevelt to expedite the flow of vehicles from the Safeco Garages and to help assure that these vehicles do not enter the westbound flow on NE 45th St.

Promotional material will be provided to game attendees which will specify exit routes by general direction of travel. Generally, the routes will direct traffic away from NE 45th St., as shown in Figure S-13. Attendees traveling to any of the south, east, and west destinations will be directed to the NE 42nd St. access to the I-5 express lanes.

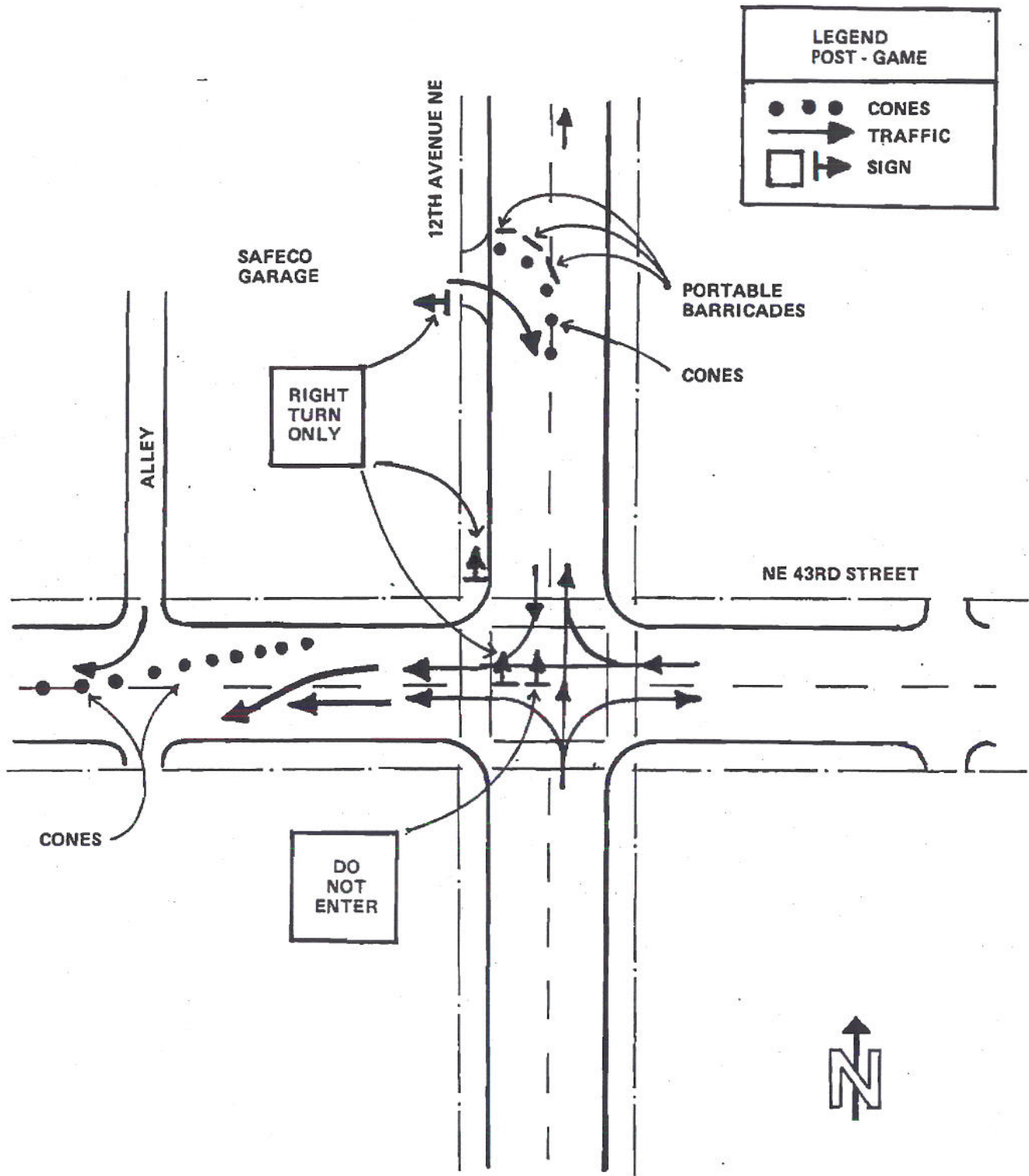
Traffic leaving the surface lot on Roosevelt Way and the garage will be directed to use the express lanes by the traffic control plan, outlined below. Traffic leaving the surface lot north of NE 45th will be directed to use 11th Ave. NE, northbound, since most parkers in this lot will be destined to the north area. Overflow parkers from the north area will be allowed to leave the garage on 11th Ave. NE, but will be prohibited from turning onto NE 45th.

Exiting traffic from the garage will be directed south, either from the alley between 11th and 12th Avenues or directly to 12th Ave. NE 43rd St. will be temporarily closed to eastbound traffic between 12th Ave. and Roosevelt. Traffic from the alley will be directed to turn westbound on 43rd St. into the normal westbound lane. Traffic from 12th Ave. will also be required to turn westbound onto 43rd St.

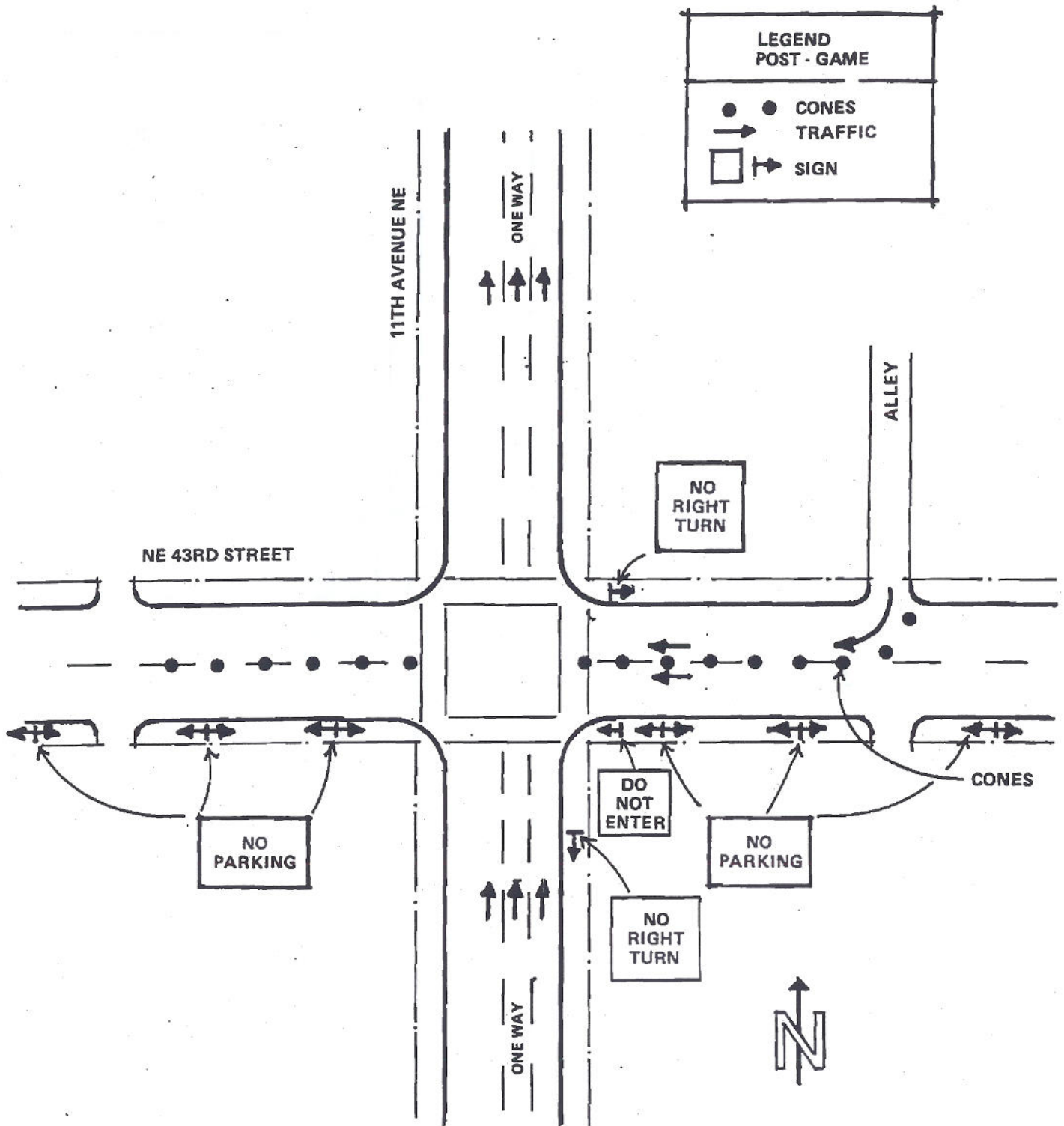
Initially, traffic will be allowed to exit the garage to 11th Ave., but will not be allowed to turn onto 45th St. If this proves to be an unworkable solution, it will be prohibited in the future.

Traffic westbound on 43rd St. will not be allowed to turn right on 11th Ave., but will be directed westbound on NE 43rd to Roosevelt, where they will turn south in dual lanes. Traffic on Roosevelt will have the option to go to the express lanes, continue west along NE Pacific St., or continue south on Roosevelt to the University Bridge.

To protect neighborhoods and to discourage traffic from circulating back to the north across NE 45th St., several streets will be closed (or certain turns will be prohibited) during the exiting period from the Safeco facilities. These are: NE 43rd St. just east of 12th Ave. and NE 43rd St just west of Roosevelt. Access to the alley from the surface



**FIGURE S-14
POST-GAME SIGN, BARRICADE,
AND TRAFFIC CONE LOCATIONS,
NE 43RD ST. AT 12TH AVE. NE**



**FIGURE S-15
POST-GAME SIGN AND TRAFFIC
CONE LOCATIONS, NE 43RD ST.
AT 11TH AVE. NE**

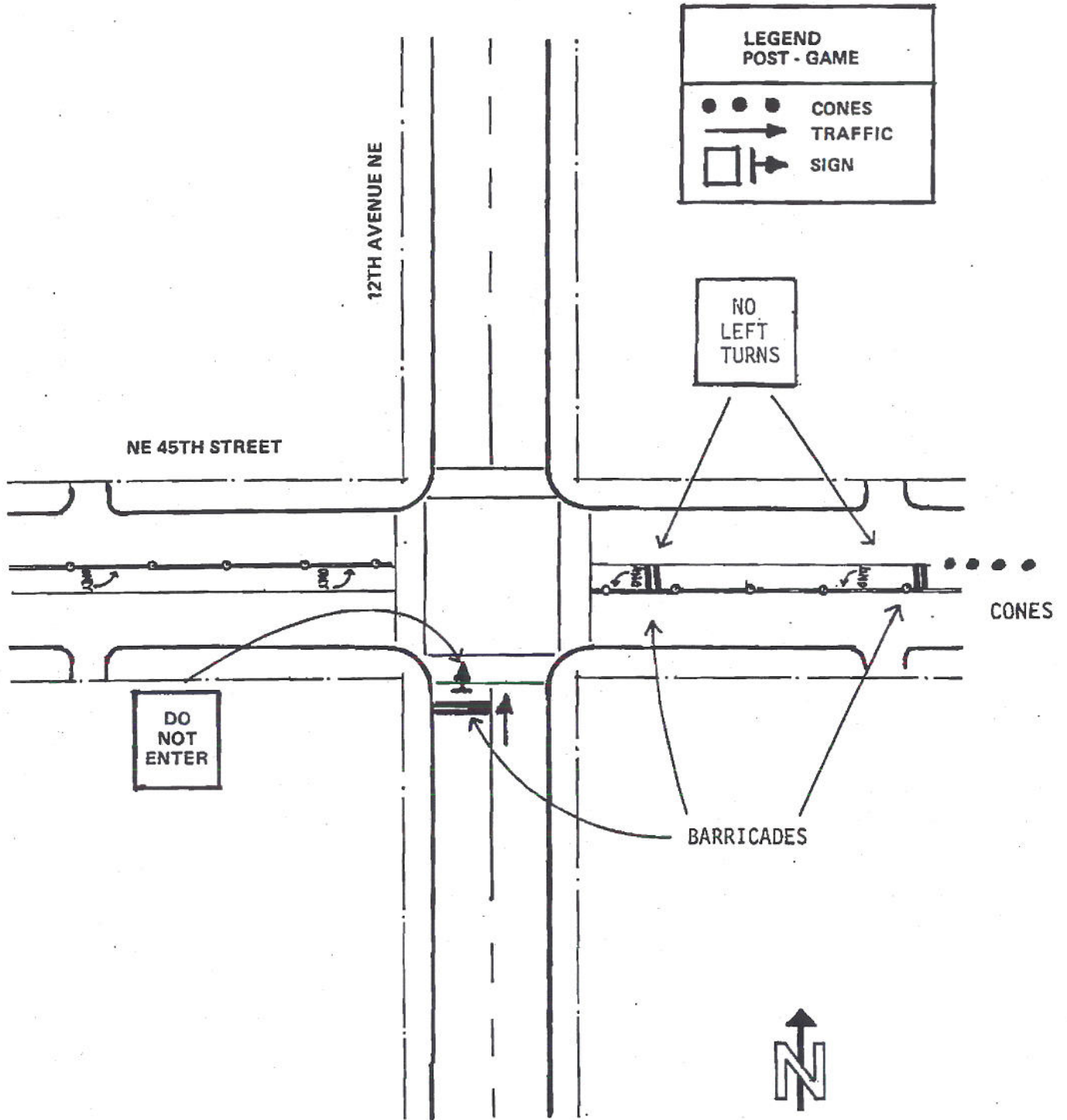


FIGURE S-16
POST-GAME SIGNS AND BARRICADE
LOCATIONS AT NE 45TH STREET
AND 12TH AVE. NE

LEGEND POST-GAME	
● ●	CONES
→	TRAFFIC
□ →	SIGN

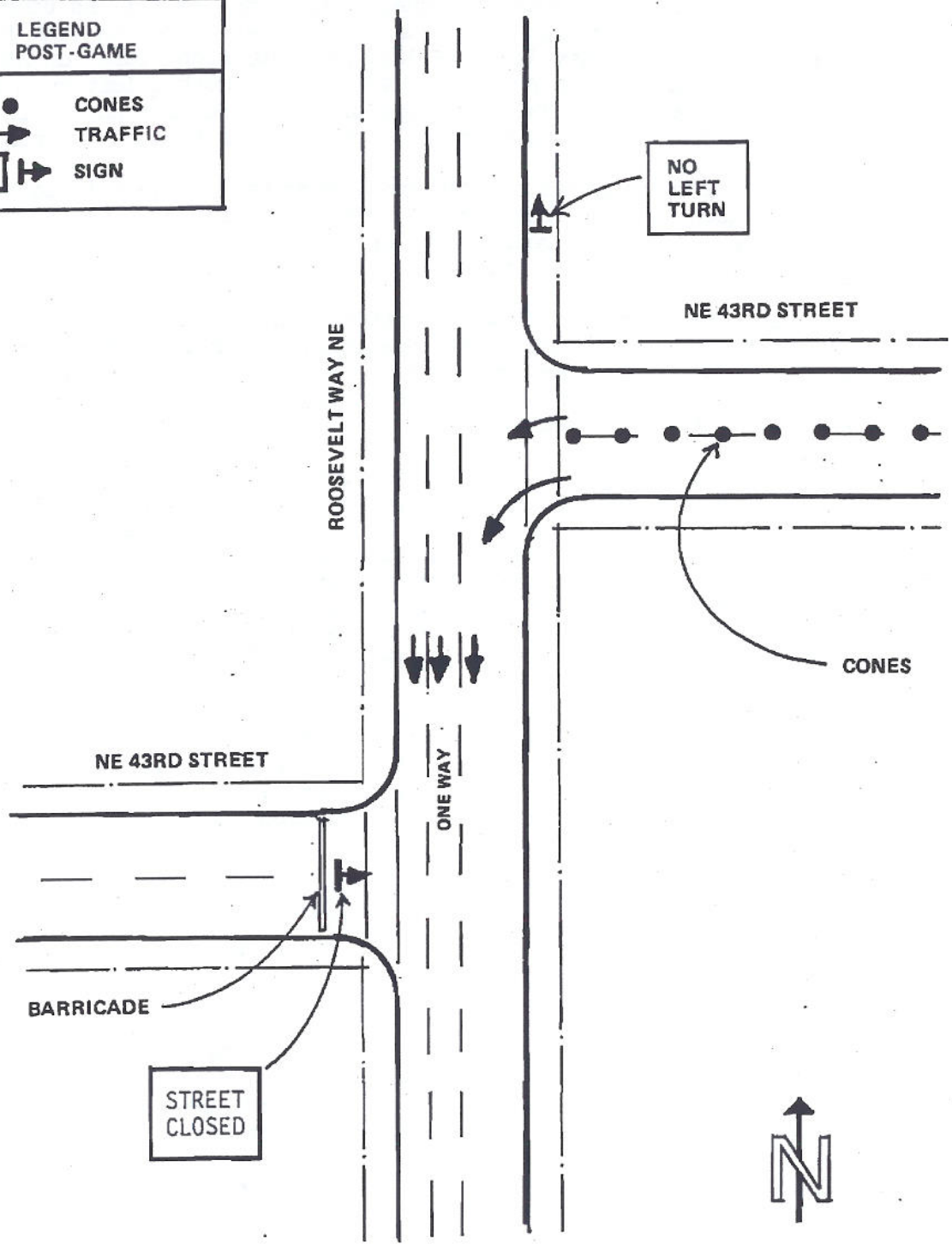


FIGURE S-17
POST-GAME TRAFFIC SIGN AND
BARRICADE LOCATIONS AT
NE 43RD ST. AND ROOSEVELT
WAY

lot north of 45th will be closed to discourage traffic from exiting that lot and circulating back to NE 45th St.

Barricades will be required at these locations, as well as temporary signing. Temporary signing includes: "No Left Turn" on 12th Ave., at NE 43rd St. and on Roosevelt at NE 43rd St.; "No Right Turn" on NE 43rd at 11th Ave., and on 11th Ave. at NE 43rd St.; a double left turn sign on NE 43rd St. at Roosevelt Way; and possibly an optional right-left turn sign for traffic entering the express lanes from the NE 42nd St. ramp.

Coning will be required on 11th Ave., from the garage exit to NE 45th St., to keep traffic from turning left to NE 45th St. An additional police officer may be required to enforce the "No Turn" restrictions from 11th Ave. NE at NE 45th St.

To assure that traffic flows as anticipated, police officers will be required at several additional locations, as shown in Figure S-19. A total of five additional officers are anticipated, although actual experience may dictate either more or less officers, depending upon actual traffic flow patterns.

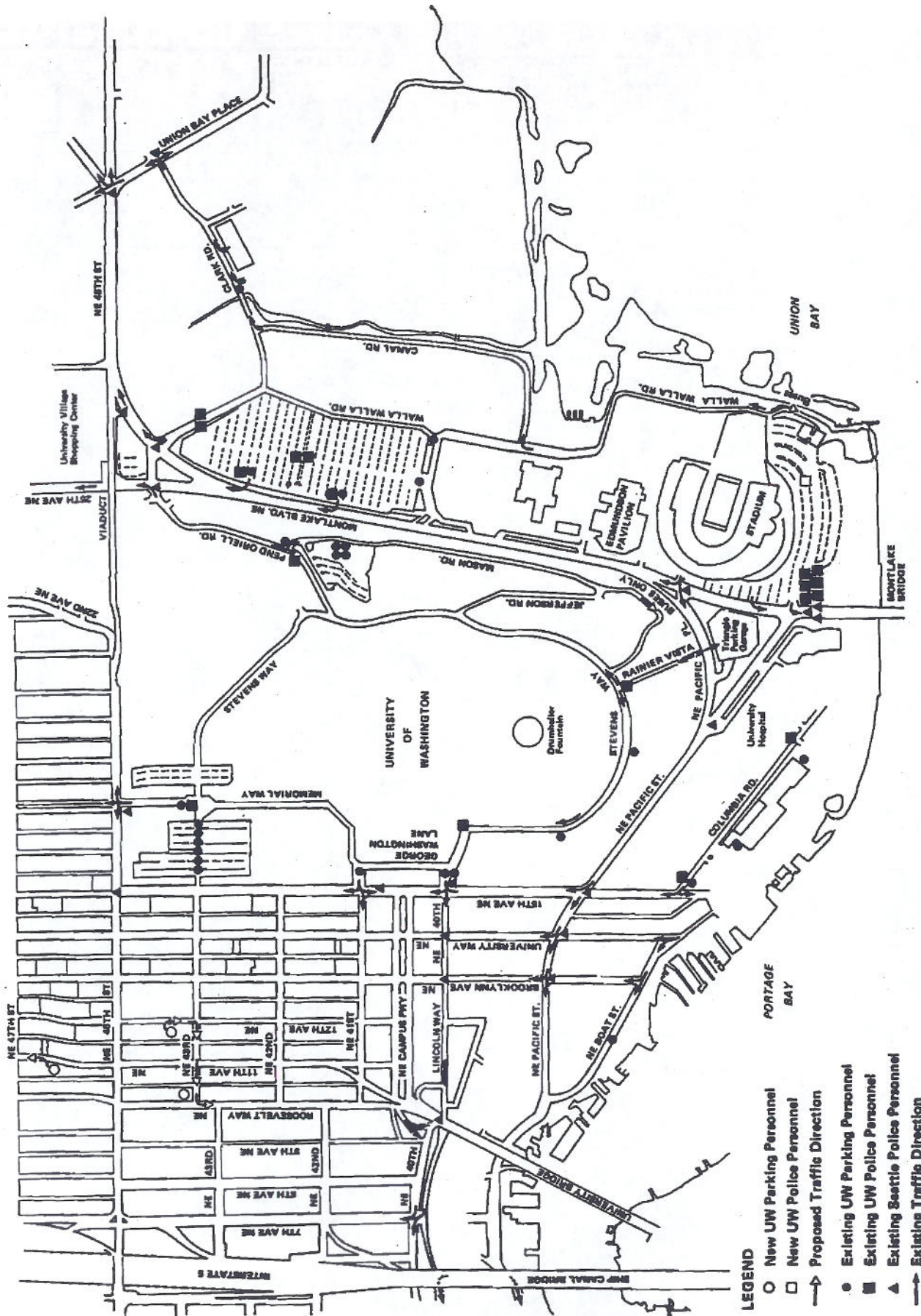
Traffic Flow - Campus. On-campus postgame traffic flow will be slightly modified to accommodate charter bus parking. Mason Road will be one-way southbound between Jefferson Road and Stevens Way during the game and will be closed to all traffic except charter buses from the time the game ends until the charter buses laying over there have loaded and left. The extra charter buses parking on Walla Walla Road will exit through lot E-12 as do the charter buses that currently park in E-12. Postgame campus traffic flow patterns are shown in Figure S-18.

Staffing Levels. Between 20 and 25 additional Seattle Police officers will be required to direct postgame traffic after the Stadium is expanded. The locations of the 81 officers currently used and the 20 - 25 additional officers are shown in Figure S-19. Officers may be shifted to other locations in this area as conditions and traffic control problems vary.

Additional University of Washington police will be needed to control on-campus postgame traffic. Current and proposed postgame staffing quantities and locations are shown in Figure S-18.

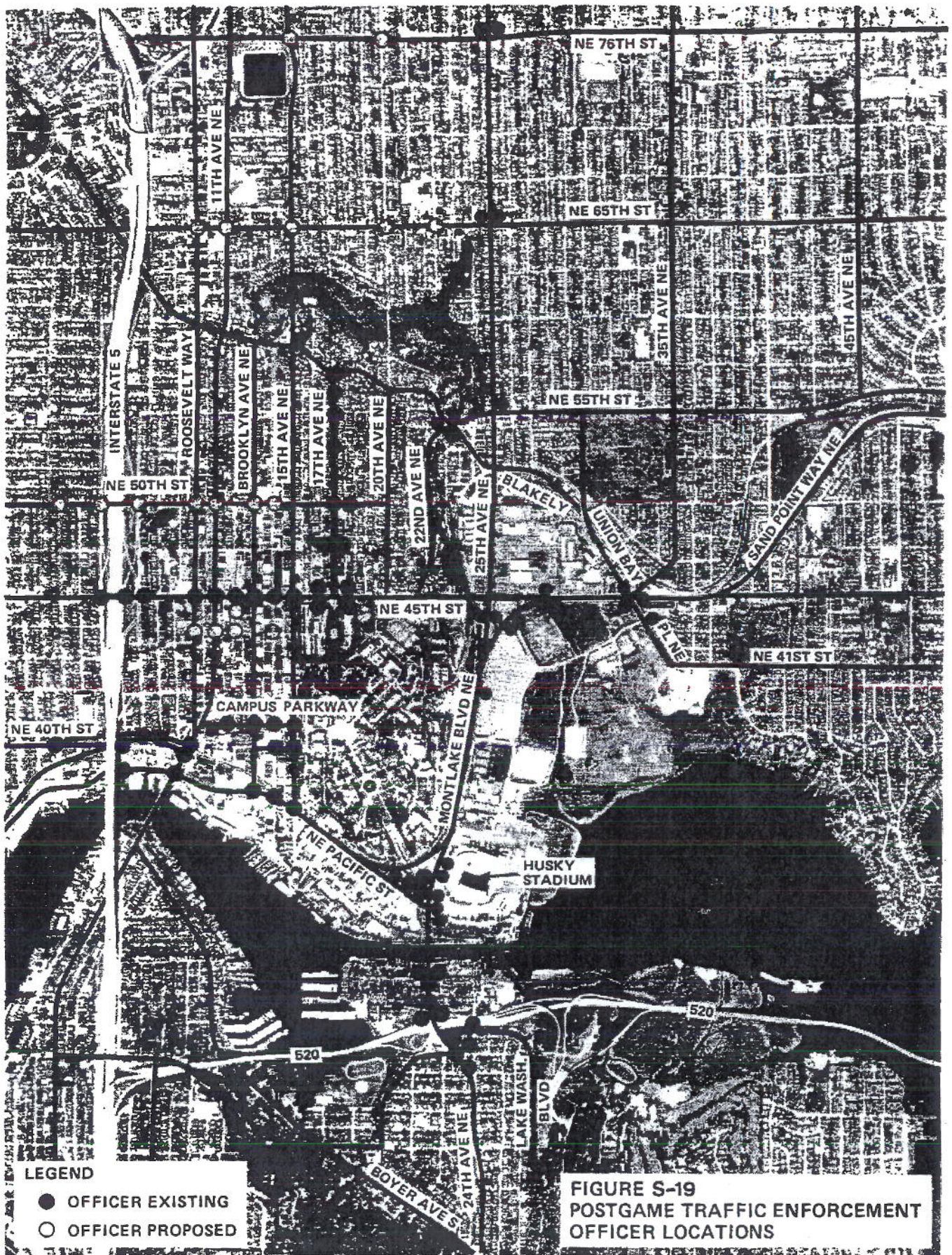
Pedestrian Flow

Pedestrians will be channeled across Montlake Blvd. at the normal crossing point at NE Pacific Street and NE Pacific Place, but more buses and people will be in the area. A wide pedestrian walkway will be provided along Montlake Blvd. in front of the Stadium with hedges to prevent pedestrians from crossing Montlake Blvd. except at the normal crossing points. In addition, fencing will be erected to help channel pedestrians to normal crossing points.



**FIGURE S-18
CAMPUS POSTGAME TRAFFIC
FLOW PATTERNS & STAFFING**

- LEGEND**
- New UW Parking Personnel
 - New UW Police Personnel
 - ↑ Proposed Traffic Direction
 - Existing UW Parking Personnel
 - Existing UW Police Personnel
 - ▲ Existing Seattle Police Personnel
 - Existing Traffic Direction



The chain-link fence will be approximately 6 feet high and will be rolled into place and anchored along Montlake Blvd. between the sidewalk and the street just before the game ends. This fence will provide a continuous barrier to pedestrians between the intersections with NE Pacific Place and NE Pacific St. and will channel all pedestrians to these normal crossing points where SPD officers are present to help control traffic. Bus riders will also be channeled to these points where they will enter the aisle and section of P&R buses for the bus bound back to their particular P&R lot.

Temporary directional signs will be located at these two major crossings to direct P&R patrons to the aisle and section containing their bus. These signs will be color coded to match the receipts provided riders when they board their P&R bus for the trip to the Stadium. Ushers will also be provided by the University at the entry to each section of P&R buses to expedite the loading, assure buses are properly signed, and direct riders to buses with vacant space.

Automobile Routing

SR520. In order to improve access to SR520, the outside lanes on SR520 could be "coned" off for a limited time (30 minutes) to allow free flow from the Montlake on-ramps supplemented by appropriate traffic control signs. Through traffic on the mainline would be limited to one lane in each direction.

The University requested approval for coning from WSDOT. They have denied the request (at this time) based on lack of sufficient traffic volume data due to delays in the implementation of ramp metering on SR520. WSDOT will monitor traffic volumes during the 1986 Husky football season and if traffic patterns and thru traffic volumes indicate coning (on a trial basis) can occur without undue delay to thru traffic on SR520, approval will be given for the 1987 football season. The University will vigorously pursue the implementation of coning SR520.

Triangle Garage. Access from this Garage for football traffic will be to the main campus only; the access to Pacific Place will be closed to postgame traffic. This will channel more traffic to the west, away from Montlake Blvd. Observations by University staff indicate that postgame traffic flows more freely west of campus than in the east campus area.

IV. PARKING PROGRAM

Stadium Area/East Campus Parking

Stack parking in the east campus will provide an additional 400 to 500 parking spaces close to the Stadium. The average car occupancy in these areas will increase from 2.7 in 1984 (3.6 in the Stadium area and 2.5 in east campus) to 2.9 in 1987 (3.6 in the Stadium area and 2.8 in east campus) because of the discount carpool parking program.

The University Master Plan calls for eventual elimination of lot E-5 as a parking area. In the long term, the lot will be phased out as other parking areas or garages are constructed, if this is necessary to stay within the limit of 12,300 on-campus parking spaces. The parking limit does not apply to football game days. Hence lot E-5 will continue to be used on game days until it is assimilated into the planned Urban Horticultural Center. It is anticipated that lot E-5 with a capacity of 427 spaces will be available for at least the next five years. At the time it becomes unavailable, new football parking areas or the means to increase use of nonauto modes will be provided.

No changes in parking reserved for the press, coaching staffs, game officials, ticket takers, and vendors are proposed as part of this Plan. At present, approximately 350 spaces are provided for these 1900 game management personnel in the immediate vicinity of the Stadium. Site development will result in modifications in the current parking arrangements; however, this would not result in a change in the general location or amount of parking for these individuals.

Main/South Campus Parking

An additional 150 to 200 spaces can be gained by stack parking in the north end of campus. The total number of spaces available to football game attendees in the main/south campus area will be 4,440. Because of the discount carpool parking program the average car occupancy in these areas will increase from 2.2 in 1984 (2.2 in main campus and 2.4 in south campus) to 2.6 in 1987 (2.6 in main campus and 2.8 in south campus).

The construction of the Montlake Triangle Garage provides an opportunity to designate new close-in parking for Tyee Club members and to provide convenient parking for handicapped game attendees. It is anticipated that 300 spaces (of the 470 total) will be available for Tyees (ACO 3.6 people per vehicle) and 170 spaces reserved for handicapped persons (ACO 2.0 people per vehicle). Space will continue to be available in lot S-1 for hospital patients, visitors, and staff.

West Campus Parking

The focus in the west campus area is to provide additional parking spaces by stack-parking existing lots. In 1984, there were 1,370 parking spaces in the west campus area. Lot W-35 was stack parked for the first time during the 1985 season. This has resulted in an increase of 120 parking spaces versus the 1984 parking supply in the west campus area. The discount carpool parking program will increase the average car occupancy from 2.0 in 1984 to 2.3 in 1987.

Safeco Parking

Approximately 850 spaces controlled by Safeco will be leased for use on football game days. The spaces are located near NE 45th on Roosevelt Way, on 11th Avenue NE, and on 12th Avenue NE. Brochures will be

distributed with tickets to describe the availability of Safeco parking, the fee, and entrance/exit routes that patrons should use.

At the present time, people walk up to 2 miles from home and/or parking areas to the Stadium. The Safeco parking facilities are 1 to 1-1/4 miles from the Stadium. The parking rate for the Safeco facility will be \$2.00. This is the same fee charged by other facilities in the Safeco area that provide game-day parking and less than proposed on-campus rates. It is anticipated that these spaces will be available for the 1986 football season, pending further discussion between the University and Safeco. In order to accommodate the traffic entering and exiting the Safeco parking areas, the following traffic plan will be implemented. The plan is designed to direct traffic away from NE 45th St.

Neighborhood Parking

Ticketing and towing of illegally-parked vehicles will provide deterrents. Vehicles could be ticketed during the pregame period and towed during the game itself. Approximately 1/2 hour after the start of the game, tow trucks would be called in to remove illegally-parked vehicles. Tow trucks would thus avoid the pregame and postgame traffic congestion.

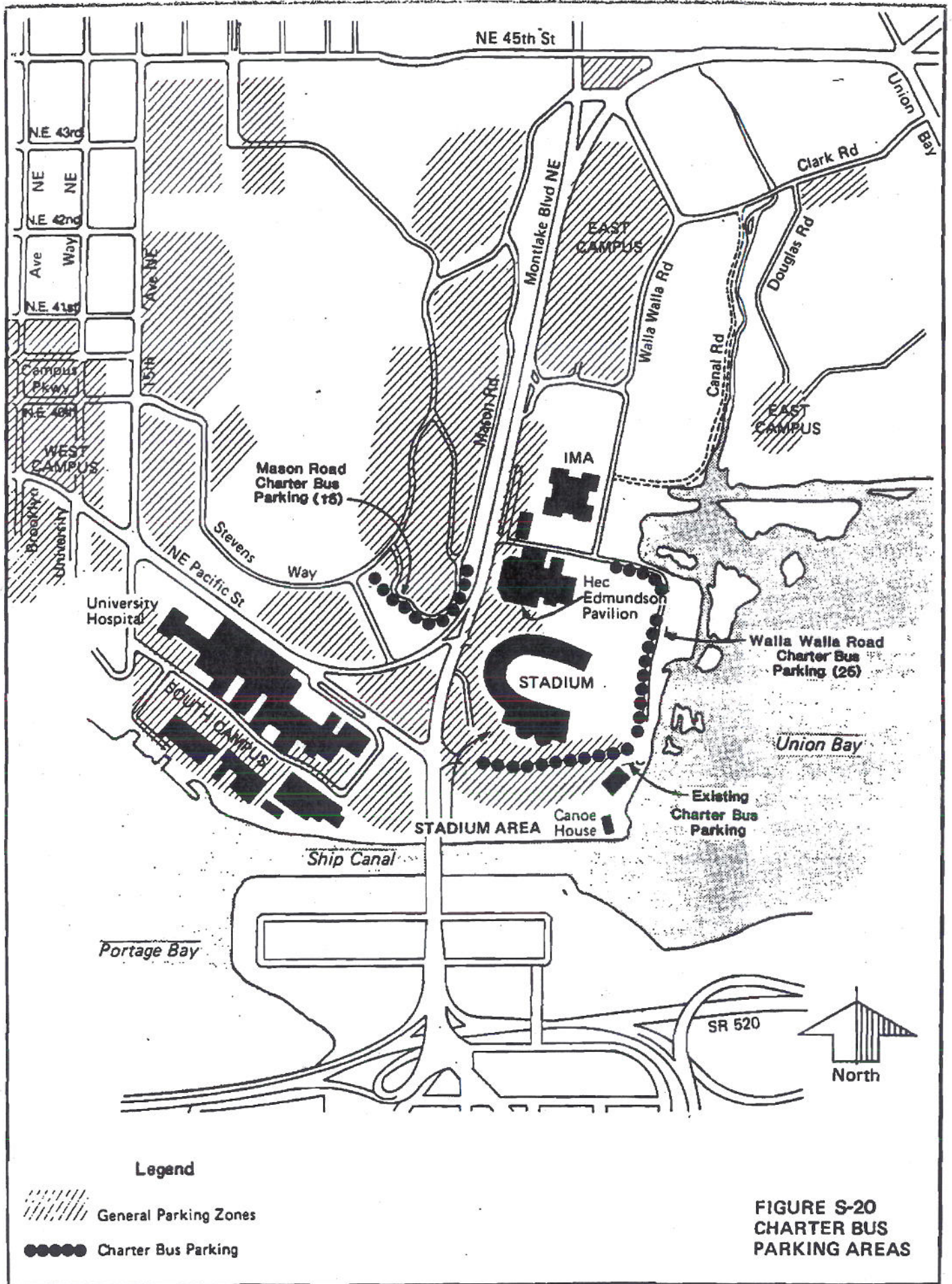
To respond to community concerns about parking violations on football game days and to make the Plan effective, the University has written to Mayor Royer requesting the following:



1. Expanding the "no parking day of football game" zones in the Montlake Community to encompass the proposed expanded RPZ area,
2. Expedient review and implementation of the Montlake Community's request for an expanded RPZ area.
3. Increased enforcement through multi-ticketing, increased towing and, if appropriate, increased fines. A study of the operation impacts and budget implications will be necessary.

Charter Bus Parking

Walla Walla Road. Approximately 25 of the 40 additional charter buses will be parked parallel facing south on Walla Walla Road between the Shell House and the entrance to parking lot E-12 shown in Figure S-20. Walla Walla Road provides access to lot E-12 and is used by Tyees and charter buses to access their traditional parking in lot E-12. It is also an exit route for those parking in lot E-12 who wish to exit towards the northeast quadrant of the city and it is a vital link for emergency vehicles.

This road will be widened to approximately 33 feet (23-foot roadway, 2-foot gutter and 8-foot sidewalk) to provide space for: 1) sidewalk for unloading and loading bus passengers; 2) bus parking; and 3) access space for emergency vehicles, automobiles and other charter buses entering and



- Legend**
-  General Parking Zones
 -  Charter Bus Parking

**FIGURE S-20
CHARTER BUS
PARKING AREAS**

exiting lot E-12. A 23 foot roadway is adequate for bus parking and vehicle access to parking areas; an 8 foot sidewalk is adequate for pedestrians utilizing the charter bus system.

Charter buses will access the layover space on Walla Walla Road from Montlake Blvd. and from NE 45th Street. They will use the freeway network and/or the most convenient arterials to reach these streets. Those buses entering from Montlake Boulevard can use Wahkiakum Lane and Walla Walla Road at the south end of lot E-1 and Walla Walla Road at the north end of lot E-1. Walla Walla Road can also be reached from NE 45th St. via Union Bay Place and Clark Road from the northeast quadrant of the campus.

The first bus will travel south on Walla Walla Road to the point where the road enters lot E-12. Succeeding buses will be parked one behind the other, bumper to bumper, as they arrive. All will be headed south with their door(s) opening directly onto the new sidewalk. Riders will walk to the Stadium on the walkways in lot E-12 or the north-south walkway behind Hec Edmundson Pavilion connecting Walla Walla Road with the south stands.

Charter buses will load after the game in the same manner as other charter buses located in lot E-12. Each bus will remain in place throughout the game and can be readily found by each rider after the game. Once loaded, each bus will depart with the bus "first in" being "first out." Each succeeding bus in line will have to wait for the bus in front to load and depart just as other charter buses do that are stack parked in lot E-12.

Several options exist for dispatching the buses after they are loaded. Even though they have to wait for the bus in front to load and depart while on Walla Walla Road, this batch of buses will not have to wait for the charter buses parked in lot E-12 to depart. A lane is normally left clear for traffic to egress lot E-12 at the intersection of NE Pacific St and Montlake Blvd. and this lane can be used by those charter buses located on Walla Walla Road as soon as they are loaded and as soon as traffic conditions permit.

Mason Road. The balance of the 40 additional charter buses, or approximately 15, will lay over on Mason Road between Jefferson Road and Stevens Way. The buses will be arranged one behind the other headed south, parked parallel to the curb, in the northbound lane. Their doors will open into the southbound lane and riders will enter and exit their bus from this lane.

Passengers will unload from their buses into the blockaded southbound lane of Mason Road and walk to the Stadium on campus pedestrian pathways over the Hec-Edmundson overpass or down the stairs adjacent to Rainier Vista and across NE Pacific Place and Montlake Blvd. All charter buses will remain in the position where they unloaded to assure that passengers can readily find their coaches after the game.

Charter buses will enter the campus at any convenient entrance and proceed to the Mason Road layover area using the most convenience route. Mason Road will be closed to general traffic between Jefferson Road and Stevens Way when the first charter bus arrives in order to provide a safe area for riders to unload. This section of roadway will reopen to general traffic as a one-way southbound street after all charter buses have been unloaded, but will be closed again to all vehicular traffic from 30 minutes before the game ends until after all the charter buses parked there have loaded and left.

Coaches will leave one behind the other as the coach in front loads and leaves. All buses will travel south on Mason Road to the intersection with Stevens Way where they can turn right or left and proceed off campus by the most convenient route.

Ride Matching

Riders and those wanting to drive will be manually matched by zip code areas until the demand exceeds the capability of this means of matching. When the demand warrants, computer matching service will be provided by Metro Commuter Services and the University, when new, flexible computer matching programs become operational (expected by 1987).

The cost to Metro for the use of Commuter Services will be minimal and primarily consist of staff time. University staff will input ride match applications directly into Metro's computer using microcomputers, modems, and printers already in place on campus that are used daily to provide carpool match lists for University commuters. Metro will use existing operational computers and programs. The Metro system is online 24 hours a day, 7 days a week and University carpool matching operations can be conducted during off-peak periods to reduce costs.

Ride match lists will be printed on campus and mailed by University staff. University staff can also provide location coordinates not available automatically in the Metro computer program.

It is expected that ride matching lists will be produced manually (without using Metro's computer) in 1987 and for several years thereafter because the number of applicants will be small. Applicants will probably not be automatically matched until more than 600 applications are received each year.

V. OPERATING COSTS AND REVENUE GENERATIONS

Existing Costs and Revenue

The existing average per game cost to the University to provide on-campus parking is approximately \$13,000. Day-of-game costs do not include parking lot maintenance and repairs, administrative expenses, parking enforcement costs, and capital expenses. The amortized costs for the

boat moorage facilities require \$22,750 per year in generated revenue. The existing parking plan and fee schedule generates an average revenue of \$25,000 per game. Any surplus parking revenue generated by football games is used to offset operating costs for other athletic and special events, including nonrevenue producing activities.

Proposed Costs and Revenue

University parking costs will increase by 10 to 20 percent to cover increases in personnel to handle parking and security. Total per game cost will be approximately \$15,000 (in 1985 dollars).

The transit scrip program will require the University to reimburse Metro for the scrip used on game days. Costs will include printing and distribution of the scrip. Total per game costs will be approximately \$6,000 (in 1985 dollars).

The park-and-ride service will be contracted by the University with Metro. The service will require approximately 35 coaches and drivers. Total per game cost will be approximately \$21,000 (in 1985 dollars).

Other expenses per game are estimated to be roughly \$10,500 (in 1985 dollars) and include reimbursement to WSDOT for "coning" SR520 and the I-5 express lanes in the southbound direction, ride matching services, yearly costs of boat moorage facilities, leasing of parking spaces from Safeco, and other miscellaneous costs.

The total operating cost to the University will be approximately \$52,500 per game (in 1985 dollars).

There are also costs to provide the existing "Husky Special" transit service and to provide parking enforcement and traffic direction on City streets in the vicinity of Husky Stadium. The costs of the transit service provided by Metro are offset in part by the fare box revenue. The costs of providing the police officers necessary to enforce parking regulations and direct traffic are funded by the City of Seattle. The latter costs are offset by the revenue from the 5 percent admission tax on football game tickets, which exceeds the costs of providing the police services.

The revenue generated by the new parking rate schedule will depend on the mix of vehicles (one- and two-occupant, three-or-more occupant) parking on campus. The estimated mix is based on data from the 1982 season and an increase from an average of 2.4 persons per vehicle to 2.7 persons per vehicle in 1987. The per game parking revenue generated for the expanded Stadium would be \$60,000 to \$63,000 (in 1985 dollars). This revenue will be used to pay for total program operations.

VI. IMPLEMENTATION PLAN

Elements of the Plan already in place or implemented for the 1985 football season:

1. Stack parking in West Campus lot W35, Main Campus lot N1 and East Campus lot E5.
2. Using I-5 express lanes in the southbound direction.

Elements of the Plan to be implemented by the University for the 1986 football season:

1. Test operate the P&R system from two P&R lots at no cost to the transit rider. The two lots are: Northgate and South Kirkland.
2. Lease the Safeco Garage and two parking areas to provide additional close in parking.
3. Promote use of the Safeco Garage and parking areas and implement revisions in postgame traffic control plans resulting from the use of these facilities.
4. Promote carpools, transit services, charter buses and boats through a new marketing program.
5. Provide an information mailer that matches parking areas to postgame traffic flow patterns and encourages people to park in areas compatible with their traffic flow destination.
6. Provide free ride-matching service.

Elements of the Plan to be implemented by the University for the 1987 football season:

1. Full implementation of the P&R system.
2. Full implementation of the added service on "Husky Special" routes, regular Metro routes and charter buses.
3. Provide free transit scrip to all football ticket purchasers.
4. Implement new parking rates that promote carpooling through reduced rates for three (or more) occupant vehicles and higher rates for one and two occupant vehicles.

Elements of the Plan to be implemented if other agency approval is forthcoming:

1986

1. Establishment of new RPZ's in requested neighborhoods.
2. Expansion of areas designated "no parking on day of game" to include all blocks within the proposed RPZ boundaries.
3. Stricter neighborhood enforcement on game days through increased patrolling, issuance of multiple citations and more aggressive towing of violators.
4. Coning off one lane on SR520 on a trial basis.

1987

Full implementation of lane coning on SR520 if 1986 coning did not cause undue delay to through traffic.

