

Calvin Chow

Date: August 18, 2021

Version: 2 – Revised in Committee

Amendment #1

to

RES 32016 – Husky Stadium Transportation Management Plan Update

Sponsor: CM Pedersen

Add two new recitals between the 9th and 10th Whereas clauses as follows:

WHEREAS, UW has continued to engage the campus community, including surrounding neighbors and partner agencies, in developing in the updated TMP that incorporates more aggressive mobility goals and covers events, large and small, other than football; and

WHEREAS, the revised TMP establishes non-automobile mode split goals for weekend football games of 54 percent one-year after opening of Northgate Link service, 58 percent one-year after opening of Lynnwood Link service, and 62 percent one-year after opening of Everett Link service; and

WHEREAS, the City Council supports the Vision Zero goal of eliminating traffic fatalities and severe injuries and expects that UW's implementation of the TMP will prioritize additional investments to improve the safety of pedestrians and pedestrian pathways, which could include enhancements to sidewalks near Husky Stadium; and

WHEREAS, the Husky Stadium TMP Advisory Committee described in Resolution 27445 took action on January 21, 2020 recommending approval of the proposed revised TMP;

NOW, THEREFORE,

Amend Section 2 as follows:

Section 2. UW will convene and support a Stadium TMP Technical Advisory Group. The Technical Advisory Group will include representatives from the Seattle Department of Transportation (SDOT), Seattle Department of Construction and Inspections, Seattle Police Department, Washington State Department of Transportation, UW, Metro Transit, Sound Transit, and the City-University Community Advisory Committee (CUCAC). The Technical Advisory Group must meet a minimum of twice per year (typically between January and May) to review the Annual Report from the past year and to approve an Operations Plan for the upcoming year. As part of the annual review, the Technical Advisory Group will consider whether more aggressive non-automobile mode split goals than established in the TMP are warranted in the Operations Plan.

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Amend Section 5 as follows:

Section 5: Costs associated with the annual Operations Plan and transportation management activities related to stadium events will be UW's responsibility, including, but not limited to, traffic control personnel and supplemental service for transit, such as buses, shuttles, and charter services.

Add a new Section 6 as follows:

Section 6. By no later than June 30, 2036, the Technical Advisory Group will present to the Council a proposal for updating the TMP. The proposal will include a workplan for assessing changed conditions and establishing new performance goals, including environmental review if necessary; a public outreach and engagement strategy; and a proposed schedule for Council consideration of a TMP update.

Effect:

This amendment would make the following changes:

- 1) Add recitals documenting the TMP's non-automobile travel mode split goals and expressing the City Council's expectation that implementation will prioritize pedestrian safety improvements.
- 2) Amend Section 2 to direct the Technical Advisory Group to consider whether more aggressive non-automotive mode split goals than established in the TMP are warranted in the approval of the annual Operations Plan.
- 3) Amend Section 5 to list examples of costs associated with TMP activities, including traffic control personnel and supplemental service for transit.
- 4) Add a new Section 6 to require a proposal from the Technical Advisory Group to revisit the TMP. The proposal would be presented to City Council by no later than June 30, 2036