

*Husky Stadium: TMP Modernization  
Project*

# *Husky Stadium: TMP History*

# Husky Stadium TMP History

## 1986 - 1987

Husky Stadium adds the north upper deck. City of Seattle and UW agree on a plan (TMP) to mitigate impacts of added capacity on surrounding community. TMP establishes a transit use goal of 16% and the Park-and-Ride system. Plan mandates “free” (as in UW pays) transit scrip for all ticket purchasers. Fans show their game ticket to freely travel on any Metro Bus on game day. TMP details event traffic management lane configurations and parking locations -- as they were in 1987.

## 2007

Ticket purchaser bus ridership peaks at 32%. UW is paying Metro to provide more than 150 coaches per game to meet demand. (Costs were \$40,000/game in 2007 and are \$80,000/game in 2017.)

## 2008

Federal Transit Administration declares public transit operators cannot operate sporting event shuttles if a private provider is available. A waiver is adopted (thank you, Sen. Murray), but expires in 2016.

## 2010

UW plays its first weekday game at Husky Stadium. Metro buses are unavailable due to regular service. Cost to cover special routes with private coach providers is approximately \$420,000 for the game. UW is required to play one weekday home game in 2013, 2015, and 2016.

# Husky Stadium TMP History – cont'd

## 2011 - 2012

Husky Stadium is renovated and UW plays its home season at CenturyLink Field. TMP does not apply, so fans pay their own bus fare to Husky Football for the 2012 season.

## 2012

Moving back to Husky Stadium, UW Athletics requests and is granted a temporary exception to the TMP based on good transit performance while at CenturyLink. UW relieved of paying the full bus fare for fans for 2013-2015. The exception is subsequently extended through the 2019 season so TMP revision work can assess the impact of light rail in ridership patterns.

## 2016

Light rail opens to Husky Stadium!

## 2017

With the expiration of the exemption to the FTA Charter Rule, UW utilizes a hybrid Metro/private charter approach to provide bus service. The estimated cost per game exceeds \$170,000.

# Husky Stadium Bus Service Overview

## Park-and-Ride Express Service

Fans park at any of these park-and-ride lots and travel directly to Husky Stadium on buses provided by and operated by Metro. The cost is \$5/game for a round-trip ticket, but fans may also purchase a season bus pass for \$4/game. For weekday games the park-and-ride bus service is significantly reduced.

- Eastgate *Eastgate Station (2041)*
- Federal Way *8 miles from Angle Lake Station, Federal Way Station (2024)*
- Houghton *2.5 miles from South Kirkland Station (2041)*
- Kingsgate *7 miles from South Kirkland Station (2041)*
- Northgate *Northgate Station (2021)*
- Shoreline *4.8 miles from Northgate Station (2021), NE 130<sup>th</sup> Station (2031)*
- South Kirkland *South Kirkland Station (2041)*
- South Renton *6 miles from SeaTac Station*

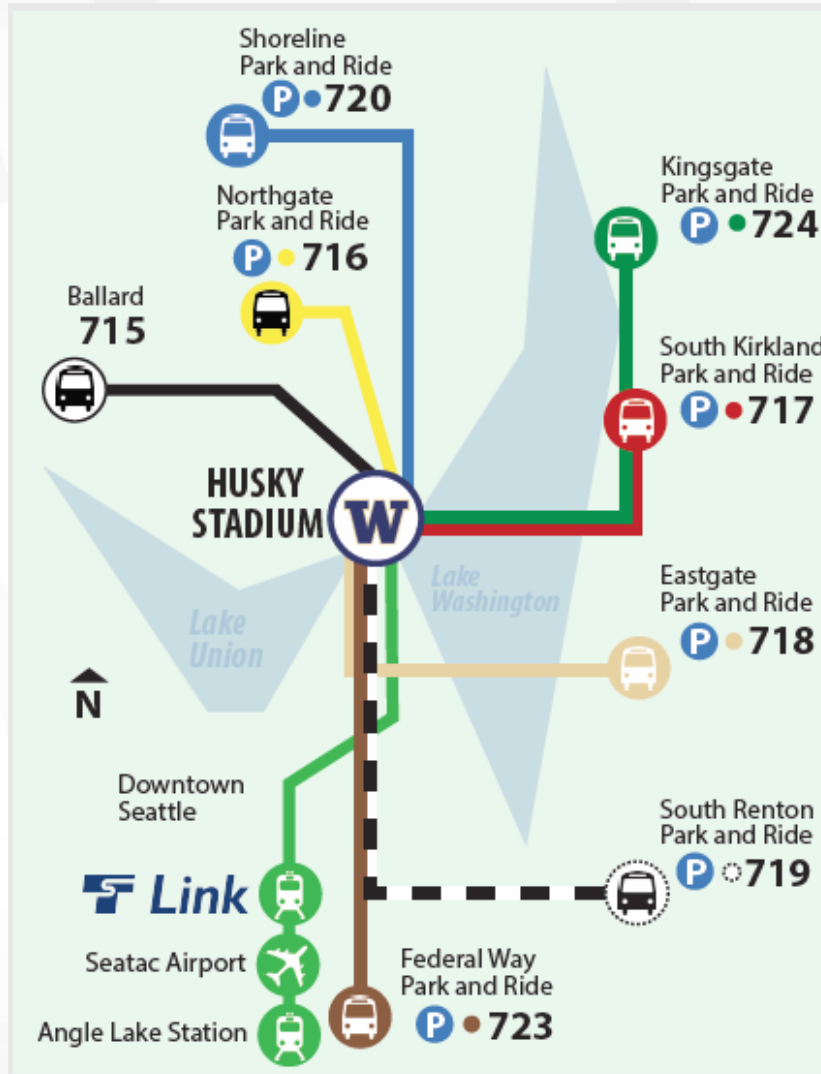
## Metro Regular Route Transit

Fans can utilize regular Metro bus routes (44, 48, 65, 75, and 271) to Husky Stadium and the U-District. Riders pay the regular route fare on all pre-game routes. Post-game transit is free.

## Husky Special Bus Service

Husky Special bus service provides transportation along designated routes from Ballard and Lake City/Sandpoint. Riders pay the regular fare on all pre-game routes. These buses begin operating approximately 1 hour and 30 minutes before kickoff. Post-game transit is free.

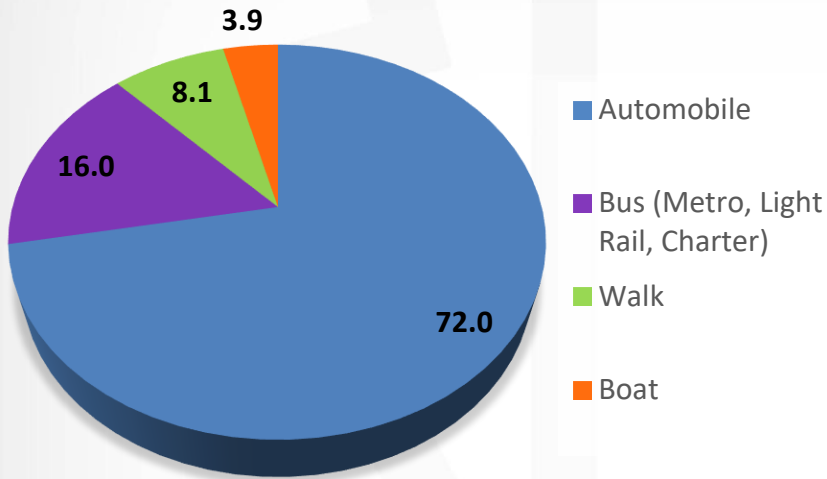
# Husky Stadium Game Day Transit Routes



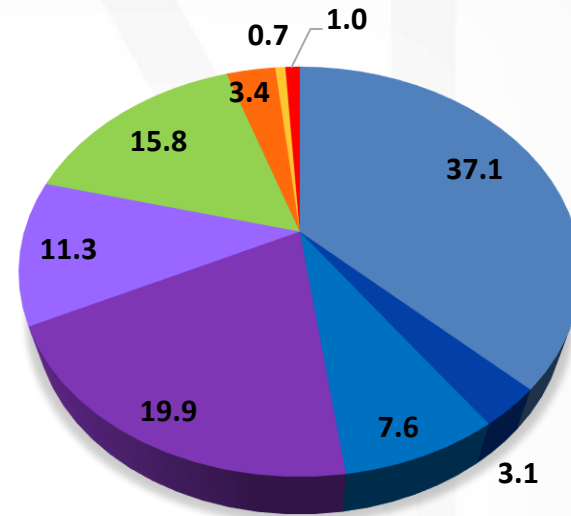
# Mode of Transportation Split

Data collected from annual survey

1987 Goals



2016 Survey Report

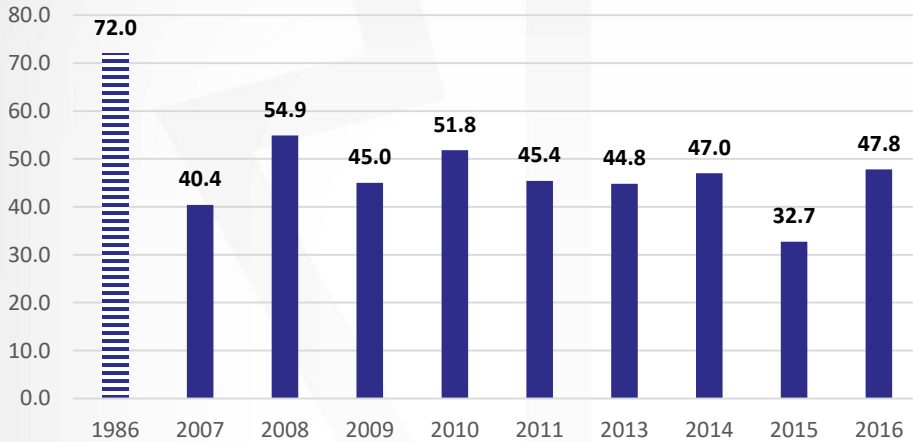


Automobiles		Public Transit		Other	
Carpool	37.1%	Bus <i>Metro, Charter</i>	19.9%	Walk	15.8%
SOV	3.1%	Link Light Rail	11.3%	Boat	3.4%
TNC <i>(Uber, Lyft, etc.)</i>	7.6%		31.2%	Bike	0.7%
	47.8%			Other	1%

# Mode of Transportation by Category

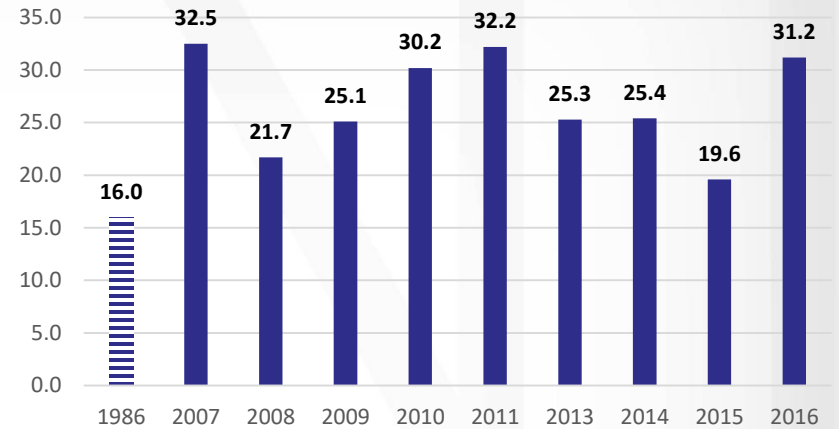
Data collected from annual survey

## Automobile

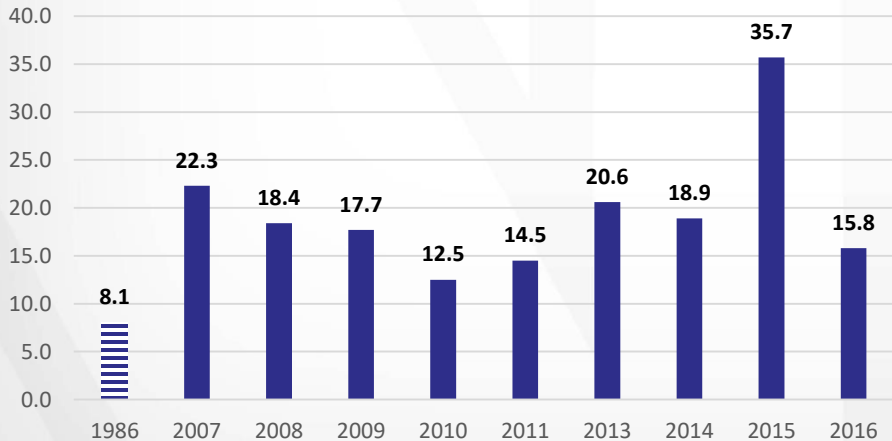


## Public Transit

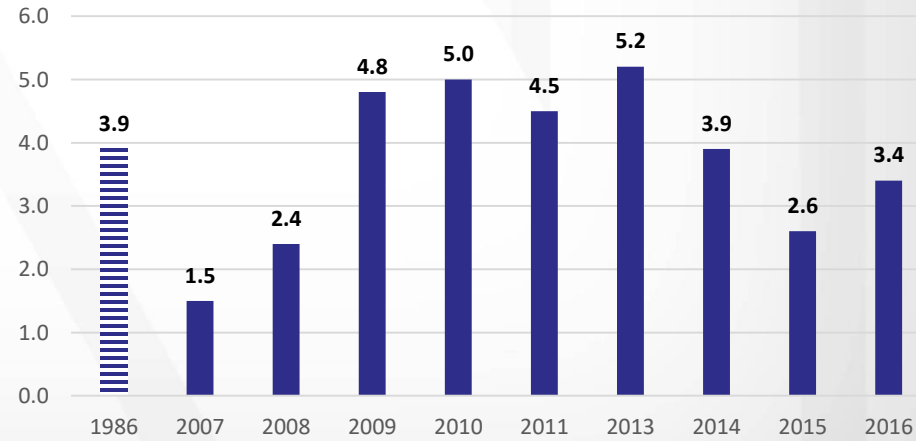
Metro, Light Rail, Private Charter



## Walk



## Boat





# *Husky Stadium: What Has Changed*

# Sound Transit Light Rail

- Opened for the 2016 season
- 11.3% ridership in 2016 (based on survey)
- 8,100 – 10,200 estimated riders for first 3 games of 2017



# Metro Service and FTA Charter Rules

- Metro bus service demands have increased on weekends. Due to their service increase, Metro could not guarantee they could meet the traditional game day bus service demand for the 2018 season.
- FTA charter rule exemption expired in September, 2016. This means we can no longer utilize Metro buses without first exhausting all private charter bus service in the area.
- Private charter bus service can be unreliable from game to game, most charter buses are not ADA compliant, and each bus carries significantly less riders than a Metro bus.



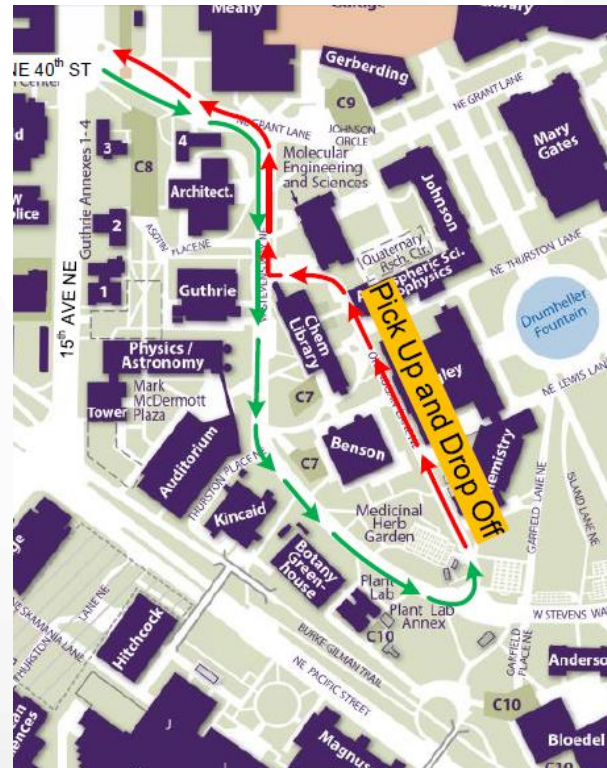
# Weekday Games

- Pac-12 Schools are obligated to host a weekday game 2 out of every 3 years'
- Metro buses are not available, resulting in a significant expense to provide charter buses.
- The increased number of charter buses results in a longer closure of Montlake Blvd. and longer traffic congestion'



# Uber & Lyft

- Over the past two years fans have utilized Uber, Lyft, and other transportation network companies to get to and from Husky Stadium.
- ICA works directly with Uber and Lyft to create a drop-off & pick-up zone that directs them away from Montlake Blvd.



*Husky Stadium: New TMP Strategies  
& Timeline*

# New TMP Objectives

- Develop the TMP into a forward-looking strategy that continues to effectively move stadium attendees into alternatives to cars in order to decrease congestion and parking impacts.
  - ✓ Include transportation options available through Sound Transit Link light Rail.
  - ✓ Include new trends in transportation (e.g. car share, ride share, bike share).
- Develop weekday event management strategies (including unique challenges of weekday football game required twice every 3 years).
- Address future changes in the transportation network (e.g. SR 520 improvements, bus route changes prompted by One Center City, extension of light rail).
- Adopt mode and operations goals to recognize needs of smaller events and events other than football (e.g. UW commencement, soccer games, concerts).
- Provide flexibility to modify operations as necessary to meet transit goals (i.e. changes in technology, new parking policies, road signage).
- Reduce dependence on Metro and private charter coaches due to both cost and availability.
- Provide flexibility to react to the dynamic world of transportation infrastructure in this region and provide the accountability tools to achieve outcomes and report to stakeholders.

# TMP Development Timeline

- September, 2017 Contract with Transpo Group
- September – November, 2017 Data collection
- November, 2017 Stakeholder interviews – UW, neighborhoods, U-Village, & Seattle Children’s  
SEPA EIS scoping period
- February - March, 2018 Preliminary Final TMP  
Preliminary Final EIS
- Late Spring – Early Summer, 2018 Final TMP  
Final EIS  
Seattle City Council process
- Summer, 2018 Board of Regents Adoption





TO: Husky Stadium TMP Technical Committee  
FROM: Sally Clark  
Regional & Community Relations, UW  
DATE: Monday, Oct. 31, 2017  
RE: Quarterly update on TMP revision activities

In the most recent approval of extending the waiver on UW paying for bus fare to and from football games at Husky Stadium, UW committed to provide quarterly updates to the Tech and Advisory Groups. This is the first such report. Our goal is to provide members with details about UW's work to significantly update and improve the TMP for the stadium

Husky Stadium TMP work report for July-Oct. 2017

Over this past summer UW issued an RFP for a consultant to carry out development of the revised TMP. We're grateful to the agency staff who gave feedback on the draft RFP. The University selected Transpo and Transpo began work Sept. 1.

The draft project schedule developed by Transpo and UW includes data collection on current traveler patterns; research into peer facilities; presentations and listening sessions with surrounding neighborhoods; work sessions with surrounding trip generators like UW Medicine and Seattle Children's; and sessions with other transportation/mobility stakeholders. The draft project calendar estimates a revised TMP will go to Seattle City Council in Summer 2018.

Transpo and UW conducted game day data collection on Sat. Oct. 7 (evening game UW v. Cal), and conducted data collection the following week for "weekday non-event" and "weekend non-event" comparisons. The project team briefed the University Transportation Committee in October.

Transpo and UW staff anticipate EIS scoping will take place in later November. In order to ensure community notice of the scoping input opportunity, UW will present the TMP project at CUCAC on Nov. 14 and has requested time at the November meetings of community councils in Laurelhurst, Montlake, Roosevelt (north) and Ravenna-Bryant. Staff is happy to receive other invitations for community briefings, as well.

Over the next three months expect to see continued data collection, stakeholder interviews; neighbor notification and outreach, and **EIS scoping**. The latter will open for comment in later Nov. with details out to the Tech and Advisory Groups in advance.