



**Annual Status Report
Of the
Final Compiled MIMP of March 2013**

Fiscal Year 2020

**October 27, 2020
REVISED**

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Seattle University
MIMP Annual Status Report
Fiscal Year 2020 (July 1, 2019– June 30, 2020)

SUMMARY OF UPDATES

I. INTRODUCTION

Construction is underway on the Center for Science and Innovation (CSI) new building.

II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

A. General Overview

- No updates during the reporting period.

B. MIMP Conditions and Progress towards Compliance

- MIMP conditions and progress towards compliance met as described in this report.
- Construction is underway for the new CSI building and incorporates streetscape improvement guidelines to include a major entry with interior passage to campus, a plaza on 12th Avenue, street activating uses, and a façade primarily of glass that provides visibility into building activities.

C. Development Activity

- **Center for Science and Innovation (site #204):** Construction proceeded for the new CSI academic building (*within MIO*) and is expected to be complete for fall quarter of 2021.
- **1300 Columbia Property:** Seattle University continued the process to prepare a submittal for this property for SDCI review, as recommended by the SAC on April 2, 2019.
- **Leases:** Terminated the lease for 2,000 square feet for classroom and studio space at 1100 E. Union St. (*within 2,500 feet of MIO*)

D. Transportation Management Plan

- Implementation began for a new parking permit enforcement system.
- The overall survey results showed that 21.0% of campus population (employees and students) drives alone to campus. This progress exceeds the goal stated in the 2013 MIMP for a drive-alone target of 35%, and is a reduction from 29% in 2018. These surveys were conducted before the March 2020 COVID-19 stay-at-home orders which significantly reduced commuter trips.
- As recommended by SDCI, the University increased motorcycle parking permit rates to align closer with SOV parking permit rates.
- Development of the University's policies on flexible work schedules continued in 2020. Due to COVID, the University implemented policies for non-essential staff to work remotely. The University updated and implemented its recommendations and guidelines on telework, flextime, compressed work weeks and other programs. Outcomes and findings from the University's use of alternative work arrangements during stay-at-home orders will inform future policy development.

Seattle University
MIMP Annual Status Report
Fiscal Year 2020 (July 1, 2019– June 30, 2020)

I. INTRODUCTION

- A. Name of Institution: Seattle University**
- B. Reporting year: Fiscal Year 2020 (July 1, 2019– June 30, 2020)**
- C. Major Institution Contact Information:**

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D. Master Plan Adoption Date and Date of any Subsequent Amendments:

The Current MIMP was adopted by the City Council on January 22, 2013. The Final Compiled MIMP of March 2013 incorporates revisions imposed by the City Council as part of its approval in January.

July 2015 Update: There have been no amendments as of the reporting period.

July 2016 Update: Seattle University submitted a request to SDCI for determination of a minor amendment to the MIMP. The proposed change increases gross square footage on the site while maintaining the approved height of 105'. The SAC sent a letter to the SDCI recommending approval of the increase in gross square footage change as a minor amendment to the MIMP. As of June 30, 2016, the SDCI finding was pending.

July 2017 Update: The SAC sent a letter to SDCI on November 15, 2016 recommending approval of the 1107 E Madison proposal on site #307. The SDCI Director granted the Minor Amendment. The 1107 E Madison new construction will be named Vi Hilbert Hall.

July 2018 Update: The SAC letter to SDCI of March 20, 2018 provided comments on the CSI building design and recommended that two proposed changes be approved as minor amendments. (1) The 12th Avenue entrance is proposed to be elevated approximately 3.5 feet due to the sloping grade of this site and (2) the University be allowed to build to the 105 feet height as allowed by the MIO zoning designation. A public process for approval by SDCI will be conducted at a time to be determined.

July 2019 Update: SDCI approved the two CSI amendments. The SAC sent a letter to SDCI recommending approval of a minor amendment for the University's use of the 1300 Columbia property.

July 2020 Update: The University was in the process of preparing a submittal for the use of the 1300 Columbia property for SDCI review.

II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

A. General Overview of Progress

The current MIMP, adopted in 2013, was approved by the Seattle City Council on January 22, 2013. As part of the approval there were a number of editorial changes to the MIMP draft mandated and some additional conditions. The requested editorial changes were incorporated into the Final compiled MIMP of March 2013, and were therefore fulfilled with the publication of the document as noted below. Some of the conditions imposed are not currently applicable as the development associated with the condition has not yet occurred.

The status or updates for all conditions are noted as follows:

- *Status Report 1: July 1, 2012 – June 30, 2013: Black italicized text*
- **Status Report 2: July 1, 2013 – June 30, 2015: Red text**
- **Status Report 3: July 1, 2015 – June 30, 2016: Blue text**
- **Status Report 4: July 1, 2016 – June 30, 2017: Green text**
- **Status Report 5: July 1, 2017 – June 30, 2018: Turquoise Text**
- **Status Report 6: July 1, 2018– June 30, 2019: Burnt Orange Text**
- **Status Report 7: July 1, 2019 – June 30, 2020: Black text**

B. MIMP conditions and progress toward compliance

2013 MIMP City Council Conditions:

1. Changes to the scope or conditions of the MIMP:

1. The following text shall be added to the paragraph on Page 51:

"Prior to any decision by Seattle University to move forward with a Master Use Permit application for an event center, the following studies, reviews and steps shall be required:

- 1) A full parking and traffic analysis, a site specific light and glare study and a noise analysis shall be completed for review by the Standing Advisory Committee;
- 2) An evaluation of alternative campus locations shall be completed for review by the Standing Advisory Committee;
- 3) The proposed project shall be presented to the community at a widely advertised meeting at the conceptual design phase; and
- 4) As part of any Master Use Permit or SEPA review, the Standing Advisory Committee shall be given the opportunity to review and comment on the project during the schematic and design development phases."

July 2013 Update: This language and the associated plan was incorporated into the final compiled MIMP of March 2013.

2. Pages 59-62 shall be updated to show a bicycle access plan for the proposed campus, including existing neighborhood bicycle facilities, bicycle parking locations, parking quality (covered, publicly accessible), number of stalls at each location, and bicyclists' wayfinding. In addition, updated graphics shall be included that show the following:

a) Bicycle access throughout campus; and

b) Locations of bicycle parking (including covered and/or secured bicycle parking) throughout campus, noting bicycle parking available to visitors at key locations.

July 2013 Update: This language and the associated plan was incorporated into the final compiled MIMP of March 2013.

3. The graphics on pages 106-107 of the final MIMP, illustrating allowed height at the 1313 East Columbia site, shall be updated to show a height limit of 345.14 feet in elevation, using those graphics on page 37 of the DPD Director's report (Hearing Examiner's Exhibit 13) as illustrated in Figures 9 and 10 of the Director's report.

July 2013 Update: The graphics were incorporated into the final compiled MIMP of March 2013.

4. The graphics on pages 106-107 of the final MIMP shall be updated to indicate that that the zoned height limit is MIO 65' at 1300 East Columbia site. In addition, the graphics on these pages shall be updated to show a height limit of 346.3 feet in elevation, using the graphics on page 38 of the DPD Director's report (Hearing Examiner's Exhibit 13) as illustrated in Figure 11 and 12 of the Director's report.

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

5. On page 108 of the final MIMP, the following sentence shall be added for the 1300 and 1313 East Columbia sites:

"Given the sensitive boundary edge and transitional nature of these two sites, any development that is proposed to exceed the height limit established for the 1313 East Columbia site (Project #101, page 45) or 1300 East Columbia site shall require a major amendment in accordance with SMC 23.69.035."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

6. The graphics used to document permitted height for the 1300 East Columbia site, that include Figures 11 and 12 of the DPD Director's report shall be amended with the following text:

"The height measurement on all portions of the site for the upper levels (above 37') shall be taken from an average grade plane of 290.23 feet, resulting in a maximum height of 355.23 feet. This is 8.93 feet taller than the CAC approved height in October 2011, so the height limit for this site would be limited to 346.3 feet in elevation."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

7. The graphics used to document permitted height for the 1313 East Columbia site that includes Figures 9 and 10 of the DPD Director's report shall be amended with the following text:

"The 65 foot height limit shall be set from the average grade plane of 280.54 feet, resulting in a maximum height of 345.54 feet. This is 0.4 feet taller than the CAC approved height in

October 2011, so the height limit for this site is 345.14 feet in elevation."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

8. On page 111 of the final MIMP the graphic shall be amended to reflect the upper level setback of 80' for the 1313 E Columbia site and 60' for the 1300 E Columbia site as reflected in Figures 8 through 12 of the DPD Director's report.

July 2013 Update: This change to the graphic was incorporated into the final compiled MIMP of March 2013.

9. On page 115 of the final MIMP, the graphics that show height and setbacks for both 1300 and 1313 East Columbia Streets, Sections C and D, shall be amended to reflect the updated upper level setbacks and height per the MIMP.

July 2013 Update: This change to the graphic was incorporated into the final compiled MIMP of March 2013.

10. The indented sentence under Landscape Screening on page 121 shall be amended as follows:

"Screening shall be provided wherever parking lots or parking structures abut a public right-of-way or are located along a MIO boundary. For all structures located along a MIO boundary that is not a public right-of-way and for which the underlying zoning is residential, landscape screening shall be provided."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

11. The following paragraphs shall be added to Future Open Space (page 125) as follows:

"Neither the short nor long term development plans propose future development on the 1300 East Columbia site (not currently under university ownership). Given the sensitive edge condition of this site, high-quality, welcoming open space shall be provided prior to or simultaneously with development at 1300 East Columbia Street consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

In the event that a development footprint equal to or greater than 45,000 square feet on the 1300 E. Columbia Street site is proposed, Seattle University shall submit a plan for review by the CAC that shows Seattle University's actual open space plan for this site. Prior to issuance of a Master Use Permit at the 1300 East Columbia site, the University shall present the open space plan to the Standing Advisory Committee for review and comment, and obtain DPD approval of the plan. Provision of this open space shall be a requirement of development approval of the MIMP."

"Given the sensitive edge condition of the site located at 1313 East Columbia (#312), high-quality, welcoming open space shall be provided prior to or simultaneously with development at this site consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

In the event that a development footprint equal to or greater than 75,000 square feet on the 1313 E. Columbia Street site is proposed, Seattle University shall submit a plan for review by the CAC that shows Seattle University's actual open space plan for this site. Prior to issuance of a Master Use Permit at the 1313 East Columbia site, the University shall present the open space plan to the Standing Advisory Committee for review and comment, and obtain DPD approval of the plan. Provision of this open space shall be a requirement of development approval of the plan."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

12. The legend and graphic on page 125 of the final MIMP shall be amended to include the following information:

Asterisk with Circle for 1300 East Columbia-Planned Open Space Publicly Accessible (If Acquired)

Asterisk within Circle for 1313 East Columbia-Planned Open Space Publicly Accessible (SU Owned Land)

July 2013 Update: These changes to the graphic were incorporated into the final compiled MIMP of March 2013.

13. On page 132 of the final MIMP, add the following to the first paragraph:

"That in the design of any Seattle University building, facing either 12th Avenue, Madison or Broadway, Seattle University designers should strive to provide major entries, possible entry plaza, fenestration, and street activating uses and features in order to avoid any building appearing to "turn its back" to the street. Design of buildings should not treat the street frontage as back yards."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

14. On page 133 of the final MIMP, design guideline #2 shall be deleted.

July 2013 Update: This change was incorporated into the final compiled MIMP of March 2013.

15. On page 133 of the final MIMP design guideline #4 (now #3) shall be amended as follows:

"Avoid literal interpretations of historically designated buildings when designing new buildings."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

16. On page 133 of the final MIMP, design guideline #6 (now #5) shall be amended as follows:

"Develop detailing that conveys a building's function, contemporary use of technology, and the nature of materials, structure, and systems used. Details should also address scale related to the pedestrian."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

17. On page 133 of the final MIMP, design guideline #7 (now #6) shall be amended as follows:

"New architecture should respond to the University's expressed values and standards of excellence in design and material character."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

18. On page 133 of the final MIMP, new design guideline #11 shall be added as follows:

"New designs should demonstrate sensitivity to the grain and scale of the existing surrounding development."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

19. On page 133 of the final MIMP, new design guideline #12 shall be added as follows:

"Seattle University plans should include special provisions to activate the streetscape along 12th Avenue, Madison and Broadway through transparency, visible activity, small pedestrian plazas, and defined entries at grade level height, and should include recognition that 12th Avenue and Broadway in particular have a different character than the other streets in the neighborhood."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

20. On page 133 of the final MIMP, design guideline #15 (now #16) shall be amended as follows:

"Circulation of all modes of access to a building (including services) must not negatively affect the surrounding campus or neighborhood."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

21. On page 136 of the final MIMP, streetscape improvement guideline #2 shall be amended as follows:

"The selection of street furnishings shall contribute to the street character; these may include lighting, benches, garbage and recycling receptacles, bicycle racks or other bicycle parking, and information kiosks."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

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2: The following amendments to the final MIMP shall be made, the intent to which is to clarify the MIMP and not provide additional or amended standards

23. Delete pages vii-ix.

24. Page 50, first paragraph, 6th sentence shall be amended as follows:

"By utilizing 1313 East Columbia to its proposed capacity with a 65' height limit, the university can achieve its growth objectives without requiring a substantial enlargement of the MIO boundary."

25. Page 50, second paragraph shall be amended as follows:

"The 1313 E Columbia building has been designated as a City of Seattle landmark. Any future development must comply with SMC 25.12 and Ordinance No. 123294. Therefore, how much of the existing building (if any) could be demolished or incorporated into a new development is unknown at this time and will not be known until the university proposes new development. More information on the university's commitment to historic preservation can be found in the Historic Preservation section of the Development Standards chapter: 'The following pages contain descriptions of the three most likely uses for the site. Illustrative sketches showing conceptual massing for these projects can be found in the Development Standards chapter (pages 82-86)."

26. Page 53, the paragraph preceding items 6 and 7 shall be amended as follow

"Portions or all of the following existing buildings may be demolished and other portions preserved as City of Seattle landmarks, as part of potential long-term development."

27. Page 59, second paragraph shall be amended as follows:

"Pedestrian access to the existing campus occurs primarily in 13 locations."

28. Page 74, second to last sentence shall be amended as follows:

"At the time of improvements further right of way narrowing may be possible with reduced lane dimensions and/or increased off-street parking, local transit Improvements that warrant additional parking lane reductions, or bike lanes."

29. Page 99, the first paragraph shall be amended as follows:

"The development standards component in this adopted master plan: shall become the applicable regulations for physical development of Major Institution uses within the MIO District. These development standards shall supersede the development standards of the underlying zone. Where standards established in the underlying zone have not been modified by the master plan, the underlying zone standards shall continue to apply. This section describes the development standards that will apply to Seattle University for the duration of this MIMP. As this master plan represents a 20-year time horizon for the

physical development of campus, many of the details are conceptual at this point. For this master plan to be successful, it is necessary to balance the rigor of specific requirements with the flexibility to address future needs as new conditions arise."

30. Page 99, the last sentence shall be amended as follows:

"(See Pedestrian Designated Streets addressed on pages 103 and 116)"

31. Page 101, the page title shall be amended as follows:

"Existing Underlying Zoning & MIO Overlay"

32. Page 103, the two bullet points shall be amended as follows:

- Street Level Development Standards and Uses (in this chapter, page 116)
- Campus Edge improvements and Creating a Vibrant 12th Avenue (both in the Campus and Community Context chapter, page 140-145)"

33. Page 105, the page title shall be amended as follows:

"Proposed MIO Boundary Expansion & Underlying Zoning"

34. Page 107, the third paragraph shall be amended as follows:

"Height limits shall be according to the plan on this page, consistent with SMC 23.69.004. All height measurements shall follow the measurements technique prescribed in the Land Use Code, with the exception of the following two sites:

- 12th and Madison
- Academic and Housing on East Madison

The measurement techniques for these two sites are explained on page 108."

35. Page 107, the bullet point shall be amended as follows:

"Rooftop coverage and height limits shall apply per 23.47A.012, however in order to support sustainable energy options, no rooftop coverage limits shall apply to solar, wind energy, or other sustainable technologies located on the roof."

36. Page 108, the following three titles shall be added to the three corresponding sections:

- 12th and Madison (Project #106 page 45) and Academic and Housing One Madison (Project #307, page 49)
- 1313 E Columbia site (Project #101, page 45) 1300 E Columbia site

37. Page 117, the following sentence shall be added to the first paragraph: "The lot coverage shall be calculated on a campus-wide basis."

38. Page 125, the following sentence shall be added to the third paragraph:

"The graphic markers indicate areas where open space(s) may be integrated into future development. The open space(s) may include all or a portion of the marked parcels."

39. Page 126, shall be amended as follows:

"Existing and Future City of Seattle Landmarks"

Founded in 1891, Seattle University has been a part of the local community for more than a century. The university takes pride in the historical character of its own buildings on campus and recognizes the value of other potentially historic sites within the community. Seattle University currently has one building that is designated as a City of Seattle landmark, 1313 E Columbia Street (also known as the Coca-Cola Building, Qwest Building, and 711 14th Avenue E). Per SMC 25.12.160, a "Landmark" is an improvement, site, or object that the Landmarks Preservation Board has approved for designation pursuant to this chapter, or that was designated pursuant to Ordinance 102229.1. The historic Coca Cola Bottling Plant (Qwest Building) is a designated City of Seattle with a designating ordinance (Ordinance No. 123294) that describes the features of the landmark to be preserved and outlines the Certificate of Approval process for changes to those features. Built in 1939, previous names of this building are:

Coca-Cola Bottling Plant (1939 - ca. 1970)
Pacific Northwest Bell Telephone Company
Qwest Communications Maintenance Facility (1991- 2007)

Landmark status does not preclude all changes to a property. If a building is designated as a City of Seattle landmark, changes to the designated features of the building will be reviewed by the Landmarks Preservation Board as a part of the Certificate of Approval process. The Landmarks Preservation Board reviews Certificates of Approval to ensure that change is managed in a way that respects the historical significance of the designated landmark. Some members of the CAC have expressed interest in the Lynn Building along E Madison Street. When the university moves forward with a Master Use Permit (MUP) application for development that would include the demolition or substantial alteration to a building 50 years or older and/or public comment suggests that the building is historic, a referral will be made to the City's Historic Preservation Officer, pursuant to the City's SEPA policies as established in SMC 25.05.675 or the university may submit a landmark nomination application to the Landmarks Preservation Board in advance of the MUP process. It is the university's intention to continue to comply with the City's Landmarks Preservation Ordinance, SMC 25.12, to respect the character of historic structures as a complement to new development. No other existing buildings are currently designated landmarks."

All of the above language (items 23 – 39) was incorporated into the final compiled MIMP of March 2013.

3. Council approved conditions to add to the MIMP

40. Seattle University shall create and maintain a Standing Advisory Committee to review and comment on all proposed and potential projects prior to submission of their respective Master Use Permit applications. Any proposal for a new structure greater than 4,000 square feet or addition greater than 4,000 square feet to an existing structure shall be subject to formal review and comment by the Standing Advisory Committee (SAC). The SAC will use the Design Guidelines for evaluation of all planned and potential projects outlined in the Master Plan.

July 2015 Update: No projects meeting this size criteria have been proposed during the reporting period and the Standing Advisory Committee (SAC) was not convened. Seattle University has been in discussions with Maureen Sheehan of DPD regarding the formation of the SAC.

July 2016 Update: The Standing Advisory Committee (SAC) was created and convened. Two meetings were held on March 16, 2016 and June 20, 2016 in this reporting period. The University presented a proposal for new construction of a mixed- use student housing and academic building at 1107 Madison. The SAC sent a letter of their comments to SDCI recommending approval of the project. Additional meetings were held in the next reporting period to review and comment on the design of the 1107 Madison building.

July 2017 Update: The SAC met twice during the reporting period on August 22 and October 25, 2016 to continue their review of the design and proposed Minor Amendment for the 1107 E. Madison project. The committee voted unanimously to recommend the proposed change be considered a Minor Amendment with three conditions. The SAC was satisfied with the project design revisions and responses from the design team and expressed support for the project's final design.

July 2018 Update: The SAC met three times during this reporting period on October 23, 2017, January 9, 2018 and February 6, 2018. The University incorporated comments from the initial meetings into the CSI design and the SAC approved the design recommending two proposed changes be approved as minor amendments: (1) the 12th Avenue entry elevation be modified to accommodate grade requirements and (2) the University be allowed to build to the 105 feet height as allowed by the MIO zoning designation. The SAC recommendations are included in the March 20, 2018 letter to SDCI.

July 2019 Update: The SAC met three times during this reporting period on September 13, 2018, February 5, 2019, and April 2, 2019. The SAC members reviewed the final CSI design and sent a letter of recommendations as outlined in the 2018 update prior to issuance of the CSI MUP. In order to respond to a SAC inquiry, the University proposed a minor amendment and requested a determination by the Director of the Seattle Department of Construction and Inspections (SDCI) as to whether the University's use of the 1300 East Columbia property would require changes to the MIMP. In a letter to SDCI, the SAC recommended approval of University use of the property as a minor amendment to the MIMP.

July 2020 Update: This period, the SAC did not meet due to COVID and restrictions on public meetings. A virtual meeting is scheduled for November 10, 2020. The University was in the process of preparing a submittal for the use of the 1300 Columbia property for SDCI review.

41. When a MIMP project is proposed and is subject to SEPA review, the SEPA analysis shall include an evaluation of potential impacts on nearby transit facilities.

July 2015 Update: No MIMP projects have been proposed during the reporting period.

July 2016 Update: While a MIMP project was proposed (1107 Madison Housing), SEPA analysis has not yet been initiated. SEPA analysis will be undertaken as part of project development in the upcoming year.

July 2017 Update: SEPA Analysis was completed for the 1107 E. Madison development.

July 2018 Update: SEPA analysis for the CSI new building construction will be submitted with the Land Use and Building permit applications between 2018 and 2019.

July 2019 Update: SEPA checklist for the CSI new building construction was submitted with the Land Use permit applications.

July 2020 Update: No new MIMP projects have been proposed during the reporting period.

42. Concept Streetscape Design Plans for Broadway and Madison. Within three years of MIMP approval, the University will prepare and submit to DPD and SDOT for their approval conceptual streetscape design plans for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue, similar to the conceptual plan for 12th Avenue depicted at pages 142-143 of the MIMP. The University will work with the City and other property owners to identify public and private funding sources to implement the concept plans over time.

The plans shall be prepared consistent with the provisions of the Seattle Right-of-Way Improvements Manual. Elements of the plan must include, but are not limited to: street-level setbacks and land uses, the pedestrian environment, private/public realm interface, pedestrian level lighting, way-finding, streetscape furniture, landscaping, and tree selection. The plans shall also address all Pedestrian Master Plan priority improvement locations and facilities identified in the Bicycle Master Plan. Where there are bike lanes and right-turn-only lanes at the same corner, the plan shall evaluate the feasibility of installing National Association of City Transportation Officials-standard bicycle facilities.

Once completed, these plans shall be considered during review of any applications for permits to improve any development site adjacent to Broadway or Madison.

July 2015 Update: This process was completed during the reporting period. However, it has not been submitted for City approval due to possible changes associated with the City's Madison Bus Rapid Transit study. Seattle University is participating in the public process which is part of the Study.

July 2016 Update: A conceptual streetscape design plan for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue was submitted to SDCI and SDOT for approval. SDOT provided comments during this reporting period and the University is revising the plan.

July 2017 Update: The University revised and resubmitted the Madison and Broadway Streetscape Plan to SDOT in December 2016.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: No changes occurred during the reporting period.

July 2020 Update: No changes occurred during the reporting period.

4. Rezone Conditions

The following conditions are adopted as part of the requested rezone:

1. The last paragraph on page 116 of the final MIMP shall be amended as follows:

"The underlying street-level development standards for commercial zones shall apply per

SMC 23.47A.008 to all street facing facades in commercial zones within the MIO that are not designated as pedestrian streets. For pedestrian designated streets, the underlying street-level development standards for pedestrian designated streets in commercial zones shall apply per SMC 23.47A.008.C. For all street facing facades, the street-level designs shall also be shaped by the design guidelines outlined in the Campus and Community Context chapter."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

2. On page 140 of the final MIMP, the list of approved street level uses shall be amended to include campus community service centers. For the purposes of this MIMP, community service centers are uses that include, but are not limited to activities such as community outreach; employment and employee services; public safety services including transit and parking pass distribution, lost and found, keys, and dispatch services, and counseling services.

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

3. The following sentence shall be added to the end of page 140 as follows:
"Along 12th Avenue, non-street-activating uses shall be limited to no more than 20% of the 12th Avenue street front facade so as not to dominate any block."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

4. Before Seattle University may receive a permit to demolish a structure that contains a residential use that is located in an MIO boundary expansion area approved in this MIMP, or receive a permit to change the use of such a structure to a non-residential major institution use, DPD must find that the University has submitted an application for a MUP for the construction of comparable housing to replace of the housing to be demolished or changed.

The MUP application(s) for the replacement housing project(s) may not include projects that were the subject of a MUP application submitted to DPD before Council approval of this MIMP. The University may seek City funds to help finance the replacement housing required by this condition, but may not receive credit in fulfillment of the housing replacement requirement for that portion of the housing replacement cost that is financed by City funds. City funds include housing levy funds, general funds, or funds received under any housing bonus provision.

For purposes of this condition, the comparable replacement housing must meet the following requirements:

- a) Provide a minimum number of units equal to the number of units to be demolished or changed;
- b) Provide no fewer than the number of 2 and 3 bedroom units as those in the units to be demolished or changed;
- c) Contain no less than the gross square feet of the units to be demolished or changed;

- d) The general quality of construction shall be of equal or greater quality than the units to be demolished or changed; and
- e) The replacement housing will be located within the First Hill/Capitol Hill Urban Center and the area east of that center to Martin Luther King Jr. Way."

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

5. Conditions - SEPA

Seattle University shall implement all mitigating measures disclosed in its Final EIS. In addition, any project that is approved in the MIMP and is subject to SEPA review at the time of a Master Use Permit may be subject to additional review, conditions or mitigating measures. The final compiled MIMP shall include a listing, with page references, of each mitigating measure in the final EIS.

July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013.

C. DEVELOPMENT ACTIVITY

1. MAJOR INSTITUTION DEVELOPMENT ACTIVITY INITIATED OR UNDER CONSTRUCTION WITHIN THE MIO BOUNDARY DURING THE REPORTING PERIOD

See Attachments A1: New Leasing Activity Within Boundary and A2: New Non-Leased Activity Within Boundary.

2. MAJOR INSTITUTION DEVELOPMENT ACTIVITY OUTSIDE BUT WITHIN 2,500 FEET OF THE MIO BOUNDARY

See Attachments A3: New Leasing Activity Between Boundary and 2,500 ft and A4: New Land and Building Acquisition Between Boundary and 2,500 ft.

D. TRANSPORTATION MANAGEMENT PROGRAM

1. General Overview

Seattle University has operated a Transportation Management Plan (TMP) for almost 20 years. Over the years the percentage of the campus population that drives to campus in a Single Occupant Vehicle (SOV) has steadily declined. The 1997 Master Plan adopted an aggressive TMP which included goals, expressed as a percentage of the campus population that arrives via an SOV, of 55% for commuter students, 60% for faculty, and 40% for staff. Progress toward these goals was measured through electronic surveys of the campus population. Currently, progress toward the campus TMP goals is measured every other year by the Commute Trip Reduction (CTR) survey provided to the Washington Department of Transportation.

The 2013 MIMP maintains the primary elements of the 1997 TMP along with a number of new initiatives, or “elements”, as outlined below. In addition, the University also supports neighborhood parking control.

The programs provided as part of the TMP are available to all commuters to the Seattle University campus; however, the targeted population of faculty, staff, and students who are regular daytime commuters to campus are the primary recipients of the advantages of the various elements of the Plan.

Neighborhood Parking Control: The Director of Public Safety & Transportation meets monthly with the Seattle Police East Precinct to encourage parking enforcement efforts undertaken by the City in the RPZ zones (#2 & #7) located on the campus perimeters. The University supports the existing RPZ’s in the manner described below in the TMP elements. The Department of Public Safety and Transportation also follows through on requests from residents in the area and urges the Police Department to enforce parking regulations in the zone. The University also participates in city/community efforts to make on street parking available to more residents and business customers.

July 2016 Update: The Executive Director of Public Safety & Transportation continues to encourage parking enforcement efforts undertaken by the City to provide more parking enforcement in the RPZ zones (#2 & #7) located on the campus perimeters. The university continues to support the existing RPZ’s in the manner described in the TMP. We continue to follow through on requests from residents in the area and urge the Police Department to enforce parking regulations in the zone. The university participated in city/community efforts to make on street parking available to more residents and business customers.

July 2017 Update: The Transportation and Parking Services group (TPS) continues to support the RPZ program for zones #2 and #7, and supports city efforts to enforce city parking regulations.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The Transportation and Parking Services group (TPS) continues to support the RPZ program for zones #2, #4, and #7, and supports city efforts to enforce city parking regulations and make on street parking available to residents and business customers.

July 2020 Update: The Transportation and Parking Services group (TPS) continues to support the RPZ program for zones #2, #4, and #7, and supports city efforts to enforce city parking regulations and make on street parking available to residents and business customers.

Parking Operations and Management: In 2013 Seattle University implemented a new Parking Management and Enforcement database. This new parking solutions database is cloud based and provides ease of access from any computer with internet access. The system also includes new handheld devices for issuing citations and allows citation payments to be made on-line.

July 2016 Update: No changes occurred during the reporting period.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Implementation began for a new parking permit enforcement system which will be completed in the Fall of 2019. This system will allow TPS to better manage parking and verify that any vehicles are tracked and paying for parking. This monitoring allows TPS to provide adequate parking for University uses and ensures compliance with City and State requirements.

July 2020 Update: The University completed implementation of a new parking permit enforcement system during Fall 2019. This system will allow Transportation and Parking Services to better manage parking and verify that vehicles are permitted, tracked and paying for parking. This monitoring allows TPS to provide adequate parking for University uses and ensures compliance with City and State requirements

Goals and Objectives: The 2013 MIMP set goals to reduce the overall percentage of the entire daytime population arriving by SOV to 35%. This goal is more aggressive goal than the 50% required by Seattle Municipal Code.

July 2016 Update: The 2015 Commute Trip Reduction (CTR) survey results show Seattle U's overall percentage of the population arriving by SOV is 41.6%. This result may reflect a lower response rate rather than an actual increase in the population arriving by SOV. The 2015 response rate (68%) was lower than the 2013 survey (74%), and WSDOT assumes and counts the remaining responses up to 70% as drive alone.

July 2017 Update: The Commute Trip Reduction survey (CTR-S) is conducted every two years so there is no change to report in the Drive Alone Rate (DAR) which was 41.6%. Seattle University was awarded a 2017 Seattle Commute Trip Reduction Champion as a Silver Level Organization. This award recognizes organizations who have gone above and beyond the average to provide commuting options to their employees and achieved progress towards reducing drive alone rates.

July 2018 Update: The CTR survey was conducted on November 5, 2017. The results report that the Drive Alone Rate was 37.8%, a reduction from the 41.6% achieved in the previous CTR survey. This demonstrates significant progress toward the goal of reducing the overall percentage of the daytime population arriving by SOV.

July 2019 Update: The results for the overall Drive Alone Rate for all employees and students was 29%. This was based on the updated student and staff population as of Fall Quarter of 2018, the 2017 employee CTR survey results, and the April 2017 student survey results. This demonstrates significant progress toward the goal of reducing the overall percentage of the daytime population arriving by SOV. The University reached and exceeded the 35% goal in the MIMP. The next employee survey is planned for October 2019. The next student survey will be administered in Spring 2020.

July 2020 Update: The University updated its overall Drive Alone Rate for all employees and students to 21% from 29% last year. This was based on the updated student and staff population as of Fall Quarter of 2019, the 2019 employee CTR survey results, and the Spring 2020 student survey results. This demonstrates significant progress toward the goal of reducing the overall percentage of the daytime population arriving by SOV. The University reached and exceeded the 35% goal in the MIMP. The next employee survey is planned for

October 2021. The next student survey will be administered in Spring 2021. These results reflect rates of typical transportation modes prior to the March 2020 COVID stay-at-home orders. Due to COVID-19 stay-at-home orders, more than 85% of employees started working remotely in March of 2020 and commuter trips were further reduced. Seattle University is evaluating the level of in-person operations and instruction for the next reporting period.

2. Elements of the 2013 Transportation Management Plan

Element: Transit

Goal: Increase transit ridership through subsidies, improved access and the marketing of program benefits.

Strategies:

1. Keep the cost of transit commutes below the cost of SOV commutes by providing the following incentives
 - a. Faculty & Staff: Subsidize a minimum of 50% of the cost of an individual transit pass for faculty and staff commuters, including cross Sound commuters, and provide a regional pass for \$10 per month.

Seattle University provides faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit for \$10 per month. In addition employees who use the Washington State Ferry System are eligible for a 75% subsidy.

July 2016 Update: Seattle University continues to provide faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit starting at \$11.58 per month. In addition employees who use the bus pass or Washington State Ferry System passes, are eligible for a 72% subsidy, which meets the minimum 50% subsidy requirement.

July 2017 Update: Seattle University continues to provide faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit starting at \$11.58 per month. Employees may add Washington State Ferry passes to their ORCA card for an additional monthly cost. Employee transit and ferry passes continue to be subsidized at 72%.

July 2018 Update: Seattle University continues to subsidize individual transit and ferry passes at 72%, and provides faculty and staff with an ORCA pass starting at \$13.38 per month.

July 2019 Update: Seattle University continued to subsidize individual transit and ferry passes at 72%. Monthly rates for staff ORCA passes were reduced from \$13.38 to \$13.14 per employee.

July 2020 Update: Seattle University continued to subsidize multi-county individual transit and ferry passes at 72%. Monthly rates for staff ORCA passes were reduced from \$13.14 to \$12.54 per employee in January 2020

- b. Commuter Students: Maintain a minimum subsidy of 30% for all types of passes for commuter students without a parking pass. Maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip. Commuter students are eligible for a subsidized ORCA pass for \$300 per academic year or \$400 per calendar year. Students are also eligible for a 30% subsidy on ferry passes. This is a subsidy of 75-80% of the cost, well over the 30% minimum. In addition, the cost to park a SOV on a daily basis is \$630 for the academic year or \$840 for a calendar year, well above the cost of the transit pass.

July 2016 Update: The University provided a 30%-60% subsidized transit pass for students without a parking pass; continued to maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip; and student parking permit costs increased to a range of \$765 for the academic year to \$1,020 for the calendar year.

July 2017 Update: Student transit passes are now subsidized at one rate: 50%. Students select either a transit pass or ferry pass.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The commuter student SOV parking rate continued to be \$1,020 per year, or \$85 per month. An increase in SOV parking rates to \$88 per month was approved during the reporting period and the increased rates will be implemented for the 2019-2020 academic year. Student transit passes (for transit or ferry) continued to be subsidized at 50%, a subsidy ranging from \$49.50 to \$85.50 per month, depending on the type of fare value purchased.

July 2020 Update: The commuter student SOV parking rate increase to \$89 per month was approved and implemented for the 2019-2020 academic year. Student transit passes (for transit or walk-on passenger ferry passes) continued to be subsidized at 50%, a subsidy ranging from \$49.50 to \$85.50 per month, depending on the type of fare value purchased.

- c. Provide a guaranteed ride home to transit users in the event of an emergency.

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff that do not drive to work.

July 2016 Update: No changes occurred during the reporting period.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued to offer a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff that do not drive to work. The University also had an account with Lyft to provide Guaranteed Ride Home rides for employee transit riders in case of an emergency.

July 2020 Update: Seattle University continued to offer a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff that do not drive to work, with modifications for employees who experienced COVID-like symptoms. The University also had an account with Lyft to provide Guaranteed Ride Home rides for employee transit riders in case of an emergency.

- d. Provide staff access to a subsidized car share program.

Seattle University participates in a ZIP Car program under which the car may be used

for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This program was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University focused on subsidizing VanPool and VanShare programs.

July 2020 Update: The University continued to focus on subsidizing VanPool and VanShare programs.

2. Work to improve transit access and utilization by:

- a. Continuing the "Bus-It" program which allows resident students to check out a transit pass for off-campus trips.

The University has in place a program for resident students to check out a bus pass on a daily basis for off campus trips.

July 2016 Update: No changes occurred during the reporting period.

July 2017 Update: All students regardless of on-campus residency may check out a transit pass for the day. In 2018, the University will evaluate usage to determine if it should increase the number of passes available from 50 for students to check out.

July 2018 Update: Seattle University increased the number of available transit passes available for check-out from 50 to 75.

July 2019 Update: Seattle University continued to provide 75 available transit passes available for check-out.

July 2020 Update: Seattle University continued to provide 75 available transit passes available for check-out.

- b. Continuing to work with neighboring institutions, King County Metro, and other agencies to improve transit access around the campus.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards. The University also continues to make payments toward the local Residential Parking Zone.

July 2016 Update: Seattle University networks throughout the year with institutional neighbors and community groups. The University also continues to make payments toward the local Residential Parking Zone. The University also participated in Madison Street Bus Rapid Transit meetings.

July 2017 Update: Seattle University wrote a letter to the U.S. Department of Transportation supporting the Madison Street Bus Rapid Transit (BRT) project as a priority for fiscal year 2018 federal funding. University staff also attended several meetings with the SDOT BRT team to provide input on the design along Madison and coordinate with the 1107 E Madison construction.

July 2018 Update: Seattle University continued to provide input on the Madison BRT as requested by SDOT including attending meetings on construction phasing with other property owners, businesses and residents. SDOT issued a Determination of Non-

Significance to satisfy SEPA requirements and is reviewing comments to respond to inquiries and complete the final design.

July 2019 Update: Seattle University continued to provide input on the Madison BRT final design and is working on an agreement with SDOT for the use of University property on Madison during the construction phase.

- c. July 2020 Update: Seattle University granted easements for the Madison BRT to the City of Seattle for temporary construction access and a permanent easement for a new traffic signal pole and trolley wire purposes. The University developed and participated in programs such as shuttle services, subsidizing transit routes or other programs that will improve transit access to the University and connections with the light rail stations.

Free airport shuttle service is provided at school breaks, as well as pick-up and drop-off service to the light rail stations.

July 2016 Update: Free airport shuttle service is provided at school breaks. Additionally the First Hill Streetcar and the Capitol Hill Light-Rail station went into service that meets additional transit needs of staff, and students.

July 2017 Update: The First Hill Streetcar station located on the west side of the Seattle University campus can transport students to the Capitol Hill Light Rail station that is located approximately one mile north of campus. The University provided a complimentary shuttle service for students to and from the Capitol Hill Light Rail station for holidays and school breaks during the academic year.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide complimentary shuttle service for students to and from the Capitol Hill Light Rail station for holidays and school breaks during the academic year. The rest of the year, the First Hill Streetcar station regularly provides a link to the Capitol Hill station from the University.

July 2020 Update: The University discontinued airport shuttle service due to steadily decreasing ridership because of a shift to on-demand transportation or utilizing nearby transit.

- d. Evaluating the costs and benefits of consolidating the transit pass programs into a single program that is funded through a transportation fee and SU subsidies.

The ORCA pass system is now in place.

July 2016 Update: The University continues to subsidize student Orca transit passes.

July 2017 Update: The University made several improvements to the student ORCA lift program and ORCA pass program including coordinating with King County Public Health for ORCA lift representatives to come on campus to assist students in getting signed up and issued passes and streamlining the process for ORCA cards to make them available for student use more quickly (adding dollars to cards instead of providing reimbursements and subsidizing Orca Transit Passes at one rate of 50%).

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued to subsidize the income-eligible reduced fare ORCA Lift and standard fare ORCA Transit pass programs. The two programs were operated separately because each are administered and managed by different agencies. (King County Public Health manages ORCA Lift as part of its Community Health Access Program for people who meet unique qualifying income requirements for the pass. King County Metro manages the standard ORCA transit pass.) The University continued to

host ORCA Lift events on campus in partnership with King County Public Health. Representatives came to campus to assist income-eligible students in signing up for and issuing passes. ORCA Transit Passes continued to be subsidized at one rate of 50%.

July 2020 Update: Seattle University continued to subsidize the income-eligible reduced fare ORCA Lift and standard fare ORCA Transit pass programs. The two programs were operated separately because each are administered and managed by different agencies. (King County Public Health manages ORCA Lift as part of its Community Health Access Program for people who meet unique qualifying income requirements for the pass. King County Metro manages the standard ORCA transit pass and assists students with purchasing ORCA products onto the ORCA LIFT cards.) The University continued to host ORCA Lift events on campus in partnership with King County Public Health and King County Orca Metro. Representatives came to campus to assist income-eligible students in signing up for and issuing passes. ORCA Transit Passes continued to be subsidized at one rate of 50% by Seattle University.

- e. Improving customer access to transportation planning services and subsidized transit passes.

The University maintains a Transportation website and includes links to outside agencies. In addition there is a central office on campus to assist student, staff and visitors with transportation planning.

July 2016 Update: The University continues to maintain a Transportation website that includes information on various transportation options, and includes a link to Rideshare and a link to transit planning. Additionally, the Public Safety Transportation and Parking Business Office can assist with answering transit questions and transportation planning.

July 2017 Update: The University continues to maintain a Transportation website that includes information on transportation options and links to Rideshare and transit planning. Additionally, the TPS group continues to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to maintain a Transportation Services website that includes information on transportation options and links to Rideshare and transit planning. Additionally, the Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program.

July 2020 Update: The University continued to maintain a Transportation Services website that includes information on transportation options and links to Rideshare and transit planning. Additionally, the Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program.

Element: High Occupancy Vehicles

Goal: Increase HOV program participation by maintaining subsidies and marketing program benefits and opportunities.

Baseline

Strategies:

1. Keep the cost of HOV commutes below the cost of SOV commutes by:

a. Providing a 50% parking fee discount for 2 person carpools

This is provided.

July 2016 Update: Providing a 50% parking fee discount for carpools with a minimum of 2 people.

July 2017 Update: The University continues to provide carpool permits at a 50% parking fee discount to registered University carpools with a minimum of 2 people.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide carpool permits at a 50% parking fee discount to registered University carpools with a minimum of 2 people. Cost for the carpool parking space is \$55 per month (to be distributed as group wants), compared to the \$110 per employee per month for SOV parking permit.

July 2020 Update: The University continued to provide carpool permits at a 50% parking fee discount to registered University carpools with a minimum of 2 people. Cost for the carpool parking space is \$55 per month (to be distributed as group wants), compared to the \$120 per employee per month for a SOV parking permit. The SOV rate increased \$10 from the 2019 rate.

b. Providing free parking for MaxiPools (4+ SU passengers)

This is provided.

July 2016 Update: This program was discontinued. VanShare and VanPool are now alternatives offered at no charge to employees.

July 2017 Update: VanShare and VanPool are continued alternatives offered at no charge to employees.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: VanShare and VanPool continued to be alternatives offered at no charge to employees

July 2020 Update: VanShare and VanPool continued to be alternatives offered at no charge to employees who are enrolled in the employee ORCA program. These employees can park their VanPool or VanShare vehicles at no charge. VanShare and VanPool are also available to non-benefited employees who are not eligible for the employee ORCA program. These employees pay for their own van's costs, but are able to park the vans at the University at no cost.

c. Subsidizing VanPool and VanShare riders at the same rate as transit riders and provide free parking.

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

July 2016 Update: No changes were made during the reporting period.

July 2017 Update: This program continues to provide (1) 5 days' free parking for VanPool and VanShare participants, and (2) a \$100 per month per employee subsidy for participation in Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool vans.

July 2018 Update: King County Metro supplies a van for groups of employees and students to commute together, or provides access to other institution's vanpools commuting between similar locations. Seattle University waives the on-campus

parking fee for vans parked on campus. The program continues to provide (1) 5 days' free parking for VanPool and VanShare participants, and (2) a \$100 per month per employee subsidy for participation in Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool vans, which is also available to ORCA pass holders.

July 2019 Update: King County Metro supplies a van for groups of employees to commute together, or provides access to other institution's vanpools commuting between similar locations. Seattle University waives the on-campus parking fee for these vans that park on campus. The program continued to provide (A) 5 days' per month complimentary SOV parking for employee participants enrolled in employee Orca payroll deduction, and (B) a \$100 per month per employee subsidy placed on the ORCA card for VanPool participants and 100% subsidy (\$185 per van) for VanShare participants of Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool. (VanPool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation.)

July 2020 Update: King County Metro supplies a van for groups of employees to commute together, or provides access to other institution's vanpools commuting between similar locations. Seattle University waives the on-campus parking fee for these vans that park on campus. The program continued to provide (A) 5 days per month complimentary SOV parking for employee participants enrolled in employee Orca payroll deduction, and (B) up to \$100 per month per employee subsidy placed on the ORCA card for VanPool participants and 100% subsidy (\$185 per van) for VanShare participants of Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool. (VanPool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation.) These are also available to employees that don't have a University Orca card, but employees must bear the cost.

2. Increase ridership by:

a. Marketing program benefits to the SU population.

Some marketing is done at orientation and similar campus events. The campus transportation website also provides information.

July 2016 Update: The University continued to do some marketing at employee new hire orientations, and new in-coming student orientations. The Public Safety Transportation and Parking Services website also provides information including a link to Rideshare Online.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to market HOV program benefits at employee new hire orientations, and new in-coming student orientations. The Public Safety Transportation and Parking Services website also provides information including a link to Rideshare Online. Staff provide individualized commute planning services on a drop-in basis in their office for students and employees. These efforts have been effective in achieving a drive alone rate of 29% as of this reporting period, which exceeds the University goal of 35%.

July 2020 Update: The University continued to market HOV program benefits at employee new hire orientations, and new in-coming student orientations. The Public

Safety Transportation and Parking Services website also provides information including a link to Rideshare Online. Staff provide individualized commute planning services on a drop-in basis in their office for students and employees. These efforts have been effective in achieving a drive alone rate of 21% as of this reporting period, which exceeds the University goal of 35%.

- b. Working with other First Hill institutions to fill vans with SU riders.

This possibility is currently being explored.

July 2016 Update: Minimal opportunities were identified to partner with First Hill institutions. The University will focus future efforts on a more effective strategy of a University-specific program for vans with Seattle University employees.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to focus efforts on a strategy for a University-specific program for vans with Seattle University employees.

July 2020 Update: During the reporting period, the University shifted its resources to focus on strategies for programs with larger user groups than VanPool and VanShare such as lightrail, Orca and transit.

- c. Marketing to potential riders through promotions, special events, and promotion of Metro's RideShare program.

A marketing campaign is in the planning stages.

July 2016 Update: The marketing strategy has shifted to more effective efforts focusing on employee orientations, in-person assistance, and informal communication networks. This will be followed by assessing the growth to determine what other resources and promotions might be needed. This assessment will be conducted in the upcoming years.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continues effective marketing efforts that focus on employee orientations, in-person assistance, website and informal communication networks.

July 2020 Update: The University continued effective marketing efforts that focus on employee orientations, in-person assistance, website and informal communication networks.

- 3. Provide the following benefits:

- a. HOV and Parking subsidies

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

July 2016 Update: The University continued to provide free parking for VanPool and VanShare programs, VanPool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation. The University also continued to provide a 50% reduction in the parking rate for private employee carpools compared to SOV rates.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide (A) free parking for these King County Metro VanPool and VanShare vans that park on campus. (VanPool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation). (B) 5 days' complimentary SOV parking for VanPool and VanShare participants enrolled in employee Orca payroll deduction; (C) a \$100 per month per employee subsidy on the ORCA card for VanPool participants of Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool; and (D) a 50% reduction in the parking rate for private employee carpools compared to SOV rates, at a cost of \$55 per month per employee.

July 2020 Update: The University continued to provide: (A) free parking for these King County Metro VanPool and VanShare vans that park on campus. (VanPool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation). (B) 5 days' complimentary SOV parking for VanPool and VanShare participants enrolled in employee Orca payroll deduction; (C) up to \$100 per month per employee subsidy on the ORCA card for VanPool participants of Community Transit, Kitsap Transit, Metro Transit, and Pierce Transit Vanpool; and (D) a 50% reduction in the parking rate for private employee carpools compared to SOV rates, at a cost of \$55 per month per employee. These are also available to employees that don't have a University Orca card, but employees must bear the cost.

b. Guaranteed Ride Home program

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: No changes were made during the reporting period. Note the program is for staff.

July 2017 Update: No changes were made during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff who commuted to work by carpool, VanPool/VanShare, or transit.

July 2020 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff who commuted to work by carpool, VanPool/VanShare, or transit, with modifications for employees who experienced COVID-like symptoms.

c. Preferential parking

Preferential parking stalls are provided for high occupancy vehicles.

July 2016 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles in the form of reserved spots.

July 2020 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles in the form of reserved spots. Demand

remained steady until a decrease in employee presence as the university transitioned to remote work and learning in response to COVID-19 stay-at-home orders.

d. Staff access to ride share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This program was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber.

July 2017 Update: There continue to be non-University sponsored alternatives such as Car2Go, Lyft, Uber, and Scoop.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continues to support VanPool and VanShare participants. Car2Go and Scoop continue to be non-University sponsored alternatives in lieu of its own program.

July 2020 Update: Seattle University encourages commuters - faculty, staff, and students - to utilize the many commute options to get around the Seattle region. The University continued to support VanPool and VanShare participants. Rideshare services such as Lyft and Uber continue to be non-University sponsored alternatives in lieu of its own program. The Seattle University Ride Share Board is a webpage for ConnectSU users to find others who may be interested in sharing rides.

<https://seattleu.campuslabs.com/engage/organization/rideshare>

Element: Bicycles

Goal: Increase bicycle ridership by providing support services and establishing marketing and incentive programs.

Strategies:

1. Provide the following support services:

a. Covered and open bicycle parking spaces that exceed demand.

July 2015 update: The campus has 130 covered bike spaces and 215 uncovered spaces currently and usage is monitored to ascertain demand. In the reporting period, Seattle University added 42 uncovered, unsecured; 53 new covered, secured; 20 covered, unsecured bike spaces.

July 2016 Update: No changes were made during the reporting period. The University initiated design for a new open, covered bicycle parking structure. The 1107 East Madison building design is in progress and includes additional bicycle parking.

July 2017 Update: The University completed an open, covered bicycle parking structure over existing bicycle racks, and construction started at 1107 Madison, which will include additional bicycle parking.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Approximately 94 secured, covered bicycle spaces were added in Vi Hilbert Hall at 1107 East Madison Street. The University's supply of 500 spaces is

greater than the demand, greater than the estimated minimum of 310 required bicycle parking spaces in the MIMP 2007 baseline, and greater than the 425 spaces estimated in the MIMP to be needed for the Long Term Master Plan.

July 2020 Update: The University continued to maintain a supply of 500 spaces, which is greater than the demand, greater than the estimated minimum of 310 required bicycle parking spaces in the MIMP 2007 baseline, and greater than the 425 spaces estimated in the MIMP to be needed for the Long Term Master Plan.

- b. Access to showers and lockers in the student center.

Access is provided to locker rooms and showers in the Student Center and Fitness Center.

July 2016 Update: The University continued to provide access to locker rooms and showers.

July 2017 Update: No changes were made during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide access to locker rooms and showers in Student Center and Fitness Center.

July 2020 Update: The University continued to provide access to locker rooms and showers in the Student Center and Fitness Center until March due to COVID restrictions. The University resumed regular access to lockers and showers once Public Health Guidelines were met.

- c. Assistance on learning how to become a bicycle commuter.

The SU Cycling Club provides assistance, and bike route maps are provided on the SU Transportation website, along with information on security, showers, etc.

July 2016 Update: Transportation Services partnered with the Seattle University Cycling Club for the annual Bike to Work Day/Bike Everywhere Day. The group also began planning to evaluate other partnership opportunities on campus.

July 2017 Update: TPS partnered with the Seattle University Cycling Club for the annual Bike to Work Day/Bike Everywhere Day and hosted a registration station.

July 2018 Update: The University will continue to host a registration station for the annual Bike to Work Day/Bike Everywhere Day.

July 2019 Update: The University will continue to host a registration station for the annual Bike to Work Day/Bike Everywhere Day in partnership with the Cycling Club. Support is also provided at the Transportation Services website and office.

July 2020 Update: The University did not host a registration station because the city-wide Bike to Work/Bike Everywhere Day event was cancelled due to COVID-stay-at-home orders and rescheduled to Fall 2020. The University intends to continue hosting when this event resumes in compliance with COVID guidance.

- d. Improve access to bicycles for campus members through promotions, partnerships with local bike shops, or a bike share program.

July 2015 update: A bike share program run by a local non-profit installed a station inside the MIO in Fall 2014.

July 2016 Update: This program was in effect during the reporting period.

July 2017 Update: The City terminated the Pronto bike share program and the station located across from campus at 12th and E. Columbia was closed. There is now a new bike-sharing program called SPIN that is available to anyone in Seattle including University students and employees.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Lime bike and Jump bike share programs were available to campus members during the reporting period. These programs are available to anyone in Seattle, including University students and employees.

July 2020 Update: Bike share programs are available to campus members and continue to be non-University sponsored alternatives in lieu of its own program

2. Provide incentives and benefits including:

July 2016 Update: Incentives and benefits are provided to employees who are registered bicyclists, as follows.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Incentives and benefits continued to be provided to employees who are registered bicyclists, as follows:

July 2020 Update: Incentives and benefits continued to be provided to employees who are registered bicyclists, as follows:

a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: The University continued to provide the Guaranteed Ride home program for staff who do not drive to work.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff that bicycle to work.

July 2020 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff that bicycle to work, with modifications for employees who experienced COVID-like symptoms.

b. Two free SOV parking passes per month for staff who commute by bike.

Currently, staff who commute by bike are eligible to receive five days of free parking per month, if they are registered with the SU Transportation office as bicycle commuters.

July 2016 Update: The University continued to provide this benefit for staff who commute.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide five days parking each month (15 days/quarter) to staff who commute by bike and are registered with the SU Transportation office as bicycle commuters at a new \$15.00/quarter parking fee. These parking passes are free for bicyclists who purchase an ORCA pass.

July 2020 Update: The bicycle commuter program was discontinued. Eligible employees were encouraged to enroll into the employee Orca program, which gave

these employees more options for non-SOV commuting. This approach allowed the employee to pair transit with their bicycle commute as needed.

c. Staff access to ride share program

Seattle University participates in a ZIP Car program under which the car may be used for either University business or for the employee's personal use.

July 2016 Update: This benefit was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber. There are also now more public transportation alternatives such as the First Hill Streetcar and the Capitol Hill Link light rail.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to support VanShare and VanPool programs. Car To Go and Scoop continued to be non-University sponsored ride share options. Public transportation alternatives (eg, First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

July 2020 Update: The University continued to support VanShare and VanPool programs. Scoop, Lyft and Uber continued to be non-University sponsored ride share options. Public transportation alternatives (eg, First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

d. Develop additional benefits such as discounts at a local bike shop, periodic drawings for prizes and individual recognition.

This work is in the planning stages.

July 2016 Update: Planning was suspended.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University hosted an on-campus celebration station on Bike Everywhere Day which distributed giveaways, food and biking information.

July 2020 Update: The university did not host an on-campus celebration station for Bike Everywhere Day because the event was postponed due to COVID. The University intends to continue hosting this event and offering benefits and incentives when it resumes in compliance with COVID guidance.

3. Evaluate the need for additional bike racks and/or lockers throughout campus.

This study is complete. An implementation plan is currently in the planning stage. New secure covered bike storage was opened in Spring 2015.

July 2016 Update: No changes occurred during the reporting period. Planning began for covering existing racks, which should be complete in next reporting period. The 1107 East Madison building design is in progress and includes additional bicycle parking.

July 2017 Update: The University completed a new open, covered bicycle parking structure and construction started at 1107 Madison, which will include additional bicycle parking.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Approximately 94 secured, covered bicycle spaces were added in Vi Hilbert Hall at 1107 East Madison Street. The University's supply of 500 spaces is greater than the demand, greater than the MIMP estimated 310 needed (2007 baseline), and greater than the 425 spaces estimated in the MIMP for the Long Term Master Plan.

July 2020 Update: The University continued to maintain a supply of 500 spaces, which is greater than the demand, greater than the estimated minimum of 310 required bicycle parking spaces in the MIMP 2007 baseline, and greater than the 425 spaces estimated in the MIMP to be needed for the Long Term Master Plan.

Element: Pedestrians

Goal: Increase pedestrian commutes by providing support services and establishing an incentive program.

Strategies:

1. Provide the following support services:

a. Access to showers and lockers in the Student Center.

This access is provided.

July 2016 Update: The University continued to provide this access.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to provide access to locker rooms and showers in the Student Center and Fitness Center.

July 2020 Update: The University continued to provide access to locker rooms and showers in Student Center and Fitness Center until March when remote operations began due to coronavirus response. The University resumed regular access to lockers and showers once Public Health Guidelines were met.

b. Work with SDOT to improve pedestrian crossings on Madison Street and Cherry Street.

July 2015 Update: Seattle University met with DPD regarding improvements on Madison in conjunction with the Madison Bus Rapid Ride development. Work on Cherry Street will follow the Madison and Broadway work. Seattle University has also been trying to work with SDOT on pedestrian safety on Marion and 12th. However, SDOT has declined to provide a traffic signal at that location.

July 2016 Update: Seattle University continued to work with the City to evaluate the installation of a traffic signal at 12th and E. Marion St. to improve pedestrian and exiting safety. The University also continued to work with SDOT on Madison Bus Rapid Transit (BRT) including sending a letter of support for funding.

July 2017 Update: Seattle University continued discussions with the City about pedestrian and exiting safety. Specifically, the University and SDOT discussed funding for a traffic signal at 12th Avenue and E. Marion Street, and a new crosswalk on 10th Avenue and Madison Street. The crosswalk proposal was rejected. The University also wrote a letter to the U.S. Department of Transportation supporting the Madison Street Bus Rapid Transit (BRT) project as a priority for fiscal year 2018 federal funding. This BRT project includes improvements for pedestrian crossings on Madison Street. University staff provided input to the SDOT BRT team on the BRT design and pedestrian improvements along Madison.

July 2018 Update: Seattle University entered into an agreement with the City of Seattle, and provided university funding, to install a traffic signal at 12th and E. Marion to improve traffic flow and pedestrian safety. Seattle University has also added

pedestrian safety flags at 10th and E. Madison and 12th and East Marion St. to improve pedestrian safety.

July 2019 Update: Traffic signals were installed at 12th and E. Marion and 12th and E. Spring to improve traffic flow and pedestrian safety. As part of the BRT design, SDOT plans to install a new pedestrian signal at 10th Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations. Pedestrian flags continued to be available at 10th and E. Madison Street to improve pedestrian safety.

July 2020 Update: As part of the BRT design, SDOT plans to install a new pedestrian signal at 10th Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations. Pedestrian flags continued to be available at 10th and E. Madison Street to improve pedestrian safety.

2. Provide the following incentives and benefits:

a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: The University continued to provide this benefit.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff that bicycle to work.

July 2020 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a cab or Lyft ride home in case of an emergency for staff that bicycle to work, with modifications for employees who experienced COVID-like symptoms.

b. Two free SOV parking passes per month for staff

Currently, staff who walk to work are eligible to receive five days of free parking per month, if they are enrolled as walkers with the University.

July 2016 Update: The University continued to provide employees who are registered walkers a complementary parking card for five free days of SOV parking each month, should they need to park on campus.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to offer five days of SOV parking each month (15 days/quarter) to staff who are registered as pedestrian commuters with the SU Transportation Services office at a new \$15.00/quarter parking fee. These parking passes are free for pedestrians who purchase an ORCA pass.

July 2020 Update: The registered pedestrian commuter program was discontinued. Eligible employees were encouraged to enroll into the employee Orca program, which gave these employees more options for non-SOV commuting. This approach allowed the employee to pair transit with their bicycle commute as needed.

c. Staff access to car share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This benefit was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber. There are also now more public transportation alternatives such as the First Hill Streetcar and the Capitol Hill Link light rail.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: Non-University car-share alternatives are expanding, such as Lyft and Scoop.

July 2019 Update: The University continued to support VanShare and VanPool programs. Car To Go and Scoop continued to be non-University sponsored ride share options. Public transportation alternatives (eg, First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

July 2020 Update The University continued to support VanShare and VanPool programs. Scoop, Lyft and Uber continued to be non-University sponsored ride share options. Public transportation alternatives (eg, First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

d. Security escorts for trips within two blocks of campus

The University's Nighthawk program provides free rides to all addresses within six blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays. Students and staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week.

July 2016 Update: No changes to this benefit were made during the reporting period, except the range of service was expanded from six to within eight blocks of campus.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to offer the Nighthawk program to provide free rides to all addresses within eight blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays. Students and staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week.

July 2020 Update: The University continued to offer the Nighthawk program to provide free rides to all addresses within eight blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays until the service was discontinued in March due to COVID stay-at-home orders. Students and staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week throughout the fiscal year. The walking escort program continued during COVID stay-at-home orders.

3. Develop additional benefits such as periodic drawings for prizes and individual recognition.

A program is under development.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to promote and incentivize pedestrian commuters.

July 2017 Update: TPS is continuing to reevaluate the best way to promote and incentivize pedestrian commuters.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: TPS postponed planning for additional benefits during the reporting period.

July 2020 Update: TPS postponed planning for additional benefits during the reporting period and do not have plans to reinstate this in the near future. Such incentives may be used on a case-by-case basis (eg, surveys).

Element: Marketing

Goal: Increase the campus population's awareness of program opportunities and benefits.

Strategies:

1. Maintain on-line kiosk in Student Center

There is a Kiosk in the Student Center.

July 2016 Update: This program was discontinued. The Transportation Services office is now the hub for commute trip and transportation information. The office is directing the community to its office through online resources and informal communication networks. Students now access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.).

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Students now access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.) rather than from a kiosk. The Transportation Services office continued being the hub for information, directing the community to its office through online resources and informal communication networks.

July 2020 Update: Students continued to access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.) rather than from a kiosk. The Transportation Services office continued being the hub for information, directing the community to its office through online resources and informal communication networks.

2. Maintain on-line access to transportation services

The Seattle University website has an extensive section on Transportation options. The link to this section is: <http://www.seattleu.edu/transportation/commuting/advantages/>

July 2016 Update: The University continued to provide on-line access on transportation options.

July 2017 Update: The University continued to provide on-line access on transportation options and information. The website link changed and is now <https://www.seattleu.edu/transportation/>

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continues to maintain a Transportation website (<https://www.seattleu.edu/transportation/>) that includes information on transportation options and links to Rideshare and transit planning. Additionally, the Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program.

July 2020 Update: The University continued to maintain a Transportation website (<https://www.seattleu.edu/transportation/>) that includes information on transportation options and links to Rideshare and transit planning. Additionally, the Transportation

Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program.

3. Provide program information to the campus population through orientation sessions, email notices, enclosures in student information packets and office hours for transportation office
This information is provided regularly.

July 2016 Update: Additional transportation program information was provided to the campus population through orientation sessions, and in person at the Public Safety Transportation and Parking Services Business Office, during the reporting period. Email notices and enclosures in student information packets were discontinued.

July 2017 Update: No changes were made during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Transportation program information was provided to the campus population through orientation sessions, email notices, enclosures in student information packets, and in-person at the Public Safety Transportation and Parking Services Business Office, during the reporting period. The HUB student help desk in the student center refers campus members to appropriate commuter resources.

July 2020 Update: Transportation program information was provided to the campus population through orientation sessions, email notices and in-person at the Public Safety Transportation and Parking Services Business Office. The HUB student help desk in the student center refers campus members to appropriate commuter resources.

4. Provide a minimum of four Commuter Information Centers on campus
There are information centers in the Student Center, the University Services building and in the campus Collegia – which are campus gathering places provided expressly for commuter students.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to disseminate information in addition to the current means of sharing information.

July 2017 Update: TPS is reevaluating the best way to disseminate information in addition to the current means of sharing information.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The Transportation Services office relocated to a larger space that includes a new commuter center. Primary ways to get information about commuting include in-person, email, phone and the Transportation Services website.

July 2020 Update: The Transportation Services office continued to provide information in a dedicated commuter center, in-person, email, phone and the Transportation Services website.

5. Promote programs in campus publications

This is done on a regular basis.

July 2016 Update: Planning began to establish a quarterly Public Safety campus wide newsletter that will include transportation and parking information.

July 2017 Update: Promotion occurs through the TPS website, campus e-mails, and campus announcements. The newsletter concept is still in the planning stages.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Promotion continued through electronic campus publications through the Transportation Services website, campus e-mails, and campus announcements.

July 2020 Update: Promotion continued through electronic campus publications through the Transportation Services website, campus e-mails, and campus announcements.

6. Establish a comprehensive high-profile marketing campaign that is visible to each member of the campus community on a monthly basis.

The University's Marketing and Communications department is embarking on a new marketing campaign for the campus in 2014.

July 2016 Update: The University began planning to reevaluate marketing activities.

July 2017 Update: The University continues to reevaluate marketing activities.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University focuses its marketing on employee orientations, student orientations, ORCA To Go and ORCA Lift events hosted on campus, the website and campus announcements.

July 2020 Update: The University continued to focus its marketing on employee orientations, student orientations, ORCA To Go and ORCA Lift events hosted on campus, emails, the website and campus announcements.

7. Increase the number of Transit Kiosks on campus and include live/on-line transit planning web access at each Kiosk.

Currently there is only one active kiosk on campus, located in the law school. The Transportation Manager is working to determine other locations and the costs to expand the kiosk system.

July 2016 Update: The University discontinued installing transit kiosks on campus. Students access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.).

July 2017 Update: Students access transit planning tools on their personal electronic devices which they prefer and are more effective. TPS is the central office for transportation information.

July 2018 Update: The University approved a request from SDOT to periodically place an informational kiosk about the Madison BRT project in the Student Center on campus.

July 2019 Update: Students continued to access transit planning tools on their personal electronic devices rather than kiosks. Transportation and Parking Services continued to be the central office for transportation information. The HUB student help desk in the Student Center refers campus members to appropriate commuter resources. SDOT placed an informational kiosk about the Madison BRT project in the Student Center on campus.

July 2020 Update: Students continued to access transit planning tools on their personal electronic devices rather than kiosks. Transportation and Parking Services continued to be the central office for transportation information. The HUB student help desk in the Student Center refers campus members to appropriate commuter resources.

8. Organize unique, campus-wide opportunities, such as events, to promote transportation alternatives.

These have not yet been organized.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to disseminate information in addition to the current ways that transportation alternatives information is shared.

July 2017 Update: The University began hosting quarterly Orca-To-Go events on campus throughout the academic year. TPS also hosted a registration station in partnership with the University Cycling Club for the annual Bike to Work Day/Bike Everywhere Day.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued hosting quarterly Orca-To-Go events on campus throughout the academic year. Transportation Services also continued to host registration station in partnership with the University Cycling Club for the annual Bike to Work Day/Bike Everywhere Day.

July 2020 Update: The University did not host a registration station because the city-wide Bike to Work/Bike Everywhere Day event was cancelled due to COVID-stay-at-home orders and rescheduled to Fall 2020. The intends to continue hosting when this event resumes and complies with COVID guidance.

9. Provide dedicated liaisons on campus to provide assistance and be a resource for transportation initiatives.

The Department of Public Safety has a Transportation position for this purpose.

July 2016 Update: The Department of Public Safety continued to have Transportation and Parking Services staff to provide assistance and be a resource for transportation initiatives.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Transportation Services staff continued to assist with and be a liaison for transportation information and initiatives.

July 2020 Update: Transportation Services staff continued to assist with and be a liaison for transportation information and initiatives.

10. Maintain and expand partnerships with community organizations to increase Seattle U's visibility in the community.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards and the Squire Park neighborhood association.

July 2016 Update: Seattle University regularly networks through meetings with its institutional neighbors and community groups.

July 2017 Update: Seattle University continues to regularly network with its community organizations. In addition, the University partnered with King County Public Health and King County Orca Metro to host quarterly Orca-To-Go events on campus for students throughout the academic year. TPS also met with neighboring hospitals and affiliates (Swedish, Sabey, Virginia Mason and Harborview) to discuss transportation opportunities and issues.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued to partner with King County Public Health and King County Orca Metro to host quarterly Orca-To-Go events on campus for students throughout the academic year; and met as needed with neighboring major institutions (Swedish, Virginia Mason, Seattle Central College and UW/Harborview) to discuss transportation.

July 2020 Update: Seattle University continued to partner with King County Public Health and King County Orca Metro to host quarterly Orca-To-Go events on campus for students throughout the academic year; and met as needed with neighboring major institutions (Swedish, Virginia Mason, Seattle Central College and UW/Harborview).

11. Maintain and expand partnerships with Student Development organizations on campus.
The transportation coordinator position works closely with Student Development.
July 2016 Update: The transportation coordinator continued to work closely with Student Development.
July 2017 Update: Transportation and Parking Services in the Department of Public Safety works closely with Housing and Residence Life, Student Activities and the HUB Desk to share information and distribute ORCA passes for students. DPS has also partnered with the student-run Cycling Club to promote cycling and commuting for non-resident students.
July 2018 Update: No changes occurred during the reporting period.
July 2019 Update: Transportation and Parking Services continued to work closely with Housing and Residence Life, Student Activities and the HUB student help desk in the Student Center to share information and distribute daily short-term ORCA bus passes for students to check out on a first-come, first-served basis, and also partnered with the student-run Cycling Club to promote cycling and commuting for non-resident students.
July 2020 Update: Transportation and Parking Services continued to work closely with Housing and Residence Life, Student Activities and the HUB student help desk in the Student Center to share information and distribute daily short-term ORCA bus passes for students to check out on a first-come, first-served basis. Due to COVID restrictions the University did not partner with the Cycling Club this year, and did not host a registration station because the city-wide Bike to Work/Bike Everywhere Day event was cancelled due to COVID-stay-at-home orders and rescheduled to Fall 2020. The University intends to continue hosting when this event resumes and complies with COVID guidance.

Element: Institutional Policies

Goal: Establish policies that address trip reduction in the context of University sustainability

Strategies:

1. Increase on-campus student housing as described in the master plan.

Seattle University is currently preparing a ten year Strategic Facilities Plan which will include student housing.

July 2016 Update: Seattle University completed its student housing master plan and finalized its Ten Year Facility Plan for Board review in September 2016. The Ten Year Facility Plan includes projects that increase on-campus student housing. The University initiated design for new construction at 1107 East Madison that will provide additional student housing. The MUP and building permit have been submitted and are pending approval by the City.

July 2017 Update: Construction started in May 2017 on the first phase of on-campus student housing at 1107 Madison. This new building will add more than 300 beds of student housing and is planned to open for fall quarter of 2018.

July 2018 Update: Construction is in progress and new housing in Vi Hilbert Hall at 1107 Madison will be available for 303 students starting in fall quarter of 2018.

July 2019 Update: Construction was completed in Fall 2018, providing 303 new beds in Vi Hilbert Hall at 1107 East Madison Street.

July 2020 Update: No new on-campus student housing projects were planned during the reporting period.

2. Establish policies to promote flextime, telecommuting, compressed work weeks and other programs that would reduce PM peak hour commute trips.

These policies are under review by the University Human Resources Department.

July 2016 Update: These policies continued to be under review by University Human Resources.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: The University investigated and benchmarked policies on flextime, telecommuting, compressed workweeks and other related programs. Evaluation and development of Seattle University's policies will continue into 2019.

July 2019 Update: The University continued to investigate, benchmark and evaluate policies on flextime, telecommuting, compressed workweeks and other related programs. A new Staff Council was formed and will be responsible to consult broadly with staff on specific wishes and needs, with a goal of informing policy. In January 2019, the University provided planning recommendations and guidelines for leaders and supervisors, and information for the telecommuter in response to the closure of the Alaskan Way Viaduct ("Seattle Squeeze").

July 2020 Update: In March 2020 and in light of the COVID outbreak, the University updated and implemented its recommendations and guidelines on telework, flextime, compressed work weeks and other programs for leaders, supervisors, and the telecommuter. Outcomes and findings from the University's use of alternative work arrangements will inform future policy development.

3. Reduce campus generated trips by restricting freshmen resident students and discouraging other resident students from bringing vehicles to campus.

This policy is in place.

July 2016 Update: The policy continues to be in place.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued its policy requiring resident freshmen students to live on campus and not permitting cars. Additionally, students who don't have a parking permit are eligible for a 50% discount on transit passes. Parking costs help deter student drivers, and car share services like Uber and Lyft continued to be options for students.

July 2020 Update: The University continued its policy requiring resident freshmen students to live on campus and not permitting cars. Additionally, students who don't have a parking permit are eligible for a 50% discount on transit passes. Parking costs help deter student drivers, and car share services like Uber and Lyft continued to be options for students.

4. Increase opportunities for on-line learning and access to campus services.

A new program has been established to create an on-line learning program.

July 2016 Update: Progress was made to expand online and hybrid learning. The hybrid format combines the best features of online and face-to-face learning. The University increased both the number of hybrid and online courses offered, as well as the number of hybrid programs in this reporting period. Online and hybrid learning is supported by the Center for Digital Learning, which offers workshops and one-on-one consultations to help

faculty teach with technology, including methods that support the online and hybrid programs. Planning for an enterprise resource planning system began, which, when launched, will improve access to campus services.

July 2017 Update: On-line and hybrid learning courses continued to increase. The new enterprise resource planning system, RevSU implemented modules this year to improve the University's student account center, general ledger, learning and development, human resources and payroll, application system and the course planning system. Additional modules will be implemented next year to improve access to campus services.

July 2018 Update: The number of on-line and hybrid learning courses offered in existing programs continued to increase compared to Fiscal Year 2017. The new enterprise resource planning system launched additional modules to support access to student campus services.

July 2019 Update: The number of on-line and hybrid learning courses offered in existing programs continued to increase compared to Fiscal Year 2018.

July 2020 Update: In the reporting period, a Student Planning module was implemented as part of the University's RevSU enterprise system. The module improved access to campus services such as academic progress tracking, schedule planning, and course registration for students and advisors.

Student Planning module plan and register functions were rolled out to Undergraduate and Graduate students in Spring 2020. The Law School is planning on adopting the new functionality starting in Spring Quarter 2021 for FQ21 registration.

Due to COVID, remote learning was implemented in March 2020 for the majority of courses and continued through the reporting period.

Element: Parking

Goal: Maintain the minimum parking supply necessary to support campus operations while minimizing impacts to the surrounding community.

Strategies:

1. Minimize the amount of on-campus parking required to support University operations by:

a. Maintain SOV monthly parking rates at a point greater than the monthly cost of a transit commute.

Monthly transit passes cost approximately 10% of the monthly cost for SOV parking.

July 2016 Update: Rate increases maintained monthly transit pass costs at approximately 10% of the monthly cost for SOV parking.

July 2017 Update: Monthly employee transit costs continue to be approximately 10% of the monthly cost of Single Occupant Vehicle parking.

July 2018 Update: The University continues to meet the goal of maintaining monthly SOV parking rates at a point greater than the monthly cost of a transit commute.

Monthly transit passes cost 12% of the monthly cost of SOV parking rate.

July 2019 Update: The University continued to meet the goal of maintaining monthly SOV parking rates at a point greater than the monthly cost of a transit commute.

Monthly transit passes cost 12% (\$13.14) of the monthly cost of SOV parking rate,

which was \$110/month for employees. The University approved increasing the SOV rate effective in the next reporting period.

July 2020 Update: The University continued to meet the goal of maintaining monthly SOV parking rates at a point greater than the monthly cost of a transit commute. Monthly employee ORCA passes cost 12% (\$13.14) of the monthly cost of SOV parking rate, which increased ten dollars to \$120/month for employees. In January 2020, employee Orca cost reduced to 10% (\$12.54) of the monthly cost of SOV parking rate. The University approved increasing the SOV rate effective in the next reporting period.

- b. Reducing resident parking demand by listing remote vehicle storage suppliers, limiting residence permits, and providing residents with access to transit passes.

Currently residential permits are limited and students have access to discounted Orca passes or may check-out a pass for one day use.

July 2016 Update: Residential parking permits are limited. Additionally, resident students can purchase subsidized Orca passes if they do not have a parking permit, or they may check out an Orca pass for one-day use. Requests for long-term remote vehicle storage are evaluated, and resources are suggested, on a case-by-case basis.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to limit resident parking permits, offer resident students the option to purchase subsidized Orca passes if they do not have a parking permit, and make available an Orca pass for one-day use. Resources and guidance for help with remote vehicle storage continues to be provided on a case-by-case basis.

July 2020 Update: The University continued to limit resident parking permits, offer resident students the option to purchase subsidized Orca passes if they do not have a parking permit, and make available an Orca pass for one-day use. Resources and guidance for help with remote vehicle storage continued to be provided on a case-by-case basis. The number of student residents decreased beginning in March 2020 due to the University's response to COVID-19. Residents were encouraged to return to their homes if possible and engage in remote learning.

- c. Maximizing the efficient operation of garages and lots by implementing parking control, monitoring and security systems.

Parking control and monitoring is in effect.

July 2016 Update: The University continued to control and monitor parking, including patrolling garages and lots 24 hours a day, seven days per week 365 days per year. Select closed-caption television is also used and monitored at select sites.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to control and monitor parking, including patrolling garages and lots 24 hours a day, seven days per week 365 days per year. Select closed-caption television is also used and monitored at selected sites. The University evaluated a new parking permit control system to be launched in Fall 2019.

July 2020 Update: The University continued to control and monitor parking, including patrolling garages and lots 24 hours a day, seven days per week 365 days per year. Select closed-caption television is also used and monitored at selected sites. The University launched a new parking permit control system in Fall 2019. This system will

show who, how many people and how often people park, and improve data and analysis to help improve operations efficiency over time.

- d. Encouraging SOV alternatives by maintaining discounted parking rate for motorcycles and providing a minimum of three days each quarter for HOV program participants to park free.

Motorcycle parking is provided on campus for \$45.00 annually. HOV commuters in Maxi-pools of 4 for more park for free on campus. Carpoolers receive approximately one free day per week for solo trips.

July 2016 Update: Motorcycle parking passes are now \$50.00 annually. Employees in registered Seattle University carpools pay \$55 per month for their carpool parking permit which is a savings of 50% compared to the cost of monthly Single Occupant Vehicle (SOV) employee parking permits which cost \$110 per month. Members of the carpool group may each drive independently as a Single Occupant Vehicle (SOV) one day each week and are provided an SOV parking permit – this permit is included in the cost of the carpool permit. Employees who participate in VanPool or VanShare who also have a Seattle University subsidized employee Orca card receive 5 days per month of complimentary Single Occupant Vehicle (SOV) parking. In addition, all employees who have a Seattle University subsidized employee Orca card receive 5 days per month of complimentary Single Occupant Vehicle (SOV) parking.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued to offer the same discounted rates as in 2016 for motorcycles. Employees who have university ORCA passes, receive five days of complimentary parking each month. As recommended by SDCl, the University evaluated increasing motorcycle parking permit rates to align closer with SOV parking permit rates, which would be implemented in fiscal year 2020.

July 2020 Update: During the reporting period, Seattle University increased the cost of motorcycle parking from \$50 in 2019 to \$300 per year for employees and students to align closer with SOV parking permit rates

- e. Limiting potential growth in parking demand by promoting and providing incentives for travel modes such as transit, bicycling, and walking that do not require a parking stall.

As detailed above, Seattle U provides a wide variety of incentives to encourage staff and students to commute without a car.

July 2016 Update: Seattle U continued to provide a wide variety of incentives to encourage staff and students to commute without a car.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continued to provide a variety of incentives to encourage staff and students to commute without a car. Growth in parking demand continued to decline compared to the previous two periods.

July 2020 Update: Seattle University continued to provide a variety of incentives to encourage staff and students to commute without a car. Growth in parking demand continued to decline compared to the previous three periods. Due to COVID-19 stay-at-home orders, more than 85% of employees started working remotely in March of 2020 and commuter trips were significantly reduced.

- f. Keeping parking supplies close to the minimum code requirements and restricting the number of parking permits while monitoring demand to limit spillover parking in the neighborhood.

As campus projects occur that impact the parking supply, the code minimum and maximum stall count is monitored and adjusted. Seattle University added one parking space during the reporting period. Parking demand is also monitored in order to limit spillover.

July 2016 Update: The University continued to monitor parking supply compared to population of students and staff. Parking spaces were maintained close to the minimum number required by code.

July 2017 Update: The University eliminated 7 parking spaces due to the construction of the 1107 Madison building which were reassigned to other campus parking lots. The parking supply is still above the minimum code requirements and demand is being monitored to limit spillover parking in the neighborhood.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The number of parking spaces are close to the minimum requirements. Transportation Services monitors demand to limit spillover parking in the neighborhood.

July 2020 Update: The number of parking spaces are close to the minimum requirements. Transportation Services monitors demand to limit spillover parking in the neighborhood. During the reporting period, parking demand declined due to COVID stay-at-home orders.

- 2. Minimize impacts to the surrounding community by:

- a. Continuing to support existing RPZs and work with RPZ neighbors and partners to improve effectiveness of City enforcement. Work with the City to more effectively manage permit process.

Seattle U pays into the fund for the local RPZ and with SDOT regarding parking issues in the surrounding community.

July 2016 Update: The University continued to pay into the RPZ fund and work with SDOT related to parking issues in the neighborhood.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University continued to pay into the RPZ fund and work with SDOT related to parking issues in the neighborhood

July 2020 Update: The University met with SDOT staff to discuss the RPZ program and parking issues in the neighborhood and continued to pay into the RPZ fund.

- b. Work with SDOT and neighborhood groups to manage on-street parking.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards and the Squire Park neighborhood association. In addition, we work closely with SDOT on issues bordering the campus.

July 2016 Update: Seattle University continued to network with our institutional neighbors and community groups at various meetings throughout the year.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Seattle University continues to attend networking with our institutional neighbors.

July 2020 Update: Seattle University continues to attend networking with our institutional neighbors as needed.

3. Developing and maintaining an event parking management plan that includes the following elements:

- a. Identification of a threshold (the size, timing, and type of event) that initiates plan implementation.

Implementation of this event parking management plan is initiated when the expected attendance for non-athletic events is over 2,000. The plan is implemented for Athletic events when they occur after 8pm, are games against significant opponents and/or expect attendance of more than 750.

July 2016 Update: For events of a minimum of 100 attendees, the type of event, anticipated attendance of the event, and the date and time of the event are reviewed by the Public Safety Transportation and Parking Services Department to evaluate if on-campus parking for the event can be supported. Options included encouraging attendees to carpool, use the transit system with the opening of the First Hill Streetcar and use the Capitol Hill Lightrail station.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University regularly evaluates whether on-campus parking for events can be supported based on a threshold for events of a minimum of 100 attendees, and based on the type, anticipated attendance, and the date and time of the event.

July 2020 Update: The University continued to regularly evaluate whether on-campus parking for events can be supported based on a threshold for events of a minimum of 100 attendees, and based on the type, anticipated attendance, and the date and time of the event.

- b. Pre-event notification to attendees to encourage non-SOV travel modes.

For both Athletic and non-athletic events, email notifications will be sent to the entire university campus as well as published in various university online correspondences that reach out to university neighbors. In addition to referencing the university transportation webpage, alternative transportation information will be provided via email to anticipated attendees.

Correspondence for athletic event attendees will come directly from Athletics (generated as a collaborative effort between the Transportation and Athletics staff) to attendees.

July 2016 Update: The department hosting the event is the point of contact to communicate to event attendees the information relating to transportation and parking for the on campus event. The departments hosting the event directly communicates options. Options that are suggested include encouraging attendees to carpool and use the transit system, such as the First Hill Streetcar and the Capitol Hill Lightrail station.

July 2017 Update: No changes occurred during the reporting period.

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: Departments hosting events communicated options to event attendees the information for transportation and parking for campus events. Options suggested include encouraging attendees to carpool, use the transit system, such as the First Hill Streetcar and the Capitol Hill Lightrail station, and rideshare programs such as Uber and Lyft.

July 2020 Update: Departments hosting events continued to communicate options to event attendees for transportation and parking for campus events, until events were cancelled beginning March 11 due to COVID. Options suggested include encouraging attendees to carpool, use the transit system, such as the First Hill Streetcar and the Capitol Hill Lightrail station, and rideshare programs such as Uber and Lyft.

- c. Procedures for signing and staffing events to direct attendees to parking supplies. Appropriate signage will be properly displayed for each event to ensure clarity of event parking procedures. Conference and Event Services, Parking and Transportation and Athletics (when necessary) will collaborate on signage logistics. There will also be at least one staff person from one of the aforementioned department in attendance the day of the event, designated as the event contact person.

For athletic events, the 13th and Cherry St parking lot and Connolly parking lot will serve as primary parking host facilities. The 14th and Columbia St parking lot will serve as a backup parking facility for these events.

July 2016 Update: As needed, appropriate signage will be properly displayed for on-campus events. Additionally, as needed parking staff can be requested to assist with each event.

July 2017 Update: No changes occurred during the reporting period

July 2018 Update: No changes occurred during the reporting period.

July 2019 Update: The University maintained its procedures for signing and staffing events and appropriate signage is displayed for campus events. Conference and Event Services, Parking and Transportation or Athletics collaborate on signage logistics. Transportation Services parking staff can be requested to assist with each event. There is usually at least one employee from the host department in attendance the day of the event. For athletic events, the 13th and Cherry Street parking lot and Red Hawk Center (formerly named Connolly) parking lot will serve as primary parking host facilities. The Murphy Garage will serve as a backup parking facility for these events.

July 2020 Update: The University continued to maintain its procedures for signing and staffing events and appropriate signage is displayed for campus events. Conference and Event Services, Parking and Transportation or Athletics collaborate on signage logistics. Transportation Services parking staff can be requested to assist with each event. There is usually at least one employee from the host department in attendance the day of the event. For athletic events, the 13th and Cherry Street parking lot and Red Hawk Center parking lot will serve as primary parking host facilities. The Murphy Garage will serve as a backup parking facility for these events.

Element: TMP Regulation and Monitoring

Goal: Establish an SOV goal and monitoring program that meets or exceeds City requirements.

Strategies:

1. Establish a campus wide SOV goal of 35% for the daytime campus population.
This goal has been established for the entire daytime campus population as part of the 2013 MIMP.
July 2016 Update: The University continued to use this goal.
July 2017 Update: No changes occurred during the reporting period.
July 2018 Update: No changes occurred during the reporting period.
July 2019 Update: The SOV goal of 35% was maintained as outlined in the MIMP.
July 2020 Update: The SOV goal of 35% was maintained as outlined in the MIMP.
2. Maintain a Transportation Coordinator position.
This position is part of the Department of Public Safety and Transportation.
July 2016 Update: This position was in effect in this reporting period.
July 2017 Update: Seattle University has a Transportation Supervisor who is the Employee Transportation Coordinator (ETC) for the organization.
July 2018 Update: No changes occurred during the reporting period.
July 2019 Update: The University maintained its Transportation Supervisor role for the organization, which includes responsibilities as employee transportation coordinator.
July 2020 Update: The University maintained its Transportation Supervisor role for the organization, which includes responsibilities as employee transportation coordinator.
3. Conduct a survey of the faculty, staff and student population every two years that is based on the transportation survey form.
The next Commute Trip Reduction Survey will be administered October 2015.
July 2016 Update: In Fall 2016, Seattle University is due to submit the Commute Trip Reduction (CTR) Report and Summary (copy not complete at time of this update). This report, based on TMP elements, addresses transportation and parking programming and communication, the transportation benefits available to Seattle University employees, as well as transportation and parking related facilities available to Seattle University employees.
July 2017 Update: In Fall 2016, the University completed the Commute Trip Reduction Report and Summary (CTR-RS) and submitted it as required on even years. The University is due to complete the next Commute Trip Reduction Survey (CTR-S) in Fall Quarter of 2017, as required on odd years.
July 2018 Update: The CTR survey and report has been completed.
July 2019 Update: In Fall 2018, the University completed the Commute Trip Reduction Report and Summary (CTR-RS) and submitted it as required. The University is due to complete the next Commute Trip Reduction Survey (CTR-S) in Fall Quarter of 2019 as required. In addition, the University will conduct a student survey in Spring of 2020. The results of these surveys will be available for the next reporting period.
July 2020 Update: The Commute Trip Reduction Survey (CTR-S) of faculty and staff was completed and submitted in Fall Quarter 2019. The student survey was conducted in Spring Quarter of 2020.
4. Conduct CTR surveys every two years.
The most recent was conducted in 2013. See Attachment B1: 2013 Commute Trip

Reduction Survey Results.

July 2016 Update: The last Commute Trip Reduction Survey was completed in Fall Quarter of 2015. See Appendix B1 for 2015 survey results. The next Commute Trip Reduction Survey will be conducted in Fall Quarter of 2017.

July 2017 Update: The University is due to complete the next CTR-S in the Fall of 2017. Results will be attached to the next MIMP annual update report.

July 2018 Update: The CTR survey was conducted on November 5, 2017. Results of the final report are attached.

July 2019 Update: The University is due to complete the next CTR-S in the Fall of 2019. Results will be attached to the next MIMP annual update report. In addition, the University will conduct a student survey in Spring of 2020. The overall results for both employees and students will be available for the next reporting period.

July 2020 Update: The University completed the CTR-S in the Fall of 2019. Results are attached to this MIMP annual update report. In addition, the University conducted a student survey in Spring of 2020.

5. Provide annual reports to SDOT.

The annual reports are provided to SDOT, as well as the biennial CTR Surveys. The next CTR Program Report is expected to be completed October 2016.

July 2016 Update: The University will complete and submit the CTR program report by October 2016.

July 2017 Update: The University completed and submitted the annual CTR-RS and the annual MIMP update report in Fall Quarter of 2016.

July 2018 Update: The University will complete and submit the CTR program report in the Fall of 2018.

July 2019 Update: The University will complete and submit the CTR program report (CTR-RS) in the Fall of 2020.

July 2020 Update: The University will complete and submit the CTR program report (CTR-RS) in the Fall of 2020.

Seattle University
Major Institution Master Plan
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III. ATTACHMENTS

ATTACHMENT A1: NEW LEASING ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
<ul style="list-style-type: none">• There was no new leasing activity within the MIO during the reporting period.		

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ATTACHMENT A2: NEW NON-LEASED ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Non-Leased Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
Center for Science and Innovation	New construction of academic building is underway and planned for completion for fall quarter of 2021	GSF will be provided when construction is complete.

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ATTACHMENT A3: NEW LEASING ACTIVITY BETWEEN BOUNDARY AND 2,500 FEET

**Development Activity Outside the Major Institution Overlay Boundary but Within 2,500 feet of the MIO
Boundary**

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
Union Art Cooperative 1101 East Union St. Seattle, WA 98122	The lease was terminated and classroom and studio space for the Fine Arts program was relocated to campus.	2,000 RSF

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ATTACHMENT A4: NEW LAND AND BUILDING ACQUISITION BETWEEN BOUNDARY AND 2,500 FEET

**Development Activity Outside the Major Institution Overlay Boundary but Within 2,500 feet of the MIO
Boundary**

New Land and Building Acquisition during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square Footage
<ul style="list-style-type: none">• There were no acquisitions or sales between the MIO and 2,500 feet during the reporting period.		

**Seattle University
Major Institution Master Plan
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ATTACHMENT B1: 2019-2020 COMMUTE TRIP REDUCTION (CTR) EMPLOYER SURVEY REPORT

See following pages.

CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E83923

Participation : CTR

Employer : Seattle University

Status : Affected

Worksite : Seattle

Survey Type : Online

Street : 1201 Madison St

Response Rate : 55%

Jurisdiction : City of Seattle

Survey Date : 10/26/2019

Non-Drive Alone & One-Way VMT Rates at this Worksite

Non-Drive Alone Rate : 61.5%

Drive Alone Rate : 38.5%

One-Way VMT per employee : 5.8

Average One-Way distance home to work : 13.0

Employees and Survey Response Information

Reported Total Employees at Worksite: 823

Surveys Distributed : 823

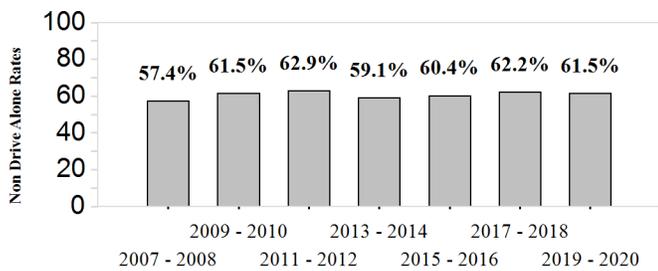
Surveys Returned : 449

Surveys Returned by CTR Affected* Employees : 411

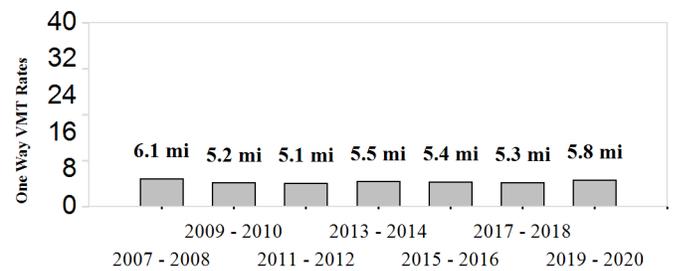
Total Estimated CTR Affected Employees at Worksite : 753

*CTR Affected employees filled out the survey as being full-time and commuting (typically) to work at least twice between 6a and 9a, Monday through Friday.

Non Drive Alone Rates - ALL Employees



One Way VMT per Employee - ALL Employees



Site History and Targets

Annual Metric Tons CO2e Pounds CO2e

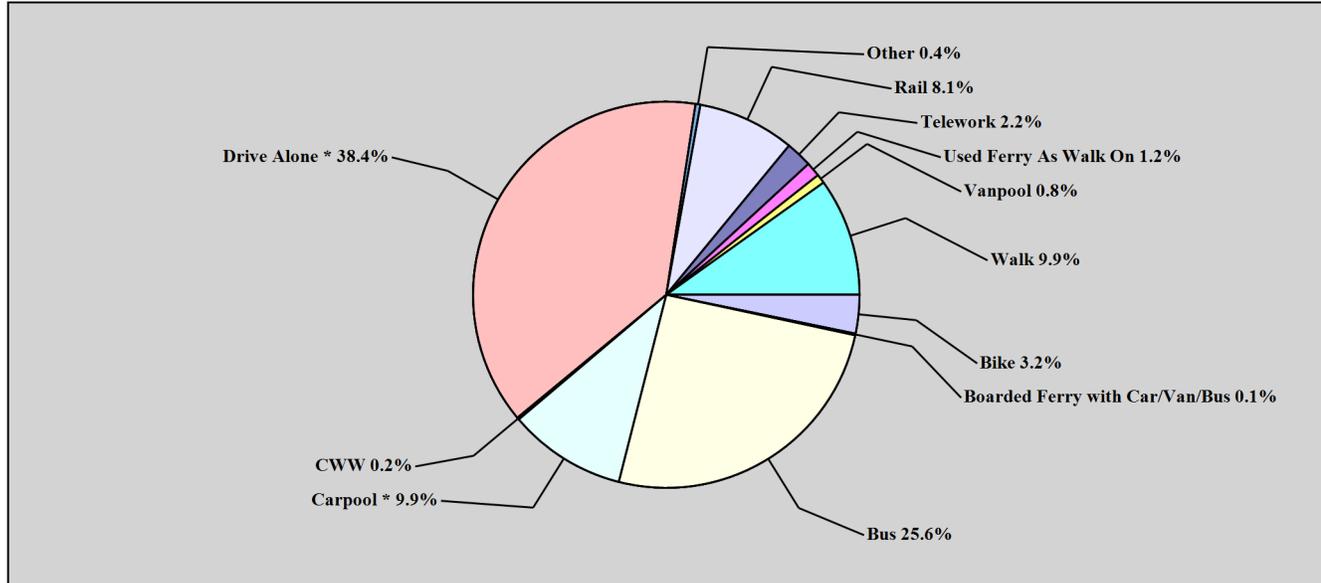
Cycle	Non Drive Alone Rate - All	Non Drive Alone Rate - CTR Affected	Emissions for Surveyed Employees	Estimated Emissions for Total Employment	GHG per Employee's Roundtrip	VMT per Employee - All	VMT per Employee - CTR Affected
2007 - 2008	57.4%	61.0%	941	1318	14.1	6.1	5.8
2009 - 2010	61.5%	62.1%	745	1401	15.0	5.2	5.3
2011 - 2012	62.9%	63.7%	598	1354	14.5	5.1	5.3
2013 - 2014	59.1%	60.1%	1070	1662	17.8	5.5	5.4
2015 - 2016	60.4%	62.3%	968	1625	17.4	5.4	5.3
2017 - 2018	62.2%	63.8%	888	1792	19.2	5.3	5.3
2019 - 2020	61.5%	61.8%	575	1054	11.3	5.8	5.8
Target	56.0%				Target:	N/A	
% Point Change Target:	-1.4				% Change Target:	N/A	
% Point Change from Baseline:	4.1				% Change from Baseline:	-4.9%	

GHG calculations are based on VMT and estimated total round-trip commutes for all employees. Modes that contribute to GHG include driving alone, carpooling, vanpooling, and riding a motorcycle. The use of other modes (e.g., transit, rail, walking, ferry) do not increase a worksite's GHG calculation. For more information about how GHG is calculated, please contact your jurisdiction's representative.

Commute Trips By Mode - All Employees

Q.4: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



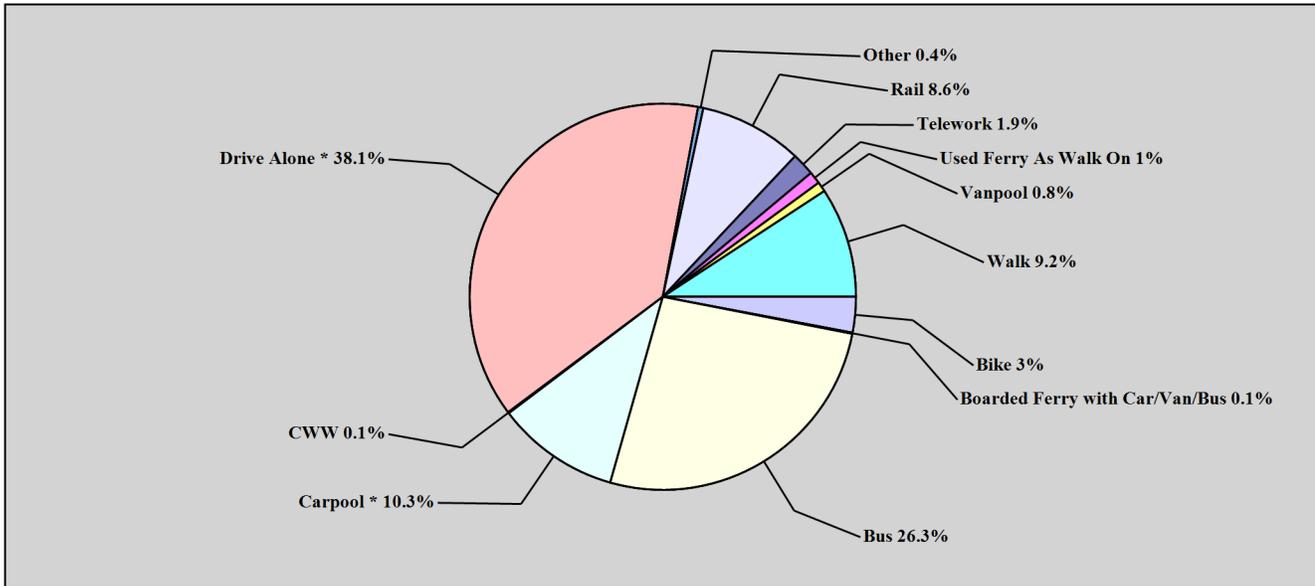
Mode	Trips During This Survey	% of Trips During This Survey	% of Trips During Previous Survey	Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During Previous Survey
Drive Alone *	856	38.4%	37.8%	251	55.9%	57.2%
Carpool *	220	9.9%	10.5%	70	15.6%	16.1%
Vanpool	17	0.8%	0.5%	4	0.9%	0.7%
Bus	570	25.6%	24.1%	147	32.7%	33.6%
Rail	181	8.1%	6.3%	47	10.5%	9.3%
Bike	72	3.2%	2.6%	21	4.7%	4.2%
Walk	220	9.9%	9.6%	49	10.9%	11.5%
Telework	49	2.2%	3.8%	37	8.2%	10.3%
CWW	4	0.2%	0.2%	3	0.7%	0.5%
Boarded Ferry with Car/Van/Bus	3	0.1%	0.6%	2	0.4%	0.9%
Used Ferry As Walk On	27	1.2%	2.0%	8	1.8%	2.6%
Other	9	0.4%	2.1%	4	0.9%	3.5%

* Motorcycle-1 is now included in Drive Alone and Motorcycle-2 is included in Carpool. Information about these trips is still available by request.

Commute Trips By Mode - Affected Employees

Q.4: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - CTR Affected Employees



Mode	Trips During This Survey	% of Trips During This Survey	% of Trips During Previous Survey	Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During Previous Survey
Drive Alone *	781	38.1%	36.2%	225	54.7%	55.1%
Carpool *	211	10.3%	11.7%	66	16.1%	18.3%
Vanpool	17	0.8%	0.5%	4	1.0%	0.8%
Bus	539	26.3%	24.9%	134	32.6%	35.0%
Rail	177	8.6%	6.5%	46	11.2%	9.0%
Bike	61	3.0%	2.4%	17	4.1%	4.1%
Walk	189	9.2%	9.1%	43	10.5%	10.9%
Telework	39	1.9%	3.7%	32	7.8%	10.6%
CWW	2	0.1%	0.2%	2	0.5%	0.5%
Boarded Ferry with Car/Van/Bus	2	0.1%	0.5%	1	0.2%	0.9%
Used Ferry As Walk On	21	1.0%	2.3%	7	1.7%	3.1%
Other	9	0.4%	2.0%	4	1.0%	3.7%

* Motorcycle-1 is now included in Drive Alone and Motorcycle-2 is included in Carpool. Information about these trips is still available by request.

Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	117	26%	449	100%
1 Days	31	7%	332	74%
2 Days	18	4%	301	67%
3 Days	34	8%	283	63%
4 Days	68	15%	249	55%
5 Days	164	37%	181	40%
6 or More Days	17	4%	17	4%

Count by Occupancy of Carpools and Vanpools

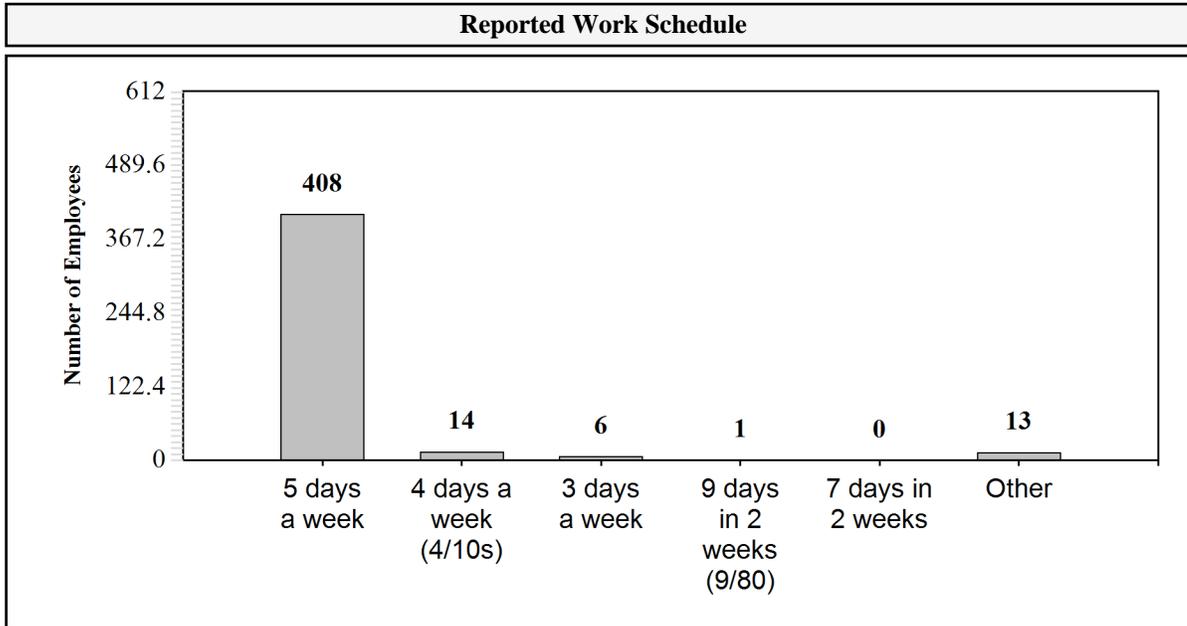
Q.5 If you used a carpool or vanpool as part of your commute, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
2*	Carpool	198
3	Carpool	14
4	Carpool	3
5	Carpool	5
>5	Carpool	0
<5	Vanpool	0
5	Vanpool	17
6	Vanpool	0
7	Vanpool	0
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
>14	Vanpool	0

* Motorcycle-2 counted with Carpool-2 for this table.

Reported Work Schedule - All Employees

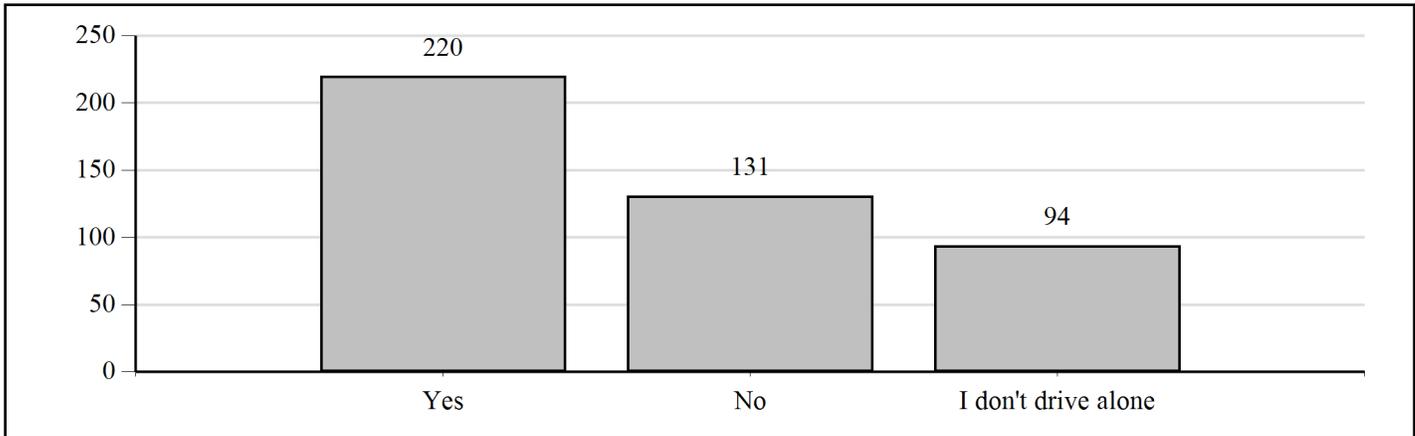
Q.8 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	408	92.3%
4 days a week (4/10s)	14	3.2%
3 days a week	6	1.4%
9 days in 2 weeks (9/80)	1	0.2%
7 days in 2 weeks	0	0%
Other	13	2.9%

Parking and Telework

Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)



Q.10: How many days do you typically telework?

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	2	0.4%
I don't telework	270	60.1%
Occasionally, on an as-needed basis	106	23.6%
1-2 days/month	32	7.1%
1 day/week	31	6.9%
2 days/week	4	0.9%
3 days/week	4	0.9%

Reasons for driving alone to work/not driving alone to work
Q11. When you do not drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	214	20.1%
Cost of parking or lack of parking	147	13.8%
To save money	138	12.9%
Environmental and community benefits	138	12.9%
Personal health or well-being	121	11.4%
Other	63	5.9%
Driving myself is not an option	59	5.5%
I have the option of teleworking	54	5.1%
To save time using the HOV lane	49	4.6%
Financial incentives for carpooling, bicycling or walking.	46	4.3%
Emergency ride home is provided	20	1.9%
Preferred/reserved carpool/vanpool parking is provided	12	1.1%
I receive a financial incentive for giving up my parking space	5	0.5%

Q12. When you drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	269	29.1%
Family care or similar obligations	196	21.2%
I like the convenience of having my car	194	21.0%
Other	129	14.0%
Bicycling or walking isn't safe	50	5.4%
My job requires me to use my car for work	40	4.3%
My commute distance is too short	29	3.1%
I need more information on alternative modes	11	1.2%
There isn't any secure or covered bicycle parking	5	0.5%

Commute Mode By ZipCode for All Employees
Q6. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98122	35	7.80%	26	7	0	0	24	1	11	103	1	0	0	2	1
98144	23	5.12%	49	7	0	0	23	1	7	22	1	0	0	0	5
98115	22	4.90%	58	15	0	0	23	5	7	0	1	0	0	0	0
98103	16	3.56%	41	6	0	0	17	1	11	0	2	0	0	0	0
98112	16	3.56%	14	0	0	0	24	0	8	34	4	0	0	0	0
98133	16	3.56%	40	12	0	0	25	0	0	0	2	0	0	0	0
98117	14	3.12%	41	3	0	0	16	0	5	0	4	0	0	0	0
98118	13	2.90%	18	7	0	0	19	20	0	0	1	0	0	0	0
98105	12	2.67%	20	6	0	0	20	13	0	0	1	0	0	0	0
98106	9	2.00%	16	9	0	0	20	0	0	0	0	0	0	0	0
98199	9	2.00%	21	10	0	0	7	0	5	0	0	0	0	0	2
98104	8	1.78%	12	0	0	0	2	5	4	18	0	0	0	0	1
98125	8	1.78%	8	7	0	0	18	0	5	0	0	2	0	0	0
98146	8	1.78%	13	14	0	0	12	0	0	0	0	0	0	0	0
98155	8	1.78%	10	14	0	0	13	0	0	0	2	0	0	0	0
98040	7	1.56%	26	6	0	0	5	0	0	0	0	0	0	0	0
98043	7	1.56%	14	5	0	0	16	0	0	0	0	0	0	0	0
98052	7	1.56%	20	0	0	0	12	0	0	0	0	0	0	0	0
98058	7	1.56%	32	0	0	0	0	3	0	0	0	0	0	0	0
98102	7	1.56%	0	0	0	0	9	9	0	18	0	0	0	0	0
98109	6	1.34%	10	0	0	0	8	2	0	5	1	0	0	0	0
98116	6	1.34%	10	4	0	0	14	0	0	0	1	0	0	1	0
98126	6	1.34%	5	14	0	0	10	0	0	0	1	0	0	0	0
98023	5	1.11%	6	4	0	0	9	5	0	0	0	0	0	0	0
98030	5	1.11%	7	3	0	0	0	15	0	0	0	0	0	0	0
98036	5	1.11%	0	5	0	0	18	0	0	0	1	0	0	0	0



Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98087	5	1.11%	12	0	0	0	14	0	0	0	0	0	0	0	0
98136	5	1.11%	6	3	0	0	14	2	0	0	0	0	2	0	0
98177	5	1.11%	8	0	0	2	13	0	0	0	1	0	0	0	0
98188	5	1.11%	6	0	0	0	5	13	0	0	1	0	0	0	0
	4	0.89%	10	0	0	0	9	0	0	0	0	0	0	0	0
98004	4	0.89%	18	0	0	0	0	0	0	0	1	0	0	0	0
98026	4	0.89%	11	0	0	0	8	0	0	0	1	0	0	0	0
98027	4	0.89%	12	2	0	0	5	0	0	0	0	1	0	0	0
98034	4	0.89%	15	0	0	0	4	0	0	0	1	0	0	0	0
98055	4	0.89%	16	0	0	0	4	0	0	0	0	0	0	0	0
98056	4	0.89%	17	3	0	0	0	0	0	0	0	0	0	0	0
98108	4	0.89%	11	0	0	0	4	0	0	0	0	0	0	0	0
98121	4	0.89%	13	1	0	0	1	0	4	0	0	0	0	0	0
98168	4	0.89%	7	5	0	0	7	0	0	0	0	0	0	0	0
98001	3	0.67%	0	5	0	0	5	5	0	0	0	0	0	0	0
98020	3	0.67%	12	0	0	0	3	0	0	0	0	0	0	0	0
98029	3	0.67%	5	0	0	0	8	0	0	0	2	0	0	0	0
98032	3	0.67%	14	0	0	0	0	0	0	0	0	0	0	0	0
98037	3	0.67%	6	0	0	0	8	0	0	0	0	0	0	0	0
98092	3	0.67%	5	0	0	0	0	10	0	0	0	0	0	0	0
98107	3	0.67%	2	0	0	0	12	0	0	0	0	0	0	0	0
98178	3	0.67%	10	5	0	0	0	0	0	0	0	0	0	0	0
98271	3	0.67%	2	0	12	0	0	0	0	0	1	0	0	0	0
98002	2	0.45%	4	0	0	0	0	3	0	2	0	0	0	0	0
98011	2	0.45%	2	5	0	0	5	0	0	0	0	0	0	0	0
98012	2	0.45%	2	5	0	0	2	0	0	0	1	0	0	0	0
98028	2	0.45%	9	0	0	0	0	0	0	0	0	1	0	0	0
98033	2	0.45%	10	0	0	0	0	0	0	0	0	0	0	0	0
98038	2	0.45%	0	4	0	0	0	5	0	0	0	0	0	0	0



Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98042	2	0.45%	0	0	0	0	5	5	0	0	0	0	0	0	0
98059	2	0.45%	6	0	0	0	4	0	0	0	0	0	0	0	0
98072	2	0.45%	6	4	0	0	0	0	0	0	0	0	0	0	0
98101	2	0.45%	0	0	0	0	0	0	0	13	0	0	0	0	0
98110	2	0.45%	0	0	0	0	2	0	0	0	2	0	0	8	0
98119	2	0.45%	4	0	0	0	6	0	0	0	0	0	0	0	0
98198	2	0.45%	5	0	0	0	0	1	0	0	1	0	0	0	0
98201	2	0.45%	0	0	0	0	4	5	0	0	0	0	0	0	0
98270	2	0.45%	0	5	5	0	0	0	0	0	0	0	0	0	0
98275	2	0.45%	1	0	0	0	5	4	0	0	0	0	0	0	0
98354	2	0.45%	7	1	0	0	4	0	0	0	0	0	0	0	0
98366	2	0.45%	3	0	0	0	0	0	0	0	0	0	0	7	0
98367	2	0.45%	5	0	0	0	5	0	0	0	0	0	0	0	0
98373	2	0.45%	0	0	0	0	0	12	0	0	0	0	0	0	0
98422	2	0.45%	4	0	0	0	3	3	0	0	0	0	0	0	0
98445	2	0.45%	0	1	0	0	0	6	0	0	2	0	0	0	0
98466	2	0.45%	8	1	0	0	0	0	0	0	0	0	0	0	0
92177	1	0.22%	1	0	0	0	4	0	0	0	0	0	0	0	0
98006	1	0.22%	1	2	0	0	0	0	0	0	0	0	0	0	0
98010	1	0.22%	0	0	0	0	0	5	0	0	0	0	0	0	0
98021	1	0.22%	2	0	0	0	3	0	0	0	0	0	0	0	0
98057	1	0.22%	1	0	0	0	4	0	0	0	0	0	0	0	0
98065	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98070	1	0.22%	0	0	0	0	0	0	5	0	0	0	0	0	0
98124	1	0.22%	1	0	0	0	3	1	0	0	0	0	0	0	0
98134	1	0.22%	0	0	0	0	0	0	0	5	0	0	0	0	0
98148	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98221	1	0.22%	3	1	0	0	0	2	0	0	0	0	0	0	0
98225	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0



			Weekly Count of Trips By Mode												
Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98258	1	0.22%	1	4	0	0	0	0	0	0	0	0	0	0	0
98272	1	0.22%	2	0	0	0	3	0	0	0	0	0	0	0	0
98284	1	0.22%	0	5	0	0	0	0	0	0	0	0	0	0	0
98296	1	0.22%	3	0	0	0	0	0	0	0	1	0	0	0	0
98310	1	0.22%	0	0	0	0	0	0	0	0	0	0	1	6	0
98327	1	0.22%	0	0	0	0	0	2	0	0	3	0	0	0	0
98335	1	0.22%	0	0	0	0	0	4	0	0	1	0	0	0	0
98362	1	0.22%	1	0	0	0	0	0	0	0	4	0	0	0	0
98370	1	0.22%	0	0	0	0	0	0	0	0	1	0	0	3	0
98372	1	0.22%	0	0	0	0	0	4	0	0	0	0	0	0	0
98387	1	0.22%	0	0	0	0	5	0	0	0	0	0	0	0	0
98404	1	0.22%	0	0	0	0	5	0	0	0	0	0	0	0	0
98406	1	0.22%	0	0	0	0	6	0	0	0	0	0	0	0	0
98407	1	0.22%	0	0	0	0	4	0	0	0	0	0	0	0	0
98418	1	0.22%	4	0	0	0	0	0	0	0	1	0	0	0	0
98498	1	0.22%	1	0	0	0	0	4	0	0	0	0	0	0	0
98499	1	0.22%	4	0	0	0	0	0	0	0	1	0	0	0	0
98501	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98516	1	0.22%	0	0	0	0	0	5	0	0	0	0	0	0	0