



## I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT

### A. SEATTLE CENTRAL COLLEGE (SCC) 1701 BROADWAY, SEATTLE, WASHINGTON 98122

### B. Reporting Year: Fiscal Year July 1, 2018- June 30, 2019

### C. Major Institution Contact Information

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### D. Master Plan Adoption: July 2002

Changes to the Master Plan subsequent to its original approval are as follows:

- Ordinance 120910, approved on September 17, 2002 to correct a clerical error in Ordinance 120842 substituting a correct Exhibit A
- A minor amendment to the MIMP was approved in 2008, which exempted parking provisions for a 1,800 square foot Greenhouse/Plant Sciences building.

## II. Progress in Meeting Master Plan Conditions:

### A. The following table provides a general overview of progress made this past year in meeting the original stated objectives (goals) from the 2002 approved Master Plan:

| Overall Objectives:   | Overview of Progress  |
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| Meet current needs of the Seattle Central College campus by providing resource space that is currently lacking: | <p>To support this objective, SCC engaged in the following activities during the past year:</p> <p>The college completed the North Plaza Demolition in August of 2018. This will pave the way for future development of additional instructional space.</p> <p><b>SCC is currently planning the following projects for the coming year:</b></p> <ul style="list-style-type: none"> <li>• Elevator Modernization of Cars 1 and 2. 48-year-old DC powered cars are in great need of repair.</li> <li>• Bookstore roof replacement.</li> <li>• Library study room expansion project to enclose the exterior patio for interior library use. This project was delayed after bids to complete in 2018 came in 50% higher than anticipated.</li> <li>• Broadway Building Phase 1 air handler supply fan motor replacement. 150k/cfm fan is at end of life.</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• Broadway Building store front entry point improvements. The doors are heavily worn, and require improvements.</li> <li>• Broadway Building Phase 2 skylight water intrusion repairs.</li> </ul> <p><b>SCC has the following projects under construction or recently completed:</b></p> <ul style="list-style-type: none"> <li>• Energy improvement project to replace the 11,000+ lamps in the Broadway Edison building.</li> <li>• Switchgear replacement in Broadway Edison Phase 1 building reducing electrical capacity from 10,000 amps to 4,000 amps.</li> <li>• Emergency Generator replacement with new switch and fuel tank.</li> <li>• New Heat pump from Edison building high efficiency heating.</li> <li>• Building envelop sealing for energy efficiency.</li> <li>• New 72 Kw solar array on the Broadway Edison phase 2 penthouse roof.</li> <li>• Canopy replacement at the Fine Arts Egyptian theater.</li> <li>• Elevator Modernization project to refurbish Elevator 7.</li> <li>• Side sewer repair of the Broadway building.</li> <li>• Egress fencing for Broadway Edison alcove, and MAC Nagel exit.</li> </ul> |
| Provide additional parking to decrease existing parking deficits                | <p>During the past year, SCC did not take any actions to provide additional parking on campus. However, the college continues to manage its parking challenges through its commuter trip reduction plan.</p> <p>The college is currently working with the City of Seattle to determine if the requirements for additional parking can be modified or removed from the MIMP through a Minor Amendment. The goal would be to coordinate the plan with Seattle Municipal Code SMC23.54.016</p>  |
| Provide technology opportunities and help to remove student time/place barriers | <p>SCC continues to support this objective through its many online IT applications, its e-learning programs, and hybrid course offerings that can be completed through both online and classroom.</p>  |
| Provide more flexible and competency-based courses/programs                     | <p>SCC has continued to evaluate course offerings to ensure that this goal is met. Faculty members have the ability to submit new course offerings via an electronic system. Submissions automatically flow to various individuals and committees for review and approval. The on-line review and approval process has dramatically reduced the time from submission to final</p>  |

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|   | approval and ultimate course availability to students.  |
| Develop closer partnerships with business, industry, community, K-12 and other educational institutions | <p>Over the past year, SCC has continued to be actively involved in building partnerships. Among others, SCC has representatives on the following:</p> <ul style="list-style-type: none"> <li>• The Capitol Hill Chamber of Commerce Board</li> <li>• The Capitol Hill Eco District Committee</li> <li>• The Capitol Hill Champion Steering Committee</li> <li>• The Capitol Hill Business Improvement Association</li> <li>• The Broadway Improvement Association</li> <li>• One Center City—a collaboration between the Downtown Seattle Association, SDOT, King County Metro, and Sound Transit to develop a comprehensive, 30-year plan for how people will commute to, from and within Seattle’s downtown neighborhoods</li> <li>• Seattle Major Institutions Group</li> <li>• Seattle Art Museum Board of Directors</li> <li>• Alliance for Education Board of Directors</li> <li>• NWAPPA – a physical plant administrators group that provides ties to Seattle University, University of Washington and K-12 institutions.</li> </ul> <p>SCC representatives also participate in local and regional groups who are committed to ensuring that all of our residents are healthy, happy and well-educated:</p> <ul style="list-style-type: none"> <li>• Downtown Seattle Association (DSA)</li> <li>• Seattle Chamber of Commerce</li> <li>• Seattle College Access Network (SCAN)</li> <li>• The Road Map Project</li> </ul> <p>SCC continues to develop relationships in conjunction with its allied health programs in the Pacific Tower and on its main campus on Capitol Hill. These include:</p> <ul style="list-style-type: none"> <li>• College Access Now (CAN)</li> <li>• Neighborhood House</li> <li>• Seattle Education Access (SEA)</li> <li>• City Light (student bill mitigation)</li> <li>• Pacific Tower Partners</li> <li>• NeighborCare</li> <li>• FareStart</li> <li>• College Success Foundation</li> <li>• Pacific Medical Centers</li> </ul> |
| <b>Specific Objectives:</b>   | <b>Overview of Progress</b>   |

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| Decentralize technology/computer labs  | <p>The use of technology and computer labs as a method to decentralize access to IT resources is effectively complete.</p> <p>Hardware/software support and IT security for the labs are more centralized with an effort to consolidate IT staff and organization structure under the District umbrella for efficiency and to assure consistent service. Scheduling of all the labs has now become centralized to promote transparency and utilization maximization. The instructional software decisions, are made by asks from faculty and then tested within the centralized environment for usage.</p>  |
| Provide space for multi-media communications   | <p>SCC recognizes the importance of multi-media capabilities and have now implemented them in virtually all of the classrooms. Many of the conference rooms also have multi-media presentation capability with a few conference rooms also having remote video conferencing capability.</p> <p>As a matter of routine, a portion of the multi-media and communications equipment is updated each year to keep pace with changing technology advancements.</p>   |
| Create a broad performing arts center  | <p>SCC continues to develop programs in support of this objective. Utilization of the Broadway Performance Hall, the Erickson Theater, and the Fine Arts buildings will continue to evolve over time. The college has begun planning for a major renovation of the Broadway Performance Hall. The building has over 40 years since being renovated, and initial planning will not continue to provide a performance hall space. The renovation will make way for additional library and basic skills labs, areas currently representing high need by State Community and Technology College leadership.</p> |
| Integrate related nearby initiatives (RTA transit station, parking, neighborhood plans, reservoir cover, Bobby Morris playfields, business district improvement, and housing). | <p>SCC did not take any further action over the past year relative to the items listed in this objective. However, SCC continues to finalize negotiations with Sound Transit regarding acquiring Site-D. Discussions include potential for student, affordable, and or workforce housing.</p>   |
| Explore partnerships with the City and private interests for mutually beneficial projects, given state funding uncertainty and shifts  | <p>SCC continued to explore potential partnerships with various developers in regard to the acquisition and development of Sound Transit TOD Site D.”</p> <p>SCC collaborated with Seattle City Light, the Washington State Department of Commerce, to receive over \$800k in grants for the energy project now almost complete.</p>  |
| Address community access to facilities after hours and operational concerns  | <p>In order to address reductions in operational funding, the college no longer provides 24 X 7</p>   |

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|   | <p>security coverage. This reduction led to “mothballing” of the emergency call station system around campus.</p> <p>The emergency call stations in the Fine Arts Building (one in entry lobby and one on 4<sup>th</sup> floor lobby) remain active. CCTV camera coverage was not impacted by these changes.</p> <p>SCC completed and RFP and will begin to implement a ‘One-Card’ program. Students, Faculty, and staff will get ID cards that are also access cards. All buildings will have a primary public entrance unlocked during business hours. All other building doors will be locked. This will allow the perimeter of our buildings to be access controlled, reducing transient and drug user access to the building. The result will be cleaner and safer facilities for all, while maintaining community access where resources are in close proximity.</p> |
| Create a new facility at the north end of the campus that can function separately   | <p>SCC remains in negotiations with Sound Transit to purchase “Site-D”, located just north of the SCC property line. Such a purchase would support this objective.</p> <p>The North Plaza building was recently demolished. This is a first step toward creating space for the new facility. Negotiations are very near to completion with Sound Transit.</p>  |
| Comprehensively resolve parking needs and transportation management   | <p>Over the past year, SCC sustained its efforts to manage its parking and transportation challenges through strong support of its Transportation Management Plan.</p> <p>The college is currently working with the City of Seattle to determine if the requirements for additional parking can be modified or removed from the MIMP through a Minor Amendment. The goal would be to coordinate the plan with Seattle Municipal Code SMC23.54.016</p>  |
| Provide parking for oversize vehicles (buses, vans, and service trucks)   | <p>SCC made no changes relative to this objective during the past year. Demand for oversize parking has been minimal and SCC has been able to accommodate the few requests in the north parking lot.</p>   |
| <b>Further Objectives:</b>  | <b>Overview of Progress</b>  |
| Continue to be a part of the local community. More specifically, an objective is to be generally consistent with the recently adopted Pike/Pine and Capitol Hill neighborhood plans | <p>Over the past year, SCC has continued to be actively involved in the community. It has representatives serving on the following:</p> <ul style="list-style-type: none"> <li>• The Capitol Hill Chamber of Commerce Board</li> <li>• The Capitol Hill Eco District Steering Committee</li> </ul>   |

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|  | <ul style="list-style-type: none"> <li>• The Champion Steering Committee</li> <li>• The Broadway Improvement Association</li> <li>• The Capitol Hill Eco-District</li> </ul>                    |
| An objective of the master plan is to satisfy the requirements of the Major Institutions Policies and Land Use Code. | SCC is a member of the Seattle Major Institutions group and continues to be an active participant on sub-committees of the group to review and evaluate improvements to the policies and codes. |

**B.** The following table contains the recommended conditions for the Major Institution Master Plan entered by Anne Watanabe, Deputy Hearing Examiner on February 22, 2002. The table also provides a brief narrative statement about the progress SCC made towards compliance this past year.

| <b>Recommended Conditions</b>   | <b>Compliance Progress</b>   |
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| 1. The Seattle Central College Major Institution Master Plan boundary shall be expanded to include all areas south of E. Pine St., which they currently own (to include the South Annex, the Masonic Temple, and Motor Pool lot Broadway E.).   | <p>SCC has made no changes in MIMP boundary during the past year, consequently this condition remains under “full compliance”. Changes to the boundary will be proposed during submission of a new Major Institution Master Plan.</p> <p>The college will begin to actively pursue creation of a new MIMP in 2019.</p> |
| 2. Areas of Major Institution Overlay for SCC south of E. Pine St. shall be limited in height to the 65-foot limit allowed in the underlying zoning. If this height limit is changed in the future so too should the potential height of SCC development in the area.   | This condition remains in “full compliance”. Future changes to the height limits would likely be reviewed for potential inclusion should the college move forward with a new Major Institution Master Plan.  |
| 3. Landscaping shall be incorporated into any areas along Harvard Ave. developed or redeveloped by the College and shall be in a form which complements both the institution and neighboring residential areas.   | This condition remains in “full compliance”. SCC performed no development or redevelopment work along Harvard during the past year.  |
| 4. At the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study shall be conducted in consultation with the SCC Standing Advisory Committee and appropriate City of Seattle officials and a vehicle access shall be designed and conditioned in a way which both meets the need of SCC and minimizes impacts to the surrounding community.               | This condition remains in “full compliance”. SCC did not perform any further work on the previously proposed Technology Center. A preliminary traffic study was conducted as part of internal master planning work. Further studies will likely be completed as development plans of the north campus take place.      |
| 5. SCC buildings south of E. Pine St. and along Broadway north of the existing main campus buildings shall be designed to fit well with the commercial and pedestrian context of the surrounding areas. To this end, a human scale is to be developed at sidewalk level. Buildings shall have a commercial appearance, be close to the sidewalks and have a high level of transparency, with highly visible entries | <p>This condition remains in “full compliance”.</p> <p>Items of interest:</p> <ul style="list-style-type: none"> <li>• Mill Creek leased the 907 E Pine St building as a construction office for the Bonney Watson replacement.</li> <li>• The demolition of the North Plaza Building was completed.</li> </ul>        |

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| <p>directly accessible from the public sidewalk realm. Materials used for windows, walls and other elements and architectural patterns (spacing of windows and support columns and overall architectural styles) shall be drawn from the context of immediately surrounding area and from the Pike/Pine area.</p>   | <ul style="list-style-type: none"> <li>The Site D negotiation includes sale of the South Plaza and Atlas buildings. This will remove the college from property ownership on Broadway south of E Pine St.</li> </ul>   |
| <p>6. Within the entire MIMP boundary, use limitations, derived from underlying zoning shall not apply to SCC buildings when they are replaced by SCC uses (except as required by SMC 23.69.008 or successor sections). In all areas within the MIMP (whether or not designated as pedestrian zones) uses at the ground level, across streets from commercial zones and adjacent to surrounding streets shall, to the greatest extent reasonably possible, be those of the College which are most commercial or customer service in nature such as, but not limited to, reception, retail, food service, and educational programs which are commercial-like (i.e. cosmetology) or to those uses which would be visually interesting from the public realm and are of a kind where public observation would not be harmful to the educational purpose therein.</p> | <p>This condition remains in “full compliance”. During the past year, SCC performed no work that would affect this condition.</p>   |
| <p>7. New development along Harvard Ave. shall create a sidewalk environment along Harvard Ave., which incorporates setbacks, and landscaping designed to be compatible with and to transition into the Mid-rise (MR) residential zoning along the eastern side of that street.</p>   | <p>This condition remains in “full compliance”. During the past year, SCC performed no work that affected this condition.</p>   |
| <p>8. The mid-block pedestrian crossing between Harvard Ave. and Broadway, at the former E. Howell St. right-of-way, shall remain available for general public use to the greatest extent possible and consistent with security and programmatic needs of SCC.</p>  | <p>This condition remains in “full compliance”. During the past year, the mid-block pedestrian crossing remained open and available for general public use.</p> <p>SCC will work with City Staff to mitigate impacts that may occur during the planned demolition of the North Plaza Building, which abuts the former E. Howell St. right-of-way.</p> <p>Development by Mill Creek at the Bonney Watson site will impact pedestrian access. Mill Creek will commit to keeping access as unobstructed as possible.</p> |
| <p>9. New structures and additions shall be designed with architectural measures to minimize height, bulk and scale impacts on surrounding properties to the greatest extent practicable.</p>   | <p>This condition remains in “full compliance”. During the past year, SCC did not build any new structures or additions.</p>  |

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| <p>10. The MIMP shall be written to clearly state that the Seattle Land Use Code standards for structure setbacks on the perimeter of an MIO District existing at the time of development permit application are intended to apply.</p>   | <p>This condition remains in “full compliance”. There were no amendments to the MIMP during the past year.</p>  |
| <p>11. The MIMP shall contain a provision that nighttime lighting of all outdoor pedestrian areas on the SCC campus, new, existing or remodeled, shall be maintained at a level consistent with that established for public sidewalks in the regulations and practices of the Seattle Transportation Department ("SeaTran"). That level, for sidewalks not adjacent to roadways, is expressed at this time as two foot candles.</p> | <p>The status of this condition is unknown. Lighting level studies were conducted during the past year at the North Plaza area following demolition of the North Plaza. Lighting levels did not meet minimum requirements, and additional lighting is being procured.</p>       |
| <p>12. SCC shall preserve the historic character of the north and west facades and the lobby of the Masonic Temple building.</p>  | <p>This condition remains in “full compliance” (the college no longer refers to the building as the “Masonic Temple”). During the past year, SCC made minor changes to the lobby of the “Fine Arts Building”. This was to support drainage for the new canopy construction.</p> |
| <p>13. Upon remodel and/or expansion of the existing parking garage, the college shall retain existing and incorporate new landscaping along street frontages.</p>  | <p>This condition remains in “full compliance”. During the past year, SCC performed no remodeling or expansion of the existing parking garage.</p>  |

**III. Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period.**

**A. Development Activity Initiated or Under Construction (Non-Leased Activity)**

1. Energy improvement project to replace the 11,000+ lamps in the Broadway Edison building
2. Switchgear replacement in Broadway Edison Ph 1 building reducing electrical capacity from 10000 amps to 4000 amps
3. Emergency Generator replacement with new switch and fuel tank.
4. New Heat pump from Edison building high efficiency heating
5. Building envelop sealing for energy efficiency.
6. New 72 Kw solar array on the Broadway Edison phase 2 penthouse roof
7. Canopy replacement at the Fine Arts Egyptian theater
8. South Stack Restroom project to renovate 6 Broadway Edison Restrooms
9. Elevator Modernization project to refurbish Elevator 7
10. North Plaza Demolition
11. Edison Flood Restoration
12. Wood Technology water intrusion resolutions.
13. Side Sewer repair and replacement for the Broadway Edison building
14. Egress fencing at exterior exit alcoves for Broadway Edison building and Mitchell Activity Center.



- B. Major Institution Leasing Activity to Non- Major Institution Uses:** One new tenant was added during this past year. Mill Creek Residential was added as a tenant in our 907 E Pine ST location; they signed a 1.5 year limited lease in order to facilitate their construction project on Broadway.

**C.**

**IV. Major Institution Development Activity Outside but within 2,500 Feet of MIO District Boundary:**

- A.** For the 1997 – 1998 Report, Land and Building Ownership and Leasing Activity existing on December 31, 1996. **N/A -- No Changes for the 1997-1998 report.**
- B.** Land & Building Acquisition During the Reporting Period: **None**
- C.** Leasing Activity During the Reporting Period: Mill Creek Construction office at 907 E Pine St.

**V. Progress in Meeting Transportation Management Program (TMP)**

- A.** The following provides a general overview of progress made in achieving the goals and objectives contained in the TMP towards the reduction of single-occupant vehicle use by SCC employees, staff and/or students:

Seattle Central College continues to encourage all employees, staff, and students to commute utilizing modes of transportation other than driving alone. This objective is vital to reduce traffic congestion, decrease fuel consumption, and help to maintain/ improve air quality in the region. Results from the most recent CTR Employee survey (2017), as well as a recent student survey (2018), demonstrate the success of the program. SCC has succeeded in reducing its drive alone commuting rate among all CTR affected staff by over 8 percentage points compared to the rate submitted in the 2002 MIMP. In addition, the Drive Alone Rate for students is at a mere 21% of the entire student population. The “Vehicle Miles Traveled” rate has decreased more than 24% over the same period for employees. These statistics represent a significant improvement during the life of the MIMP and marks a considerable achievement by the SCC Transportation Coordinator’s office. The current, weighted combined student and staff drive alone rates are seen here:

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| <b>STUDENTS (413 Respondents)</b>             |  |  |       | <b>Total</b> |
| Drive Alone Commute                           |  |  | 21%   | 87           |
| Alternative Commute                           |  |  | 79%   | 326          |
| <b>EMPLOYEES (201 Respondents, 2017 data)</b> |  |  |       | <b>Total</b> |
| Drive Alone Commute                           |  |  | 33.9% | 68           |
| Alternative Commute                           |  |  | 66.1% | 133          |
| <b>Combined (614 Respondents)</b>             |  |  |       | <b>Total</b> |
| Drive Alone Commute                           |  |  | 25.2% | 155          |
| Alternative Commute                           |  |  | 74.8% | 459          |
|   |  |  |       | 614          |

**Seattle Colleges Student Survey—Methodologies and Practices**

Seattle Colleges Transportation conducts an annual survey of all student commuting habits and practices. The survey for 2018 was conducted the last week of November and first week of December (November 26-December 7), and the results were compiled and organized by the Seattle College Transportation Coordinator, Jeff Keever.

Method of Survey

The survey questions were devised and edited by the ETCs of all the campuses of the Seattle Colleges, and follow very closely the survey questions used for the employee surveys that are sent out every other year. The questions were sent to the District office to be sent as one email blast to all students of the district, to the email address of record for the student, on Monday November 26, 2018. Thus, the survey was sent to all currently registered and enrolled students. A follow up email was sent the following Monday, December 3 2018, to remind students to take the survey and to thank those who already had completed it. The survey tool used was Survey Monkey, and only one response per email address was allowed. Central hired a student transportation ambassador, who advertised the survey by means of tabling in a very busy hallway of the campus. The colleges offered a prize drawing as an incentive for students to complete the survey. The prizes were lightweight back packs, a \$25 ORCA card, and a Chinook Book (booklet of discounts for sustainability related stores or venues). Six prizes per campus were awarded (2 of each).

Method of Compilation

The survey was closed to new responses after December 7. The results were initially collected by the District’s sustainability Coordinator (it was his department’s Survey Monkey account that was used). The raw data was sent to Jeff Kever, Seattle Colleges District Coordinator, on December 12. Jeff then filtered the results by campus to compute the rates of the various commute modes per campus, and used data from the 2017 employee survey results to compute the weighted average of drive alone rates per campus. For North Seattle College, since their MIMP requires reporting on folks who are on campus between the hours of 10am and 11am, the survey asked a specific question regarding this (“Are you typically on campus between the hours of 10 and 11am?”). The results for North were then computed using student responses of “yes” to that question, although the entire collection of data is also present in their report. The total number of respondents to the survey, per campus, are as follows:

- North Seattle College—150, or 2% of total student population
  - Seattle Central College—413, or 5% of total student population
  - South Seattle College—159, or almost 3% of total student population
- Total number of respondents was 722.

**B.** There was one goal in the TMP submitted as part of the 2002 MIMP. Subsequent to that original submission, SCC has also tracked and made efforts to reduce total vehicle miles traveled. The following table provides a brief narrative statement about the progress SCC made this past year towards compliance with the original goal and the subsequent additional goal:

| TMP Goals   | Compliance Progress  |
|---|--|
| Ensure that Single Occupant Vehicle Trips (SOV) are no more than 50% of the SCC staff, faculty, and student commute trips to and from campus. | <p>This goal has been fully achieved. Results from the latest survey for staff indicate that SOV trips are approximately 34% of the total trips. As such, this goal is in complete compliance. In addition, results from a recent student survey show a student drive-alone-rate of a little over 21%.</p> <p>The strategies employed to achieve this success include:</p> <ul style="list-style-type: none"> <li>• Offering reduced parking rates and dedicated parking spaces for staff who carpool;</li> <li>• Offering a much discounted transit pass to staff (ORCA Card-Regional Pass) which can be used for any of the transit agencies in the larger Puget Sound region, including King County Metro busses, Pierce Transit, Community Transit,</li> </ul> |

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|  | <p>Kitsap Transit, and Sound Transit busses and Light Rail, as well as the Sounder Trains;</p> <ul style="list-style-type: none"> <li>• Offering incentives to staff who commute via alternate commuting options such as free Zip car membership (for use during the workday to run errands), a “Guaranteed Ride Home” program that provides free taxi rides (to use in the case of emergencies or illness);</li> <li>• Offering a subsidy for those staff who ride as “Passenger Only” on the Washington State Ferry system, as well as those employees who commute via vanpool;</li> <li>• Offering 12 free days of parking per quarter for any staff that regularly commute via alternate methods of commuting, in order to give staff more flexibility in their personal schedules.</li> <li>• Seattle Central College pays for the cost of membership and the use of the Zip car for all eligible employees. Once approved as a Zip car member, employees can use a Zip car between the hours of 7:30 AM to 5:30 PM, Monday through Friday, for up to a maximum of 6 hours per day.</li> <li>• Seattle Colleges also have entered into a partnership with Zimride to offer a ride matching service for easier carpooling to campus, for use by staff as well as students</li> </ul> <p>In addition, the college participates in such regional promotions as the “Bike to Work Month” and the “Wheel Options” that offer prizes for participants who commute via alternate methods.</p> <p>With the Light Rail and Streetcar Stations adjacent to the college, SCC has additional means to encourage staff and students to commute via alternate methods.</p> |
| <p>Reduce the total SCC commuter vehicle miles traveled as compared to the original baseline data.</p> | <p>This goal is in complete compliance:<br/>According to the most recent survey, the “Vehicle Miles Traveled” rate has decreased over 24% since the original baseline data was collected.</p>   |