



December 13, 2023

To: Gordon Clowers, Seattle Department of Construction and Inspection (SDCI)
Sarah Spicer, Seattle Department of Transportation (SDOT)
Ellie Smith, Seattle Department of Transportation (SDOT)

Dear Gordon, Sarah, and Ellie,

This letter is a response to your Comment Letter sent on April 19, 2023, related to Seattle University's (SU) 2022 Major Institution Master Plan (MIMP) report.

Regarding questions 1-4, thank you for noting that we only need to retain 4 years' worth of prior responses in the annual report. We have made that adjustment for the FY 2023 report. We appreciate the commendation for exceeding the drive alone rate.

Responses to the remaining questions are below:

- 5. Page 23: SDOT requests information on current on-campus parking utilization, especially considering the below market-rate monthly fee for a parking space of only \$89.**

SU Response: SU conducted a one-week study of our general-purpose parking lots during the week of October 23, 2023, (roughly the mid-point of Fall Quarter for the 2023-2024 Academic Year). The total current parking capacity on campus is 1,609 spaces. For the purposes of the study, university staff counted available parking at 9AM, 12PM, and 3PM in our general-purpose parking lots – a total of 1,517 spaces. Not included were 92 spaces that are reserved for athletics, facilities/vendor vehicles, contractor parking, and shared SU van parking. A summary chart of the results is included at the end of this document. Our peak utilization approached 90% each day of the week.

Regarding parking rates, for Fall Quarter 2023, the university's rate for employee parking was \$120 per month. The university's rate for student parking was \$300 per quarter. On November 30, 2023, the university announced an increase in parking rates. Effective January 1, 2024, the rate for employee parking will increase to \$145 per month. Effective July 1, 2024, the rate for student parking will increase to \$360 per quarter.

- 6. Pages 23 and 38: Capitol Hill Link light rail and the First Hill Streetcar should not be labeled as ride-share options, as they are public transportation options.**

SU Response: We have removed references to the light rail and streetcar from the ride-share sections of the report.

- 7. Page 35: SDOT commends SU for providing more bike parking spaces than demand requires. To capitalize on the increase in bike parking and bike commuting, does SU plan on pursuing additional incentives or programming to further growth of bicycling mode share?**

SU Response: The university does not have any current plans for additional incentives or programming related to bicycling.

8. ***We realize that the timing of the Annual Report did not align well with the receipt of results from the 2022 Commute Trip Reduction Survey. We appreciate your efforts in administering the survey successfully, and look forward to future conversations on the results. SDOT expects that next year's annual report will comment on insights from the 2022 survey to identify opportunities, challenges, and future pathways for improved performance.***

SU Response: Please see the 2023 report, which includes data from the CTR report (which records faculty and staff transportation patterns) and data our own internal report for student commute patterns. The combined drive-alone rate for the entire campus is 30.2%

Please contact me with any questions.

Sincerely,

Nathan Gregory
Director of Facilities Planning and Real Estate
Seattle University

