



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

**Fiscal Year 2023**

**November 13, 2023**

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**Seattle University**  
**MIMP Annual Status Report**  
**Fiscal Year 2023 (July 1, 2022 – June 30, 2023)**

**SUMMARY OF UPDATES**

**I. INTRODUCTION**

No additional development was planned or implemented during the reporting period. The City of Seattle’s Madison Bus Rapid Transit (BRT) project continued along campus’s north perimeter. Certain transportation initiatives continued to be impacted by post-COVID changes in behavior and service availability.

**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 were met as described in this report.
- The Madison Bus Rapid Transit (BRT) project continued.

**C. Development Activity**

- **Leases:** University personnel were relocated from Rianna (810 12<sup>th</sup> Avenue, Seattle, WA 98122) and the 200 Building in Bellevue (200 112th Ave. NE Bellevue, WA 98004). These leases were terminated.
- No additional development was planned or executed this reporting period.

**D. Transportation Management Plan**

- The overall Commute Trip Reduction (CTR) survey result for drive-alone rate changed to 30.2% for total campus population (employees and students). This rate continues to exceed the 35% drive-alone goal stated in the 2013 MIMP. This rate is based on the employee and student rates from the November 2022 CTR survey conducted by Commute Seattle and the University’s March 2023 student survey, respectively.
- The University completed the first full year implementation of its flex work program to provide flexible work options for staff based on job function. Options include 100% remote to a hybrid in-office and remote schedule, compressed or reduced work weeks, and off shifting.
- The University continued to enhance its virtual courses, services and supports for classrooms, students and employees.

**Seattle University**  
**MIMP Annual Status Report**  
**Fiscal Year 2023 (July 1, 2022 – June 30, 2023)**

**I. INTRODUCTION**

- A. Name of Institution: Seattle University**
- B. Reporting year: Fiscal Year 2023 (July 1, 2022 – June 30, 2023)**
- 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 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.

July 2021 Update: The change of use permit was submitted to the City for SDCI review. The University met with the SAC virtually on November 10, 2020 to provide updates on: the 1300 Columbia change of use permit; progress on the now-named Jim and Janet Sinegal Center for Science and Innovation; and the lease termination at 1100 E. Union Street.

July 2022 Update: The change of use permit for 1300 Columbia building was approved on March 2, 2022. The City determined that a minor amendment was not needed. On March 23, 2022, the University updated the SAC on the completion of construction on the new Sinegal Center for Science and Innovation; completion of Bannan Center Science Building renovations; and lease terminations at The Douglas and Pacific Northwest Research Institute.

July 2023 Update: No subsequent amendments have been planned or initiated during the reporting period.

**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 6: July 1, 2018– June 30, 2019: Burnt Orange text**
- Status Report 7: July 1, 2019 – June 30, 2020: **Black text**
- **Status Report 8: July 1, 2020 – June 30, 2021: Red text**
- Status Report 9: July 2, 2021 – June 30, 2022: **Blue text**
- Status Report 10: July 1, 2022 – June 30, 2023: **Green 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 12<sup>th</sup> 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.*

**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 14<sup>th</sup> 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 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 SDCl review.

July 2021 Update: A virtual meeting was held on November 10, 2020. The university updated the SAC on the submittal of the change-of-use permit for the 1300 Columbia property. Progress on the Center for Science and Innovation project (now called the Jim and Janet Sinegal Center for Science and Innovation) was discussed. The university also notified the SAC that the lease at 1100 E Union Street was terminated.

July 2022 Update: On March 23, 2022, the University updated the SAC on the completion of construction on the new Sinegal Center for Science and Innovation; completion of Bannan Center Science Building renovations; and lease terminations for the Center for Community Engagement at The Douglas and research labs at the Pacific Northwest Research Institute

July 2023 Update: A new Implementation Advisory Committee (IAC) was established and met on March 22, 2023. Seattle University updated the IAC about the Certificate of Occupancy, façade paint and parking lot screening for the 1300 E. Columbia St. property.

**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 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.

July 2021 Update: No new MIMP projects have been proposed during the reporting period. A change-of-use permit for the 1300 Columbia property was submitted to SDCl.

July 2022 Update: No new MIMP projects have been proposed during the reporting period. A change-of-use permit for the 1300 Columbia property was approved, and no minor amendment or SEPA analysis was needed by the City.

July 2023 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 2019 Update: No changes occurred during the reporting period.

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

July 2021 Update: No changes occurred during the reporting period.

July 2022 Update: No changes occurred during the reporting period.

July 2023 Update: No changes occurred during the reporting period. No improvements were planned for any site adjacent to Broadway or Madison, besides improvements included in the ongoing BRT project.

#### **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 12<sup>th</sup> 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 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.

July 2021 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 2022 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 2023 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 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.

July 2021 Update: The University continues to use the parking permit enforcement system that was implemented Fall 2019.

July 2022 Update: The University continues to use the parking permit enforcement system that was implemented Fall 2019.

July 2023 Update: The University continues to use the parking permit enforcement system that was implemented Fall 2019.

**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 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.

July 2021 Update: The University updated its overall Drive Alone Rate to correct an omission discovered in the FY2020 data. The revised combined drive alone rate is 21.8% for students and employees, still exceeding the University goal of 35%. The October 2021 CTR survey was postponed to Fall 2022 and the student survey was rescheduled to Winter 2023. Parking demand continued to be low. Around 85% of employees continued to work from home, and remote learning continued due to COVID-19. Many campus events were also suspended, further reducing demand.

July 2022 Update: The revised combined drive alone rate continued to be 21.8% for students and employees, exceeding the University goal of 35%. The next CTR survey will be Fall 2022. The student survey will be administered Winter 2023. Parking demand continued to be low during fiscal year 2022.

July 2023 Update: The University's drive alone rate was updated based on the CTR survey administered Fall 2022 and the student survey administered Winter 2023. The combined drive alone rate is 30.2% for all students and employees, exceeding the University goal of 35%. Parking demand continued to be met.

## 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.

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.

July 2021 Update: Seattle University continued to subsidize multi-county individual transit and ferry passes at 72%. Monthly rates for staff ORCA passes were offered at the rate of \$12.54 per employee.

July 2022 Update: Seattle University continued to subsidize ferry passes at 75%. Monthly rates for staff ORCA passes continued to be offered at the rate of \$12.54 per employee.

July 2023 Update: Seattle University continued to subsidize ferry passes at 75%. Monthly rates for staff ORCA passes continued to be offered at the rate of \$12.54 per employee.

- 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.
- 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.
- July 2021 Update: The commuter student SOV parking rate remained at the rate of \$89 per month. Student transit passes (for transit or walk-on passenger ferry passes) continued to be subsidized between 56% and 96%, or \$49.50 to \$85.50 per month, respectively, depending on the type of fare value purchased.
- July 2022 Update: The commuter student SOV parking rate remained at the rate of \$89 per month. Student transit passes (for transit or walk-on passenger ferry passes) continued to be subsidized between 56% and 96%, or \$49.50 to \$85.50 per month, respectively, depending on the type of fare value purchased.
- July 2023 Update: The commuter student SOV parking rate increased to \$100 per month. This amount is more than the cost of student transit passes for transit or walk-on passenger ferry trips, which continued to be subsidized at 50%. This subsidy remained at a range of cost to students between \$49.50 to \$85.50 per month, depending on the type of transit fare value purchased.
- c. Provide a guaranteed ride home to transit users in the event of an emergency.
- 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.
- July 2021 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, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2022 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of Lyft ride home in case of an emergency for staff that bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2023 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of Lyft ride home in case of an emergency for staff that bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

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

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.

July 2021 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. COVID19 precautions and continued remote working and learning reduced the demand for these programs during the reporting period.

July 2022 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.

July 2023 Update: The University continued to support VanShare and VanPool programs. Scoop, Lyft and Uber continued to be non-University sponsored ride share options.

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.

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.

July 2021 Update: Program was discontinued 7/1/2020. An additional subsidized ORCA option was added. This option allows students to purchase a \$99 ORCA card for \$49.50, rather than needing to purchase a pass for an academic quarter. This subsidy allows greater flexibility to students who are not riding the bus/rail on a daily basis.

July 2022 Update: Seattle University continued to provide the ORCA option added in fiscal year 2021. This option allows students to purchase a \$99 ORCA card for \$49.50, rather than needing to purchase a pass for an academic quarter. This subsidy gives greater flexibility to students who are not riding the bus/rail on a daily basis.

July 2023 Update: Seattle University continued to provide the ORCA option added in fiscal year 2021. This option allows students to purchase a \$99 ORCA card for \$49.50,

rather than needing to purchase a pass for an academic quarter. This subsidy gives greater flexibility to students who are not riding the bus/rail on a daily basis.

- b. Continuing to work with neighboring institutions, King County Metro, and other agencies to improve transit access around the campus.
  - 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.
  - 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.
  - July 2021 Update: The University continues to work with the City's BRT project team to understand schedule and impacts to campus.
  - July 2022 Update: The City's BRT project started. The University continued to work with the City's project team to understand schedule and impacts to campus.
  - July 2023 Update: The City's BRT project along Madison St. continued. The University continued to work with the City's project team to support progress, understand schedule and impacts to campus.
  
- c. Developing and participating 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.
  - 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.
  - July 2021 Update: On-demand transportation or nearby transit continued to be used.
  - July 2022 Update: The University continued to use on-demand transportation and nearby transit to connect Seattle University and light rail stations.
  - July 2023 Update: The University continued to use on-demand transportation such as Scoop, Lyft and Uber, and nearby public transit, to connect Seattle University and light rail stations.
  
- 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.
  - 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.

July 2021 Update: Seattle University continued to subsidize the income-eligible reduced fare ORCA Lift and standard fare ORCA Transit pass programs in conjunction with King County Public Health and King County Metro agencies. The agencies' outreach events were suspended due to COVID. Seattle University will resume participation when the agencies resume the events. ORCA Transit Passes continued to be subsidized at one rate of 50% by Seattle University.

July 2022 Update: Seattle University continued to subsidize at 50% both the income-eligible reduced fare ORCA Lift product, and the standard fare ORCA Transit passes available to all students. King County Public Health resumed outreach events, with Seattle University's participation.

July 2023 Update: Seattle University continued to subsidize at 50% both the income-eligible reduced fare ORCA Lift product, and the standard fare ORCA Transit passes available to all students. King County Public Health resumed outreach events, with Seattle University's participation.

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

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.

July 2021 Update: The University continued to maintain a Transportation Services website that includes information on transportation options and links to Rideshare and transit planning. The Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student

subsidized transit pass program. Online transit and parking sales and renewals were available year-round, online.

July 2022 Update: The University maintained its Transportation Services website and walk-up service desk. The website includes information on transportation options and links to Rideshare and transit planning. The Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program. Online transit and parking sales and renewals were available year-round, online.

July 2023 Update: The University maintained its Transportation Services website and walk-up service desk to assist with transportation planning. The website includes information on transportation options and links to Rideshare and transit planning. The Transportation Services staff continued to assist with answering transit questions, selling subsidized student transit passes, and operating the student subsidized transit pass program. Online transit and parking sales and renewals were available year-round, online.

### **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

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.

July 2021 Update: The University continued to provide carpool permits at a 46% 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.

July 2022 Update: The University continued to provide carpool permits at a 46% 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.

July 2023 Update: The University continued to provide carpool permits at a 46% 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 University began to evaluate an increase to employee SOV permit rates.

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

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.

July 2021 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.

July 2022 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.

July 2023 Update: VanShare and VanPool vehicles 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.

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.

July 2021 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.

July 2022 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.

July 2023 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 maxi-pool program continued to provide (A) 5 days per month complimentary SOV parking for employee participants enrolled in employee ORCA payroll deduction and participate in the maxi-pool program; 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 maxi-pools are also available to employees that don't have a University ORCA card, but

employees must bear the cost to ride. There are no SOV parking benefits for these employees.

2. Increase ridership by:

a. Marketing program benefits to the SU population.

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%.

July 2021 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 21.8% (corrected due to omission in FY2020 data) as of this reporting period, which exceeds the University goal of 35%. Due to COVID, orientations were virtual.

July 2022 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 21.8% as of this reporting period, which exceeds the University goal of 35% as determined by the Fall 2019 CTR survey and Spring 2020 student commute survey. Student and new employee orientations were held in person and virtually.

July 2023 Update: The University continued to market HOV program benefits at employee new hire orientations, and new in-coming student orientations. Transportation 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 30.2% as of this reporting period, which exceeds the University goal of 35% as determined by the Fall 2022 CTR survey and Winter 2023 student commute survey. Student and new employee orientations were held in person and virtually.

- b. Working with other First Hill institutions to fill vans with SU riders.
  - 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 light rail, ORCA and transit.
  - July 2021 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 light rail, ORCA and transit.
  - July 2022 Update: Seattle University continued to focus its resources on strategies for programs with larger user groups than VanPool and VanShare such as light rail, ORCA and transit.
  - July 2023 Update: Seattle University continued to focus its resources on strategies for programs with larger user groups than VanPool and VanShare such as light rail, ORCA and transit.
  
- c. Marketing to potential riders through promotions, special events, and promotion of Metro’s RideShare program.
  - 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.
  - July 2021 Update: The University continued to focus efforts on employee orientations, in-person assistance, website and informal communication networks.
  - July 2022 Update: The University continued to focus efforts on employee orientations, in-person assistance, website and informal communication networks.
  - July 2023 Update: The University continued to focus efforts on employee orientations, in-person assistance, website and informal communication networks.

3. Provide the following benefits:

- a. HOV and Parking subsidies
  - 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.

July 2021 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.

July 2022 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.

July 2023 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 Metro vans that park on campus. The maxi-pool program continued to provide (A) 5 days per month complimentary SOV parking for employee participants enrolled in employee ORCA payroll deduction and participate in the maxi-pool program; 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 Metro maxi-pools are also available to employees that don't have a University ORCA card, but employees must bear the cost to ride. There are no SOV parking benefits for these employees. Employees who use their personal car for carpooling pay \$55 per month to park.

b. Guaranteed Ride Home program

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.

July 2021 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, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2022 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a Lyft ride home in case of an emergency for staff who bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2023 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of a Lyft ride home in case of an emergency for staff who bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

c. Preferential parking

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.

July 2021 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles in the form of reserved spots. Demand remained low due to continued remote operations.

July 2022 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles in the form of reserved spots. Demand remained low due to continued remote operations.

July 2023 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles in the form of reserved spots. Parking demand continued to be met.

d. Staff access to ride share program.

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>

July 2021 Update: Though usage declined due to continued remote operations, the University continued to encourage commuters to use the many options to get around the Seattle region, including VanPool and VanShare. The Seattle University Ride Share Board continued to help ConnectSU users find others who may be interested in sharing rides. <https://seattleu.campuslabs.com/engage/organization/rideshare> Rideshare services such as Lyft and Uber also continued to be non-University sponsored alternatives in lieu of its own program.

July 2022 Update: Seattle University encourages commuters – faculty, staff, and students – to use the many commute options available in the Seattle region. The University continued to support VanPool and VanShare participants. On-demand rideshare services such as Lyft and Uber continue to be non-University sponsored alternatives in lieu of its own program. The online Seattle University Ride Share Board helps ConnectSU users find others who may be interested in sharing rides.

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

July 2023 Update: Seattle University encourages commuters – faculty, staff, and students – to use the many commute options available in the Seattle region. The University continued to support VanPool and VanShare participants. On-demand rideshare services such as Lyft and Uber continue to be non-University sponsored alternatives in lieu of its own program. The online Seattle University Ride Share Board helps ConnectSU users 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 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.

July 2021 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.

July 2022 Update: The University continued to maintain a supply of 500 spaces, which is greater than the demand. The inventory is also 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 2023 Update: The University continued to maintain a supply of around 500 spaces, which is greater than the demand. The inventory is also 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.

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.

July 2021 Update: The University resumed regular access to lockers and showers in the Student Center once Public Health Guidelines were met. The Fitness Center remained closed to the general campus community due to COVID.

July 2022 Update: The University resumed regular access and availability to all campus lockers and showers in the Student Center and the Fitness Center.

July 2023 Update: The University continued regular access and availability to all campus lockers and showers in the Student Center and the Fitness Center.

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

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.

July 2021 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day in compliance with COVID guidance.

July 2022 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day in compliance with COVID guidance.

July 2023 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day in compliance with COVID guidance. Transportation Services also answered bicycle commuting inquiries at the service counter on an as-requested basis.

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

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

July 2021 Update: Public bike share programs continued to be available to campus members in lieu of a University-sponsored program.

July 2022 Update: Public bike and scooter share programs continued to be available to campus members in lieu of a University-sponsored program.

July 2023 Update: Public bike and scooter share programs continued to be available to campus members in lieu of a University-sponsored program.

- 2. Provide incentives and benefits including:

- a. Guaranteed ride home in case of emergency

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.

July 2021 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, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2022 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost Lyft ride home in case of an emergency for staff that bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2023 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost Lyft ride home in case of an emergency for staff that bicycle, transit or carpool 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.

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.

July 2021 Update: Employees who did not have a monthly parking pass such as bike commuters could enroll into the employee ORCA program. This program gives more options for non-SOV commuting and allowed the employee to pair transit with their bicycle commute as needed.

July 2022 Update: Employees who did not have a monthly parking pass such as bike commuters could enroll into the employee ORCA program. This program gives more options for non-SOV commuting and allowed the employee to pair transit with their bicycle commute as needed.

July 2023 Update: Employees who did not have a monthly parking pass such as bike commuters could continue to enroll into the employee ORCA program. This program gives more options for non-SOV commuting and allowed the employee to pair transit with their bicycle commute as needed.

c. Staff access to ride share program

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 (e.g., 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

July 2021 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options. COVID19 precautions and continued remote working and learning reduced the demand for these programs during the reporting period.

July 2022 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

July 2023 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also options.

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

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.

July 2021 Update: The university hosted an on-campus celebration station for Bike Everywhere Day in compliance with COVID guidance.

July 2022 Update: The university hosted an on-campus celebration station for Bike Everywhere Day in compliance with COVID guidance.

July 2023 Update: The university hosted an on-campus celebration station for Bike Everywhere Day which distributed giveaways, food and biking information.

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

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.

July 2021 Update: The University continued to maintain a supply of 500 spaces, which is greater than both 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 2022 Update: The University continued to maintain a supply of 500 spaces, which is greater than both 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 2023 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.

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.

July 2021 Update: The University resumed regular access to lockers and showers in the Student Center once Public Health Guidelines were met. The Fitness Center remained closed to the general campus community due to COVID.

July 2022 Update: The University resumed regular access and availability to all campus lockers and showers in the Student Center and the Fitness Center.

July 2023 Update: The University continued regular access and availability to all campus lockers and showers in the Student Center and the Fitness Center.

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

July 2019 Update: Traffic signals were installed at 12<sup>th</sup> and E. Marion and 12<sup>th</sup> 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 10<sup>th</sup> Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations. Pedestrian flags continued to be available at 10<sup>th</sup> 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 10<sup>th</sup> Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations. Pedestrian flags continued to be available at 10<sup>th</sup> and E. Madison Street to improve pedestrian safety.

July 2021 Update: As part of the BRT design, SDOT plans to install a new pedestrian signal at 10<sup>th</sup> Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations. BRT construction is scheduled to begin October 2021. The university has not received a detailed schedule of when improvements to the pedestrian crossings on Madison will be complete, but overall project duration is expected to be approximately two years.

July 2022 Update: BRT construction began during the reporting period. The City has indicated that the BRT design includes a new pedestrian signal at 10<sup>th</sup> Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations.

July 2023 Update: BRT construction continued during the reporting period. The design continues to include a new pedestrian signal at 10<sup>th</sup> Avenue and E. Madison to help people cross Madison and get to Seattle University and other destinations.

2. Provide the following incentives and benefits:

a. Guaranteed ride home in case of emergency

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.

July 2021 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, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2022 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of Lyft ride home in case of an emergency for staff that bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

July 2023 Update: Seattle University continued its Guaranteed Ride Home program that pays the cost of Lyft ride home in case of an emergency for staff that bicycle, transit or carpool to work, with modifications for employees who experienced COVID-like symptoms.

b. Two free SOV parking passes per month for staff

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.

July 2021 Update: 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.

July 2022 Update: Eligible employees continued to be 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.

July 2023 Update: Eligible employees continued to be 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

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 (e.g., 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

July 2021 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options. COVID19 precautions and continued remote

working and learning reduced the demand for these programs during the reporting period.

July 2022 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options. Remote working and learning reduced the demand for these programs during the reporting period.

July 2023 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 (e.g., First Hill Streetcar, Capitol Hill Link light rail) were also ride share options.

d. Security escorts for trips within two blocks of campus

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.

July 2021 Update: Budget and improved options closed the Nighthawk vehicle safety program 7/1/20. Alternative options included car share programs like Uber and Lyft; improved bus service on the East Jefferson and East Madison corridors; the streetcar service on Broadway; and the Capitol Hill light rail service. The walking escort program continued and 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 2022 Update: Budget and improved options continued to keep the Nighthawk vehicle safety program closed. Alternative options included car share programs like Uber and Lyft; improved bus service on the East Jefferson and East Madison corridors; the streetcar service on Broadway; and the Capitol Hill light rail service. The walking escort program continued and 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 2023 Update: Budget and available public transportation options continued to keep the Nighthawk vehicle safety program closed. Alternative options included car share programs like Uber and Lyft; improved bus service on the East Jefferson and East Madison corridors; the streetcar service on Broadway; and the Capitol Hill light rail service. The walking escort safety program continued to be available on campus. The Seattle University community may also request safety walking escort to locations within two blocks of campus 24 hours a day, seven days a week.

3. Develop additional benefits such as periodic drawings for prizes and individual recognition.
  - 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 (e.g., surveys).
  - July 2021 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 (e.g., surveys).
  - July 2022 Update: Planning for additional benefits continued to be suspended during the reporting period with no plans to reinstate this in the near future. Such incentives may be used on a case-by-case basis (e.g., surveys).
  - July 2023 Update: Such incentives were used on a case-by-case basis (e.g., survey incentives). Planning for additional benefits continued to be suspended during the reporting period with no plans to reinstate this in the near future.

**Element: Marketing**

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

Strategies:

1. Maintain on-line kiosk in Student Center
  - July 2019 Update: Students now access transit planning tools on their personal electronic devices (e.g., 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 (e.g., 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 2021 Update: Students continued to access transit planning tools on their personal electronic devices (e.g., 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 such as the ConnectSU Rideshare Board, and informal communication networks.
  - July 2022 Update: Students continued to access transit planning tools on their personal electronic devices (e.g., 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 such as the ConnectSU Rideshare Board, and informal communication networks.
  - July 2023 Update: Students continued to access transit planning tools on their personal electronic devices (e.g., 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 such as the ConnectSU Rideshare Board, and informal communication networks.

2. Maintain on-line access to transportation services

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.

July 2021 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.

July 2022 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.

July 2023 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

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.

July 2021 Update: Transportation program information was provided to the campus population through virtual orientation sessions [due to COVID], 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.

July 2022 Update: Transportation program information was provided to the campus population through in-person and virtual 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.

July 2023 Update: Transportation program information was provided to the campus population through orientation sessions, personalized email responses, 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 on campus.

4. Provide a minimum of four Commuter Information Centers on campus

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.

July 2021 Update: The Transportation Services office continued to provide information in person in a dedicated commuter center, and by email, phone and the Transportation Services website.

July 2022 Update: The Transportation Services office continued to provide information in person in a dedicated commuter center, and by email, phone and the Transportation Services website.

July 2023 Update: The Transportation Services office continued to provide information in person in a dedicated commuter center, and by email, phone and the Transportation Services website.

5. Promote programs in campus publications

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.

July 2021 Update: Promotion continued through electronic campus publications through the Transportation Services website, campus e-mails, and campus announcements.

July 2022 Update: Promotion continued through electronic campus publications through the Transportation Services website, campus e-mails, and campus announcements.

July 2023 Update: Promotion continued through electronic campus publications including the Transportation Services website 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.

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.



July 2021 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. Due to COVID, orientations were virtual, and ORCA To Go events were postponed.

July 2022 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. The University also helped market the King County Public Health outreach events on campus. Student and new employee orientations were held in person and virtually.

July 2023 Update: The University continued to focus its marketing on employee orientations, student orientations, on-campus ORCA Lift outreach events by King County Public Health, the website and campus announcements. Student and new employee orientations were held.

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

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.

July 2021 Update: Students continued to access transit planning tools on their personal electronic mobile 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.

July 2022 Update: Students continued to access transit planning tools on their personal electronic mobile 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.

July 2023 Update: Students continued to access transit planning tools on their personal electronic mobile 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.

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.

July 2021 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance.

July 2022 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance, and the stop continued to be published on the official event map produced by Cascade Bicycle Club. The University's cycling club and Department of Public Safety participated to celebrate and encourage to commuters at the station.

July 2023 Update: The University hosted a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance, and the stop continued to be published on the official event map produced by Cascade Bicycle Club. The University's cycling club and Transportation Services participated to celebrate and encourage bike commuters at the station.

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

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.

July 2021 Update: Transportation Services staff continued to assist with and be a liaison for transportation information and initiatives.

July 2022 Update: Transportation Services staff continued to assist with and be a liaison for transportation information and initiatives.

July 2023 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.

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).

July 2021 Update: Seattle University continued to partner with King County Public Health and King County ORCA Metro, though ORCA-To-Go events on campus were not hosted due to COVID. Meetings occurred virtually as needed with neighboring major institutions (Swedish, Virginia Mason, Seattle Central College and UW/Harborview).

July 2022 Update: Seattle University continued to partner with King County Public Health and King County ORCA Metro, though ORCA-To-Go events on campus were resumed. Meetings occurred virtually as needed with neighboring major institutions (Swedish,

Virginia Mason, Seattle Central College and UW/Harborview). The University also partnered with King County Public Health to deliver outreach events on campus.

July 2023 Update: Seattle University continued to partner with King County Public Health to deliver outreach events on campus, and King County ORCA Metro on a customer service basis. Meetings occurred 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.

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.

July 2021 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. The university hosted a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance.

July 2022 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. The University partnered with Cascade Bicycling Club to host a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance. The University's student-led cycling club and Department of Public Safety participated to celebrate and encourage to commuters at the station.

July 2023 Update: Transportation Services continued to support Housing and Residence Life, Orientation Programs and the HUB student help desk to share information. The University partnered with Cascade Bicycling Club to host a registration station for Bike to Work/Bike Everywhere Day event in compliance with COVID guidance. The University's student-led cycling club and Transportation Services participated to celebrate and encourage to commuters at the station.

## 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.

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.

July 2021 Update: No new on-campus student housing projects were planned during the reporting period.

July 2022 Update: No new on-campus student housing projects were planned during the reporting period.

July 2023 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.

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.

July 2021 Update: The University began a flex work pilot program that would provide flexible work options for staff based on job function. Options include 100% remote to a hybrid in-office and remote schedule, compressed or reduced work weeks, and off shifting. The results of the pilot will be used to develop and launch a formal flex work program.

July 2022 Update: The University evaluated the results of the flexwork pilot program. This program provides staff with flexible work options such as 100% remote, hybrid in-office and remote schedule, compressed schedule, or reduced work week hours. The University adopted the formal Staff Flexwork Program and will launch in the next reporting period starting on July 1st, 2022.

July 2023 Update: The University launched its Staff Flexwork Program and continued to provide staff with flexible work options such as 100% remote, hybrid in-office and remote schedule, compressed schedule, or reduced work week hours.

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

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.

July 2021 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 2022 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 2023 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% subsidy on transit passes. Parking costs help deter student drivers. 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.

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.

July 2021 Update: Student-facing service workflows and forms continued to be transitioned online. Use of chat and online screen sharing with tools like Zoom and Microsoft Teams increased and reduced the need to travel to offices. The University continued delivering remote learning for the majority of courses through the reporting period. Technology continued to be enhanced to deliver remote learning, and training expanded for instructors.

The Student Planning module was expanded. It was rolled out to more students to choose schedules up to three terms ahead and permitting automated registration. The module was also expanded to include faculty grading.

The university is reviewing lessons learned about remote instruction during the COVID-19 pandemic. Outcomes may include additional online and hybrid learning.

July 2022 Update: Student-facing service workflows and forms continued to be offered online. Use of online chat and online screen sharing with tools like Zoom and Microsoft Teams continued for activities like student advising. An online telehealth service was launched for enrolled students, and planning began for expanding remote video conferencing. While the University returned to its residential and classroom-based

undergraduate education mode, the number of online and hybrid courses offered continued to be greater than in pre-covid years. Graduate programs expanded their online programming during the reporting period.

Technology and tools were enhanced in the classroom to allow faculty to support additional remote teaching and learning as they and students need. The University continued to provide educational opportunities for faculty to develop and enhance their online and digital learning skills and knowledge for online learning education.

July 2023 Update: Student-facing services such as student advising continued to be offered online with tools like Zoom and Microsoft Teams, and online forms continued to be available.

The University continued to partner with an online telehealth service to provide virtual appointments for students.

While the University continued its residential and classroom-based undergraduate education mode, the number of online and hybrid courses offered continued to grow. Planning continued for some fully online graduate programs, such as the online counseling program. The growing Executive Education programs planned for more hybrid courses.

Planning started to further enhance classroom technology for hybrid and remote teaching and learning. Specifically, the project will improve videoconferencing in undergraduate and graduate classrooms. Use of the enhanced technology will begin next reporting period.

The University continued to provide educational opportunities for Faculty to develop and enhance their online and digital learning skills and knowledge for online learning education. It also added dedicated virtual conference rooms to support enhanced virtual meeting capabilities.

The University began to transition from conventional desk phones to Microsoft Teams phone capabilities. This allows employees to receive calls to university phone lines wherever they may be working, either through their laptop, tablet, or mobile phone. This transition is planned to conclude in the next 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.

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 cost of SOV parking 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.

July 2021 Update: Correction to July 2020: The University did not approve increasing the SOV rate for 2021 during the FY2020 reporting period. In FY2021, 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 continued at 10% (\$12.54) of the monthly cost of SOV parking rate.

July 2022 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 continued at 10% (\$12.54) of the monthly cost of SOV parking rate.

July 2023 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 continued starting at 10% (\$12.54) of the monthly cost of SOV parking rate.

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

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.

July 2021 Update: The University continued to limit resident parking permits and offer resident students the option to purchase subsidized ORCA passes at if they do not have a parking permit. One-day use ORCA permits were discontinued. COVID-related remote learning limited parking demand across campus. Resources and guidance for help with remote vehicle storage continued to be provided on a case-by-case basis.

July 2022 Update: The University continued to limit resident parking permits and offer resident students the option to purchase subsidized ORCA passes at if they do not have a parking permit. One-day use ORCA permits were discontinued. COVID-related remote learning limited parking demand across campus. Resources and guidance for help with remote vehicle storage continued to be provided on a case-by-case basis.

July 2023 Update: The University continued to limit resident parking permits and offer resident students the option to purchase subsidized ORCA passes at if they do not have a parking permit. Resources and guidance for help with remote vehicle storage continued to be provided on a case-by-case basis.

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

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.

July 2021 Update: The University continued 24/7 parking management and enforcement with license plate recognition (LPR) technology and parking permit control system.

July 2022 Update: The University continued 24/7 parking management and enforcement with license plate recognition (LPR) technology and parking permit control system.

July 2023 Update: The University continued 24/7 parking management and enforcement with license plate recognition (LPR) technology and parking permit control system.

- 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.

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 SDCI, 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.

July 2021 Update: During the reporting period, Seattle University maintained the cost of motorcycle parking at \$300 per year for employees and students to remain aligned with SOV parking permit rates of up to 10 days per quarter for an administrative fee of \$1 per day to register the car with transportation services.

July 2022 Update: During the reporting period, Seattle University maintained the cost of motorcycle parking at \$300 per year for employees and students to remain aligned with SOV parking permit rates of up to 10 days per quarter for an administrative fee of \$1 per day to register the car with transportation services.



July 2023 Update: During the reporting period, Seattle University maintained the cost of motorcycle parking at \$300 per year for employees and increased to \$360 per year for students to remain aligned 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.
  - 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.
  - July 2021 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 four periods. Around 85% of employees continued to work remotely which further reduced parking demand.
  - July 2022 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 2023 Update: Seattle University continued to provide a variety of incentives as described in this report to encourage staff and students to commute without a car.
  
- 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.
  - 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.
  - July 2021 Update: The number of parking spaces continued to be close to the minimum requirements. Transportation Services continued to monitor demand and manage numbers of parking permits to mitigate spillover. During the reporting period, spillover risk declined. Parking occupancy was approximately 10% of available spaces due to remote working, online classes, and no campus events held during the reporting period.
  - July 2022 Update: The number of parking spaces are close to the minimum requirements. Transportation Services monitors demand to limit spillover parking in the neighborhood.

July 2023 Update: The number of parking spaces are close to the minimum requirements. Transportation Services monitors demand to limit spillover parking in the neighborhood.

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.

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.

July 2021 Update: University continued to support the existing RPZ program by paying into the RPZ fund.

July 2022 Update: The University continued to support the existing RPZ program by paying into the RPZ fund.

July 2023 Update: The University continued to support the existing RPZ program by paying into the RPZ fund.

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

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.

July 2021 Update: Seattle University continued to network with institutional neighbors as needed.

July 2022 Update: Seattle University continued to network with institutional neighbors as needed.

July 2023 Update: Seattle University continued to network with 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.

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.

July 2021 Update: There were no campus events held during the reporting period so implementation plans were not used.

July 2022 Update: Campus events resumed. 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 2023 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.

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 Light Rail 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 Light Rail station, and rideshare programs such as Uber and Lyft.

July 2021 Update: There were no campus events held during the reporting period so communications about non-SOV travel modes were not used.

July 2022 Update: Campus events resumed. 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 Light Rail station, and on-demand rideshare programs such as Uber and Lyft.

July 2023 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 Light Rail station, and on-demand rideshare programs such as Uber and Lyft.

c. Procedures for signing and staffing events to direct attendees to parking supplies.

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 13<sup>th</sup> 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 13<sup>th</sup> 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.

July 2021 Update: There were no campus events held during the reporting period so signing and staffing events to support parking were not implemented. The University did, however, begin using a new guest parking tool to direct visitor to available parking.

July 2022 Update: Campus events resumed. The University resumed 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 13<sup>th</sup> and Cherry Street parking lot and Redhawk Center parking lot will serve as primary parking host facilities. The Murphy Garage will serve as a backup parking facility for these events.

July 2023 Update: The University event sponsor continued its procedures for signing and staffing events. 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 to support parking procedures the day of the event. For athletic events, the 13<sup>th</sup> and Cherry Street parking lot and Redhawk 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.

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.

July 2021 Update: The SOV goal of 35% was maintained as outlined in the MIMP.

July 2022 Update: The SOV goal of 35% was maintained as outlined in the MIMP.

July 2023 Update: The SOV rate based on the CTR survey and student survey is 30.2%, surpassing the goal of 35% outlined in the MIMP.

2. Maintain a Transportation Coordinator position.

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.  
July 2021 Update: The University maintained its Transportation Supervisor role for the organization, which includes responsibilities as employee transportation coordinator.  
July 2022 Update: The University maintained its Transportation Supervisor role for the organization, which includes responsibilities as employee transportation coordinator.  
July 2023 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.

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.

July 2021 Update: The Commute Trip Reduction Survey (CTR-S) planned for October 2021 was postponed by the City of Seattle to Fall 2022. The University's employee and student survey is planned for Winter 2023.

July 2022 Update: The Commute Trip Reduction Survey (CTR-S) continued to be planned for October 2021 was postponed by the City of Seattle to Fall 2022. The University's employee and student survey is planned for Winter 2023.

July 2023 Update: The Commute Trip Reduction Survey (CTR-S) was administered Fall 2022. The University's employee and student survey was administered Winter 2023.

4. Conduct CTR surveys every two years.

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.

July 2021 Update: City of Seattle postponed the October 2021 CTR Survey. The next survey will be completed in Fall 2022.

July 2022 Update: The CTR survey continued to be planned for Fall 2022.

July 2023 Update: The Commute Trip Reduction Survey (CTR-S) was administered Fall 2022. The University's employee and student survey was administered Winter 2023.

5. Provide annual reports to SDOT.

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.

July 2021 Update: The University will complete and submit the CTR program report (CTR-RS) when it receives the notice of due date.

July 2022 Update: The University completed and submitted the CTR program report in January 2022. The University will complete and submit the next report when the City advises the due date.

July 2023 Update: The University will complete and submit the CTR program report (CTR-RS) when it receives the notice of due date.

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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"><li>• There was no new non-leased activity within the MIO boundary during the reporting period.</li></ul>		

**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
<ul style="list-style-type: none"><li>• There was no new non-leased activity within the MIO boundary during the reporting period.</li></ul>		



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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**

<b>Name of Building and Address</b>	<b>Proposed Use</b>	<b>Gross Square footage</b>
<ul style="list-style-type: none"><li>• There was no new leasing activity outside the MIO but within the 2,500 foot boundary during the reporting period.</li></ul>		

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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"><li>There were no acquisitions or sales between the MIO and 2,500 feet during the reporting period.</li></ul>		

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**ATTACHMENT B1: 2022-2023 COMMUTE TRIP REDUCTION (CTR) EMPLOYER SURVEY REPORT**

See following pages.