



June 7, 2019

To: Ann Sutphin, Seattle Department of Transportation (SDOT)

Re: May 8, 2019 SDOT recommendation for required student SOV goal

Thank you for your memo dated May 8, 2019. We are pleased that the City agrees that the University's effort to increase the supply of on-campus housing provides significant mitigation for transportation impacts. The University is proud of the investment it has made in on-campus housing, which not only reduces the University's trip generation, but also reduces its carbon footprint (both due to reduced transportation needs and increased building efficiency over typical rental housing), increases the safety and security of the campus and the neighborhood, and helps the University foster a collegial learning environment for its students.

We agree with your suggestion that the University align its student surveys with CTR surveys for employees, which would facilitate efficient measurement of all constituents. In addition, we would like our student goal to be measured consistent with employee CTR methods. Ideally, we could use the same survey form and conduct the survey at the same time for both groups. To that end, we suggest defining which students are surveyed similarly to the CTR "affected employee." We propose defining the relevant student as one who is enrolled for 10 or more credits when school is in session, resides or takes classes on the University's Queen Anne campus at least two days per week, and commutes during the CTR-defined morning peak commute hours.

In addition, we feel that the University's student goal should be closer to the CTR goal for Elliott Corridor/Interbay. In the City's draft CTR Strategic Plan, the goal for the network is 49.1%, the third-highest in the City. This rate reflects the relative deficiency of public transit in the network. Given the reasonably good transit service for Ballard and Interbay, the 49.1% DAR goal for the entire network presumes a higher DAR for areas that are underserved by transit, such as the University's campus. Even with the University's investment in on-campus housing and other trip reduction efforts, it is not reasonable to expect that University students will be able to drive at rates so significantly lower than the City anticipates from employees in the network.

We look forward to your response.

A handwritten signature in black ink, appearing to read "David B. Church".

David B. Church
Assistant Vice President for Facility Management