



Transportation Management Plan Report

July 1, 2018 to June 30, 2019

Overview & Goals

The University's Transportation Management Plan (TMP) includes programs and strategies designed to reduce parking and traffic demands associated with projected growth at Seattle Pacific University. It is intended to encourage faculty, staff and students, through incentives and disincentives, to reduce the number of vehicle trips to campus.

Seattle Pacific University offers alternative transportation methods such as the ORCA Pass, a 100% subsidized transit pass offered to all employees for a \$25 annual usage fee, that includes Metro, Community, Everett, Kitsap, Pierce and Sound Transit travel, in any zone and any time of day; Van Pool, where the University subsidizes the monthly fare; Van Share through Metro Van Share at no cost to eligible SPU employees; Ferry Subsidies which are available to employees who combine transit, biking, walking or pooling with their Ferry rides; Car-pool where carpools containing more than three people receive a reserved parking space for free; Bicycling/walking, the University offers free lockers and access to showers for those who walk or bike to work at least three days a week; and finally Zipcar, which allows alternative transportation commuters to run errands or get to appointments free of charge.

In the Transportation Management Program section of the University's Adopted Major Institution Master Plan (MIMP) it states that the goal of the new TMP will be to reduce the number of employee commuter SOV trips to fifty percent (50%) of the total number of weekday commuter trips excluding employees whose work requires the use of a private automobile during working hours. Program participants will include all fulltime (.8 FTE and above) employees meeting the following criteria:

- Arrive on weekdays between 6 a.m. and 9 a.m.
- Leave on weekdays between 4 p.m. and 6 p.m.
- Do not require private vehicle to conduct their work assignments.

The Commute Trip Reduction Survey is administered periodically in accordance with the commute trip reduction law and the next survey will occur in October 2019. The results of the 2015 and 2017 Commute Trip Reduction Surveys for affected employees (those who fit the criteria shown above) shows the following:

Commute Trips by Mode – Affected Employees

| Commute Type | # of Trips Reported During Survey Week | | % of Trips Reported During Survey Week | |
|-----------------------------|--|-------------|--|-------|
| | 2015 | 2017 | 2015 | 2017 |
| Drive Alone | 988 | 1,027 | 51.2% | 51.8% |
| Carpool | 206 | 160 | 10.7% | 8.1% |
| Vanpool | 56 | 52 | 2.9% | 2.6% |
| Bus | 244 | 362 | 12.6% | 18.3% |
| Rail | 55 | 59 | 2.8% | 3.0% |
| Bike | 93 | 89 | 4.8% | 4.5% |
| Walk | 159 | 128 | 8.2% | 6.5% |
| Telework | 87 | 81 | 4.5% | 4.1% |
| Compressed Work Week | 4 | 8 | 0.2% | 4.0% |
| Boarded Ferry w/vehicle | 3 | 0 | 0.2% | 0% |
| Walked on Ferry | 13 | 12 | 0.7% | 0.6% |
| Other | 23 | 5 | 1.2% | 0.3% |
| Total Trips Recorded | 1931 | 1983 | | |

Program Elements

Transportation Coordinator (TC). Heather Eide is the University's Transportation Coordinator (TC). She regularly distributes transportation and Commute Trip Reduction information to students and employees of the University.

Periodic Promotional Events. The TC organizes several promotional events in coordination with King County Metro and local networking groups. Information is provided to all new employees and students during welcome orientations. Commute alternatives and incentives are highlighted during the annual Human Resources Benefits Fair and other events such as Bike to Work Month (May of each year).

Commuter Information Center. This Center is located in the Office of Safety and Security. In addition, the University distributes information to employees via a virtual information center on the Safety and Security website (www.spu.edu/security/). Information is also distributed to new employees at welcome orientation and through the weekly online Faculty Staff Bulletin.

Ridematch Opportunities. Employees and students are encouraged to contact the University TC who provides customized ride match options that allows employees to locate SPU commute partners. The TC uses a targeted marketing technique to email employees living within a 5-15 mile radius of each other to encourage them to create vanpools or carpools.

Supplemental TMP Requirements

1. **Parking Fees and Residential Park Zones:** Any vehicle owned or operated by an SPU student or employee must be registered with Safety and Security whether it is parked on campus or on adjacent city streets. Registration is free. Parking permits are sold for campus residential parking as well as commuter parking for employees and students. Parking fees are reviewed annually to encourage non-SOV use while still minimizing spillover parking on neighborhood streets.

The University continues to support the existing adjacent RPZs by paying for all costs associated with program administration and signage as well as the cost of all permits issued. The University is further committed to supporting and paying for the creation of new RPZs in the surrounding neighborhood if initiated by the property owners. In the past year no interest has been expressed about creating any new RPZs on the streets adjacent to campus.

2. **On-line Program Information.** Parking information is available at the Safety and Security website, www.spu.edu/security/parking.asp.
3. **Transit Subsidies:** The University offers all employees a 100% subsidized transit pass with a \$25 usage fee to utilize Metro's ORCA Pass program. Transit subsidies now support Metro vanpool rides, full regional transit services and guaranteed ride home. This year 291 employees are signed up for this program. Students receive transit subsidies of 30% against a monthly ORCA Pass. 162 passes were sold this academic year. In addition, temporary loan passes are available free of charge for one half day and made available to residential students.
4. **Carpool/Vanpool Subsidy:** There are three north end van pools and three Seattle based van shares operating with approximately 38 participants. Employees utilize their SPU ORCA Pass which subsidizes the monthly ridership fee. This year the University had 111 students and employees utilizing carpools. A two-person carpool receives a reserved carpool parking space at half the cost of the annual parking fee. A reserved parking space is free to carpools of three or more people.
5. **Transit Service Improvements:** In March of 2017 Metro Transit extended routes 3 and 4 to West Nickerson Street, providing additional transit service to campus. Prior to the reroute, the University worked cooperatively with Metro to find new layover locations for these two extended routes on streets within the Major Institution Overlay (MIO). The University also provides "comfort station" access to operators, including after-hour access, in two campus buildings.
6. **Carpool/Vanpool Preferential Parking:** As an incentive, all vanpools and carpools are assigned reserved preferential parking.
7. **Bicycle Parking & Amenities.** Many University employees live within easy bicycling and walking distance of campus. To encourage this type of commuting, the University offers free lockers and access to showers at Royal Brougham Pavilion for those full-time employees who will be biking or walking to work at least three days per week. In 2016 we launched a specific bike theft and safety program which

provides information to bikers on how to register their bike with bikeindex.org which creates a searchable database of registered bikes. Users can register their bikes at no cost. It is open-source, so anyone can search the entire database if they encounter a bike they think may be stolen, or want to ensure that they're not buying stolen property when they purchase a bike from an online or local seller.

8. **Motorcycle Parking:** The University allows all employees and commuter students who commute to campus using motorcycles to park for free in SPU commuter parking lots.
9. **Guaranteed Ride Home (GRH).** GRH allows employees who cannot drive themselves home due to family emergency, illness, or an unexpected change in scheduling a way to get home, to the hospital, or to the site of a family emergency. GRH is offered to any University employee that uses alternative transportation and needs a ride in case of an emergency. The University, through King County Metro Transit, pays for the price of a taxi ride up to 60 miles one way from the University.
10. **Telecommuting and Distance Learning:** SPU supports flexible scheduling options that are mutually agreed upon by both SPU and the employee, including telecommuting and working from home. In the most recent CTR survey, 52 (12.8%) of the CTR Affected Employees indicated that they telecommuted at least once during the survey week.

While some classes are offered exclusively online or "blended" (combination of classroom and online), this past year the University delivered 94.92% of its undergraduate classes in a traditional classroom setting. This is in accordance with our identity and mission and consistent with what was stated under "Decentralization Plans" on page 35 of the Adopted MIMP, which reads "However, face-to-face interaction in a campus setting is expected to continue to be the major means by which the University delivers its education and maintains a strong community of learners."

11. **Health Sciences Shuttle Service:** The Health Sciences Shuttle was discontinued over a decade ago due to Health Sciences program changes and substantially reduced ridership as students began using Metro Transit due to the greater flexibility in schedules.
12. **Pedestrian Access:** Pedestrian improvements, including enhanced exterior lighting, have been a primary focus with each new project that has been developed since our master plan was adopted. The University has worked routinely with SDOT to ensure that marked crosswalks are clearly visible for pedestrian safety. There were no new projects this past year so no changes to pedestrian access were made this past fiscal year.
13. **Pedestrian & Transit Safety Escort.** The Office of Safety and Security provides safety escorts to employees and students within ten blocks of campus upon request.
14. **Areawide Coordination:** Area network group meetings were canceled by Metro several years ago. SPU employees are encouraged to use Rideshare Online to connect with other interested commuters.
15. **Flextime:** SPU supports flexible scheduling options that are mutually agreed upon by both SPU and the employee. Flexible schedules include variations in daily start time or a compressed workweek provided those schedules comply with state and federal wage and hour laws.

In addition to the required and supplemental implementation requirements, the University has implemented several other CTR program incentives, which include:

Zipcar: Zipcar, a car sharing company which rents cars by the hour, is free to qualifying SPU faculty and staff that regularly use alternative methods of transportation for their commute to work. Employees that routinely bicycle, walk, bus, carpool, or vanpool to work can use the Zipcar for occasional errands or appointments during their workday for free. The University currently has 91 employees on our Zipcar business account. There are 4 cars located on campus at this time. Zipcar offers SPU students age 18 and older a reduced student rate of \$15/year, as opposed to the normal \$70/year, since the University provides dedicated parking spaces on campus for Zipcar. 61 students are enrolled as of the date of this report. Locating Zipcars on campus also offers the Queen Anne neighborhood a benefit in that anyone can become a Zipcar member and use the vehicles.

Ferry Subsidy: The University provides a subsidy of up to \$35 per month for employees who carpool, walk, or bike onto the ferry. Eleven employees have signed up for this program, four of whom submit the subsidiary form on a regular basis.