Site Circulation

The structure of the Seattle University campus hangs on the city street grid. Though much of the campus is closed to vehicular traffic, except for service, the primary pedestrian circulation paths are still composed of the 30-foot wide paved streets with curbs, manhole covers, concrete and asphalt paving, as well as some of the original cobblestone and brick paving. Repairs over the years have resulted in an asphalt patchwork and an uneven walking surface.

Pedestrian Circulation

Wayfinding is often confusing to new visitors because the former north-south street names have been largely abandoned in favor of using the terms Upper Mall and Lower Mall, and the east-west street names are not marked with signage. Visitors have commented that they often do not know when they have entered the campus because of the continuity of the city street grid.

In two notable locations, the prominent street grid has been replaced with more appropriate pedestrian-scaled walkways:

- A wide stairway with landings runs up East Marion from the Upper Mall to Broadway.
- The street has been narrowed to approximately 16 feet alongside the Chapel of St. Ignatius, and becomes narrower through the Japanese-American Remembrance Garden, west of the Lynn Building, as it meets Madison.

Walking distances on campus are reasonable and most facilities are within a five minute walk, or ¼ mile. Interestingly, many perceive a longer walking distance from the Student Center to the Connolly Sports Complex, but it is actually no further than the walk to the Chapel of St. Ignatius. The quality of the walking experience to Connolly along the busy East Cherry Street lacks any sense of campus continuity.

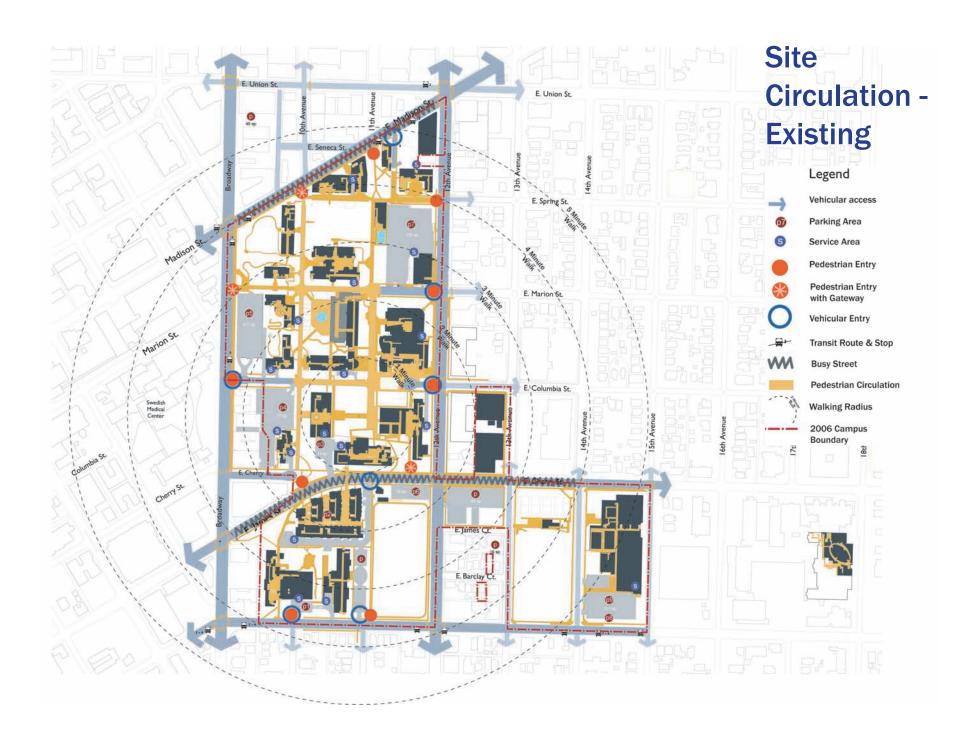
Pedestrian circulation across campus also occurs through buildings. The natural topography of the campus necessitates using internal stairs and elevators to circulate across campus, particularly in wet weather. A heavily used path is the north/south connection from the Murphy Apartments to Pigott Hall. Students either cross East James directly or they use the pedestrian skybridge to get to the Student Center. From there, many will use the second floor connection to the Library loggia along it's east façade to the open passageway into Bannan Engineering. From the passageway, they can reach the Quad or enter Bannan and walk downstairs and north through the Biology atrium, underneath the Quad, to reach East Marion Street, whereupon they enter Pigott Hall, which in turn provides access to the Union Green, and the Upper and Lower Malls.



The position of the Chapel on the former street grid creates an appropriately scaled pedestrian path.



Though still on University property, students perceive they are leaving the campus when they walk to the Connolly Sports Complex



Parking

Most visitors, staff or students arriving by private automobile to campus travel down 12th Avenue, Broadway or East James Street and enter campus via one of four major parking lots:

- East Marion Street (156 spaces), accessed off 12th Avenue. A student-staffed kiosk dispenses parking passes for this lot. There are no limitations on usage. This is the primary campus entrance and where visitors are directed to park.
- Broadway Garage (477 spaces), a 7-level garage accessed off
 E. Columbia. Parking passes are distributed to students and employees in advance according to their status as residents, commuters or evening students.
- Murphy Garage (535 spaces), on stepped levels beneath the Archbishop Murphy Apartments, accessed off East James Street.
 Parking passes are distributed to students and employees in advance according to their status as residents, commuters or evening students.
- Connolly Parking (101 spaces), at 14th and Jefferson.

There are several other minor parking facilities on or near campus. The 72-space parking lot west of Lemieux Library is open to all users. Visitors to the Lynn Building can use the few diagonal spaces located on the vacated street to the east of the building. The Arrupe Jesuit Residence has a few spaces for residents and visitors, as does the Bessie Burton Sullivan Skilled Nursing

Center. Staff and visitors can park in the small lot to the south of Campion Hall. There is a small temporary 16-space gravel parking lot at the northern edge of Logan Field, along East James Street. Until new student housing is built at the SE corner of 12th Avenue and E. Cherry, the lot has the capacity for 65 cars and is also acting as a storage yard. Finally, Seattle University leases the top deck of a private structure on Broadway just north of the Silver Cloud Hotel, which provides 45 spaces for general faculty and staff usage. In total, the university currently has 1,569 parking spaces available.

The presence of many surface parking lots scattered throughout the campus causes confusion for the users, and negates the feeling of a unified campus setting.

Service Access

Service to university buildings is an essential, and too often ignored, element of campus circulation. Regular deliveries are necessary only where there is food service, or laboratory functions requiring delivery of special materials. Other buildings may require periodic service access for items such as paper supplies, computer servers, books and school supplies and laundry. Most buildings on campus have or share a basic service entry or loading dock, except for the Administration Building, Garrand Hall and Sullivan Hall.

Currently, access to these service areas, via East Marion Street, is unrestricted. When full-size trucks park on the malls to make minor deliveries, they disrupt pedestrian

Alternative Means of Transportation

Because there is a shortage of parking on campus and nearby on-street parking is free and often not time-limited, many part-time students are choosing to park on the neighborhood streets. This is causing conflicts with neighbors who are asking the city to institute zoned parking. This would have a serious immediate effect on parking availability for students. Parking management strategies have been employed on campus to some benefit including restrictions for freshmen in student residences to bring cars to campus, and flexible scheduling of classes and work hours.

Encouraging transit use is one way of reducing private automobile traffic to campus. Students and employees can purchase discounted bus tickets and passes and Campus Public Safety dispenses information on routes and schedules. Because of the campus' proximity to downtown Seattle, there is frequent bus service to three of the streets bordering Seattle University. Metro bus line #9 runs north/south along Broadway, across Capitol Hill's higher-density residential area. Route #2 runs on E. Union Street, north of campus, as does Route #12 on Madison, connecting neighborhoods to the east of campus with downtown. Finally, bus routes #3 & #4 travel east-west along Jefferson Street, providing access to the southern edge of campus.





A constant site on campus, large delivery trucks reinforce the vehicular street origins of the campus and impede pedestrian flow.

In discussions with university students and staff, it was noted that bus stops on the campus periphery are not as comfortable as they could be, with few benches or shelters. Bus riders also noted that bus drivers announce arrival at Seattle University when the bus nears dilapidated housing on the corner of Broadway and E. Jefferson, leaving riders with a negative perception of the institution.

The proposed Sound Transit Light Rail line will stop at Broadway and East Denny, which is a half mile north of campus. Students, faculty and staff may well use this line when it is completed in 2014.

The campus runs a free Night Hawk shuttle bus in a 5-block catchment area around campus. Anecdotally, it was reported that many of the shuttle trips take students to their cars that are parked on neighboring streets, rather than to apartments or other housing.

Bicycling is another option for students and Seattle University employees to get to campus. With Seattle's hilly topography and extended rainy season, there are obvious challenges to bicycle commuting, but Seattle has a good infrastructure of bike trails and lanes. There are currently striped bike lanes along both sides of 12th Avenue, along East Cherry from 12th to the east uphill and on Broadway north from Madison.

The benefits to both the institution and to riders are clear—bike travel is cheaper than driving, has health benefits, and reduces pollution and the demand for parking spaces on campus. It is estimated that roughly 5,000 - 8,000 people commute to work daily by bicycle in the city of Seattle.

There are currently no bike shelters or locker facilities on campus, but there are a number of large bike racks near the Student Center, the Connolly Sports Complex, Campion and Bellarmine Halls and the School of Law. Most buildings have at least a single bike rack outside the main entrance.