

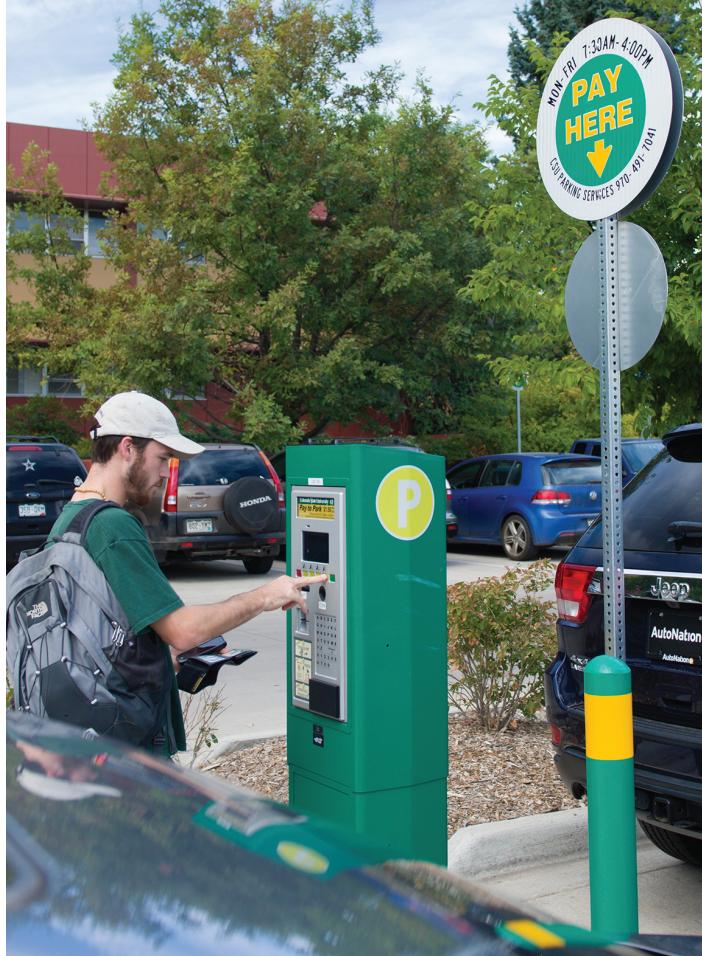
Parking Options at CSU



Since the 1970s, the university's master plan has called for parking to move to the perimeter of campus. Shifting parking from the campus core increases safety in areas dense with pedestrians, bikes and longboarders. It also helps to organize the university's physical layout by making internal space available for the university's academic and research focus.

The university is experiencing a new level of growth, both physically and in our student, faculty and staff population. We're also expanding the ways we engage the public, alumni and fans, by bringing them onto campus and sharing our collective university experience.

These factors create an environment with a mismatch of growth and parking supply, as well as spark the creation of new options for how people come to and get across campus.



Why does the university charge for parking on campus?

State statute dictates that parking must pay for itself on campus. This means that no tuition or student fee, university or state funds support any aspect of parking (operations, maintenance, parking lot or garage construction). Students, employees and visitors who park on campus have to pay to park by purchasing parking permits or paying for short-term, metered parking. Parking permit, meter and citation revenue are the primary sources of income to support parking needs on campus. This revenue goes back into building and maintaining parking spaces, parking garages, enforcing parking regulations, and parking and transportation infrastructure.

Why are permit rates increasing?

Costs are going up. The costs of building and maintaining parking spaces – in a garage or on a surface lot – is expensive, and the university has to keep pace. The majority of permits are increasing by 3 percent, an increase that keeps pace with inflation. But not all permits are increasing: This year we're also introducing some new, low-cost permit options to give commuters a selection.



What options are available to me, other than driving to campus and parking?

All students and employees receive a free Transport pass through student fees and Parking and Transportation Services support. You may ride any city bus route or MAX for free with your CSU ID, which acts as your pass. Parking and Transportation also supports multiple alternative transportation options. They'll match you with a car- or van-pool, help you lay out a plan to commute by bike, on foot or longboard, and even offer flexible permits and programs if you only want to drive to campus occasionally. They've invested in miles of bike trail, dozens of transit options and creative solutions to help give any commuter options.

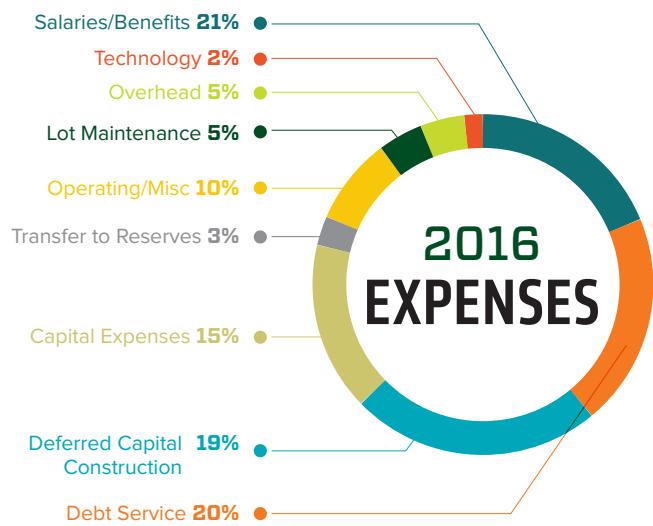
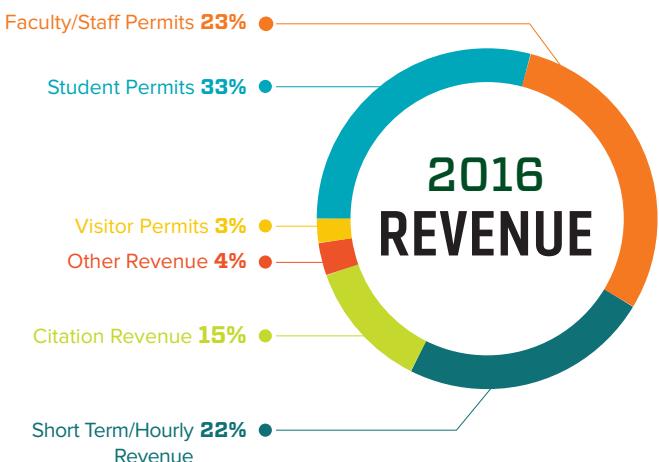
How are decisions about parking permit rates made?

Parking and Transportation Services has spent about nine months engaging campus to determine how parking will look in the future. The current proposal moving forward to the Board of Governors in May is the result of a shared community effort to find options and solutions.

Where do my permit and parking citation dollars go?

Permit and citation fees pay for all parking costs. Those include day-to-day operations, garage and surface lot construction and maintenance, enforcement and equipment. It also funds alternative transportation options and support on campus, such as the Around the Horn shuttle, and transit passes for all employees that can be used on MAX and Transport. This helps provide options for

campus commuters who no longer drive across campus to meetings, or who choose to take alternative transportation to campus, providing parking options for others because the university has only a limited amount of space for parking on campus.



COSTS UNCHANGED

\$250 Research Blvd lot permit

\$12 daily permits

\$1.75 per hour at short-term pay stations

50% SUBSIDY for employees earning less than \$35,000



COSTS INCREASING

Faculty and staff annual permits

Students who commute

Reserved parking

Includes current A section at Moby

Residence Hall permits

(did not increase to proposed rate in 2016)



COSTS DECLINING

New low-cost section of Moby lot:

\$400 faculty, staff and off-campus student permit (reduced from \$582 or \$536)

New low-cost Ingersoll lot:

\$400 residence hall students (reduced from \$628)

\$8 daily permits in Moby lot

\$6 daily permits in Research lot

\$1.25 short-term Moby lot

Check with Parking and Transportation Services for more information about parking changes on campus, including new weekday permit and expanded reserve space permit options, and changes to permits for government vehicles, employees with more than 30 years of service and retirees.

Campus was engaged through four open forums, discussions with employee councils and ASCSU, significant work from the Parking Services Committee (which also is represented by all employee councils, ASCSU, and units from across campus), and feedback from a parking consultant. In partnership with the Center for Public Deliberation, campus members had the chance to vote and comment on options. We worked within our current reality of the impacts of campus growth, congestion, diminishing parking inventory, increasing cost of living, and restrictions on parking in neighborhoods surrounding campus.

From this feedback, we created a proposal that aims for the greatest good, while also providing options to accommodate the diverse needs of individuals on campus. We worked to match campus growth and diminishing parking spaces with commuting and alternative transportation options, and continue our focus on providing safe and efficient access to parking on campus, all while maintaining financial viability for Parking and Transportation Services.

Through this process, we learned that, with a few changes, much of our current permit model best serves the greatest need. We also identified some changes, based on campus voices, such as creating some lower-cost permit options. No one plan will meet all needs, accommodate demand, and keep Parking and Transportation Services fiscally viable.

THESE RECOMMENDATIONS ARE THE WORK OF AN INCLUSIVE PROCESS TO STRIKE A BALANCE OF MEETING NEEDS FOR OUR CAMPUS COMMUNITY.



PARKING AND
TRANSPORTATION SERVICES
COLORADO STATE UNIVERSITY