

Survey Results regarding CSU Parking Models

Spring 2015

An email was sent to all faculty, administrative professionals, and classified staff inviting them to respond to this survey. 616 responses were collected. This document includes all the raw data from that survey (except for the first question, which asked for the name of the respondent)

Survey administered and analyzed by Martín Carcasson, Ph.D.,
and Director of the CSU Center for Public Deliberation

On April 6, an oral report was presented to Amy Parsons, CSU Vice President of Operations, and representatives of Faculty Council, Administrative Professional Council, and State Classified Councils regarding this survey as well as forums run by the CPD and email communication regarding the parking models. The handouts utilized during the oral report are available at: <https://web.libarts.colostate.edu/cpd/wp-content/uploads/sites/4/2015/04/csu-parking-report-april-2015.pdf>



CENTER FOR PUBLIC DELIBERATION

**This is the description of the survey provided
at the beginning of the survey:**

This survey was developed by Martin Carcasson with the CSU Center for Public Deliberation to gather additional input regarding potential changes to the parking models at CSU. The survey is built primarily around a memo sent from Amy Parsons, CSU VP of Operations, to the chairs of Faculty Council, Administrative Professional Council, and the Classified Personnel Council that worked to summarize the discussions they had to that point (the full memo is available at <http://col.st/4Z3bc>). The data from this survey, along with other feedback received through various means, will be used to design the open forums to be held on March 27 (starting 11, noon, and 1pm in the LSC Ballroom room 305A) and to provide Amy Parsons with a clearer sense of the preferences of the campus community.

These changes are being considered because with a growing campus population and new construction on campus, new parking facilities must be constructed, and the Parking and Transportation Services at CSU functions as an auxiliary, meaning they are required to fund themselves. In order to maintain a viable parking to student and employee ratio and to meet budget requirements, rates for permits must be raised.

Overall, this survey seeks responses to the pros and con regarding two options regarding CSU's parking system: (A) maintaining the current model with increased rates, and (B) moving to a tiered approach where three price levels of permits are available, so employees have the option to pay a premium for interior parking lots, or a lower rate for lots. Responses to this survey and data from the forums will also be used to consider additional changes or policies beyond these two options.

There are 4 pages to this survey. An initial page to provide the opportunity to react to several assumptions regarding this issue, a page to response to the pros and cons of option A, another for option B, and then a final page for your overall opinion and any additional comments.

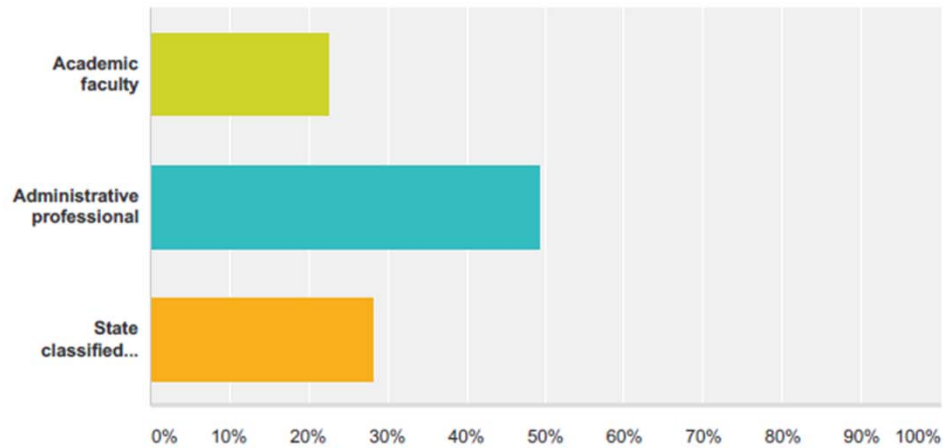
This survey will remain open through Wednesday, April 1.

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Q2 What group are you a part of on campus?

Answered: 606 Skipped: 10



Answer Choices	Responses	Count
Academic faculty	22.61%	137
Administrative professional	49.17%	298
State classified personnel	28.22%	171
Total		606

Q3 Shared assumptions. In the space below, feel free to comment on any of these assumptions. If you are responding to a specific assumption, please mark the letter clearly. The following assumptions were shared in the February 27 memo from Amy Parsons to the various councils. Shared Assumptions (Regardless of which parking plan is recommended to the Board):

- a. As the university population grows and some of the current parking inventory is displaced due to construction, CSU wants to keep pace and maintain roughly the same ratio of people vs. parking spaces that we have today (about 3 people to every space – doing nothing will take us to about 4 people for every one space), accounting for some increase in the use of public transportation.**
- b. Parking and Transportation Services (PTS), an auxiliary, is required to fund itself, including paying for infrastructure (garages, lots, meters), services, and alternative transportation such as MAX, Around the Horn, and Transfort.**
- c. The primary revenue streams for PTS are permits and citations. Currently (and historically) permit prices at CSU have been 40-50% below peers.**
- d. CSU aims to keep permit pricing as affordable as possible and will only raise rates by the amount necessary to finance infrastructure needed to keep parking ratios at acceptable levels and pay for alternative transportation.**
- e. CSU supports and encourages alternative transportation and will continue to fund, through parking revenues, free public transportation for all employees (Transfort, Max, Around the Horn). CSU will also continue to invest in bike and pedestrian infrastructure, ride share, and emergency ride home programs.**
- f. Moving parking options towards the**

perimeter of campus, and potentially off-site in the future, may present a safety concern for employees and students who must leave campus after dark or arrive at non-typical hours for shift work. PTS is examining affordable evening passes and options to allow those on campus in the evenings to move vehicles closer to the core of campus in the late afternoon. PTS will continue to work with CSUPD (including Safewalk), and alternative transportation options (Transfort, MAX, Around the Horn) to explore safety issues and solutions. In addition, they will work closely with Facilities Management to prevent and address lighting concerns in future construction areas. PTS will also work closely with the President's Commission on Women and Gender Equity to address safety concerns. g. CSU desires to support employees with the most financial need and recognizes that as permit prices rise, some employees will not be able to afford a permit and the free alternative transportation may not be a feasible option for everyone. Both to gather data about the need among the employee population, and to direct assistance where it is most needed, PTS will create a fund that can pay for partial or full waivers of the permit price increases for employees in need. This fund could be managed in conjunction with the employee hardship loan program, with the same committee reviewing applications and making awards. Each year, PTS, in consultation with the councils, will review the program and make appropriate adjustments in funding and/or administration. Feel free to provide any comments, questions, or suggestions about these assumptions in the space below.

Answered: 287 Skipped: 329

#	Responses	Date
1	In regards to financial need, this cannot be solely based on how much an employee earns. Some employees have high costs for childcare or eldercare. Additionally, students from limited income families will be disproportionately affected by increases to parking costs. Often times, limited income students must live further away from campus and have further commutes that may not be any easier by public transportation. While parking rates may be on par with our peer institutions, there needs to also be careful analysis of public transportation opportunities, cost of living, and demographics of the student body including Pell eligibility and/or limited income status.	4/1/2015 4:43 PM
2	E. The culture of the University and the department that you work for must embrace flexibility for public transportation or bike or pedestrian infrastructure to even be a viable option. Many people could utilize these options but the timing does not jive and therefore they are forced to drive. Having them available is not enough. The culture of the university needs to adapt for these transportation methods to truly be supported. Without flexible schedules, these are not truly options.	4/1/2015 3:42 PM
3	I think these assumptions are accurate. As Fort Collins housing continues to become less affordable, CSU employees who are at lower income brackets are likely going to have to live farther from access to public transportation which increases their commute through distance and/or transferring to public transportation / alternative methods. Also, please remember that many employees are parents. Traditionally moms are often those who leave work in the middle of their workday to take care of sick kids (who may require carseats), emergencies, aging parents, etc. Please take these points into consideration in parallel to the spirit of Ripple Effect and recognize how parking, safety, access, etc. can have an impact on how CSU is a great place for women to work. Lastly, I am of the mindset that Around the Horn would be utilized much more if the buses were able to get people to places that passenger cars are not already allowed to go--into the middle of campus, closer to their points of employment.	4/1/2015 3:36 PM
4	We understand maintenance of parking etc are costly. It is mentioned that the primary revenue streams for PTS are permits and citations. But it is important to find out how many employees (eg A permit holders) get more than \$50K per year. So I believe majority of the employees get salary below \$50K and the pressure of paying will be on these group of people. The people who get more salary should pay more for parking.	4/1/2015 3:23 PM
5	b. Around the Horn is a waste of resources. It can't go to any of the central areas on campus (e.g. library), and I hardly ever see anyone on the buses. e. Free public transportation is not good enough, currently. The buses do not run often or reliably enough to rely on them. If you miss one, you're stuck. If another bus were scheduled in 10 minutes, it might not be as big a deal, but a 30 minute wait for the next bus is not acceptable.	4/1/2015 10:10 AM
6	Just because parking fees are below the average does not justify increasing them. How does our pay compare to our peers? Also, parking is getting to be a regressive tax on employees both in money and time. You want us to park further away from our work areas which takes more time to get to, but yet you expect us to be on time to work. Or we have to rely on MAX or Transfort which might, or might not, be on time. How about making the charge for parking a percentage of our pay? What you are doing does not show much commitment to your lower paid employees.	4/1/2015 8:36 AM
7	Why does the PTS have to stand on its own? When it is said that prices at CSU have been 40-50% below peers, are these proper comparators, who are they?	4/1/2015 6:35 AM
8	A. One assumption made about this assumption is that parking spaces must remain the same size. They needn't. there is considerable heterogeneity in the size of the vehicles used by the university community. Besides having large "cars" which are the size of small trucks some drivers drive trucks. It can be considerably wasteful of space to park these large vehicles in spaces that could be used more efficiently. Arguments suggesting that segregating vehicles by size is unacceptable for one or another reason should be examined in the same light that support for alternative transportation is unacceptable for one or another reason. For example, social engineering.	3/31/2015 10:45 PM
9	The fee structure should also make allowances for carpooling. Moving parking options to campus perimeters must still provide for handicap parking on campus.	3/31/2015 3:57 PM
10	F. another concern about moving parking to the perimeter of campus is that many of us who work both on campus (microbiology building) and at the foothills campus on the same day, require close in parking in order to load our vehicles with supplies needed out at the foothills campus. Normally, we use the loading zones to load and unload, and park in nearby "A" lot parking. At times the loading zones are full and we park in "A" lot parking and then use a cart to transfer supplies. Although there is a bus service to the foothills campus, when we have several large containers full of items needed for experiments, we cannot ride the bus. A mix of perimeter/off campus lots and on campus parking would be a good solution, and as space on campus becomes more scarce, multi-story parking structures could help with this problem.	3/31/2015 1:47 PM

11	How much is the free public transportation used? I don't see many people on Around the Horn. Is that money well spent? Is the money PTS spends for MAX solely used to provide free transportation for CSU employees/students? I have heard that IDs are rarely checked, thus that system PTS is paying for is abused, and thus wasted. I feel cheaper parking permits would be a greater benefit to employees and students than the public transportation costs if indeed these resources are not widely used..	3/31/2015 11:57 AM
12	How much is the free public transportation used? I don't see many people on Around the Horn. Is that money well spent? Is the money PTS spends for MAX solely used to provide free transportation for CSU employees/students? I have heard that IDs are rarely checked, thus that system PTS is paying for is abused, and thus wasted. I feel cheaper parking permits would be a greater benefit to employees and students than the public transportation costs if indeed these resources are not widely used..	3/31/2015 11:46 AM
13	f. Does this mean that an employee would have to utilize a break or take time away from work in order to move their vehicle? Also, Facilities Management and PTS need to work to address lighting concerns already existing on campus. For instance, the lighting (or lack thereof) near Centennial and Johnson Halls.	3/31/2015 10:09 AM
14	I live in a rural location far off campus so alternatives to driving and parking aren't practical.	3/31/2015 8:50 AM
15	I work in the MIP department and we travel back and forth from main campus to the Foothills daily and with supplies. It is important to me to have parking close to my lab at main campus to transfer materials and travel back and forth in a timely manner, regardless of the cost of a parking permit.	3/31/2015 8:46 AM
16	I think there are additional issues for those of us with young families as we need to be able to respond to sick children calls from schools, take our children to the doctors, etc. and parking issues are adding considerable time to these kinds of needs. Also, there needs to be more invested in regulating bikes/skateboards on campus - they do not follow traffic laws and pose a risk to pedestrians and car drivers as well.	3/31/2015 7:58 AM
17	The administration has already decided what they are going to do, just like the stadium, and this is just another smoke and mirrors attempt to say they searched out staff opinions. Staff should have been involved long before it was reduced down to two very expensive solutions. The administration has lost touch with the real world and the problems of STUDENTS, faculty and staff. Money does not grow on trees.	3/30/2015 9:17 PM
18	c / d / g In the university's effort to support underpaid, non-tenure-track adjunct faculty, permit prices should reflect this. If permit prices increase, these should be only for well-paid, tenured faculty. e / f More parking is needed near MAX stops. Thank you for all of the considerations you listed above. It's wonderful to read these and know you are looking at the whole picture! :)	3/30/2015 6:11 PM
19	e. For those of us that do not live in the city it is difficult to use public transportation.	3/30/2015 4:42 PM
20	g. is of vital impact to all employees on campus. Many of us, although paid adequately, are not even making market value for our positions. The middle income squeeze with my basic lifestyle should NOT come from my employer over essential parking, as I must travel to all 3 CSU FC campuses regularly for my job - on my gas and mileage!	3/30/2015 4:19 PM
21	c. I don't feel that comparison with "peers" (whatever that means) is relevant as a justification. Focus on what is appropriate here regardless of what others are doing.	3/30/2015 3:47 PM
22	I know parking spaces don't bring in the revenue and benefits that new buildings do but I think it is important for a university to do all they can to provide adequate parking for it's employees	3/30/2015 2:54 PM
23	What peers charge is irrelevant to the discussion. Not everyone has access to public transportation, as it does not service ERC or Atmos. Those of us in these locations must park. Raising prices to the point of unaffordability for any should be the cutoff. Creating an assistance program further complicates the issue and is more of a problem for anyone to use it.	3/30/2015 2:26 PM
24	We are middle economic group and we have fixed budget for our kids' academic and extracurricular activities. Our annual salary does not increase every year so our annual parking price should not increase. Sometimes, it is also inconvenient for us to get parking if we come little late to campus because of appointments and in this situation, we pay money but donot get parking. I really donot support increase of parking price.	3/30/2015 2:07 PM
25	a. As the population grows, so does the number of passes sold. To use this as an excuse for a drastic increase in cost is disingenuous. Construction of the new stadium was opposed by most CSU employees. Our opinions were ignored and now - to add insult to injury - we'll have to pay way more for parking. b. Around the Horn is a waste of resources. It is hardly used - campus isn't so big that you can't walk. c. Who are the so-called peers?	3/30/2015 1:53 PM
26	My comments are primarily motivated by my situation of being a full-time working mother of a young child: CSU should provide shuttle service to and from Early Childhood Learning Center and the Sunshine House People with dependents should automatically qualify for a stipend that covers partial parking cost from the "hardship fund"	3/30/2015 1:42 PM

27	Regarding "g": This was the assumption closest to my concern--"need"--though my need is a physical one, as well as a financial one. I have bad knees and walking distances is difficult, particularly when carrying books, assignments, papers, laptop etc between classes and from car to classes. I regularly buy an 'A' lot permit, and this has worked well. That's the physical part. I am also Non Tenure Track Faculty in the English department (I've taught with the department for 12 years)...and so pay is minimal. Those points cover what, for me, are major concerns I have.	3/30/2015 1:29 PM
28	1. How to weigh Choice locations? What might be more remote and thus cheaper for me, might be a Choice location for that employee near that parking lot. 2. Definitely increases commute time when not parking in Choice lot. 3. The Sherwood/Laurel crosswalk should be made more prominent - many cars zip through that crosswalk even when a pedestrian is in the crosswalk. How about installing signs that emphasize it's State Law to Stop for Peds?	3/30/2015 1:07 PM
29	b. Parking is a requirement, not auxiliary c. compared to whose community/cost of living? The COL of FoCO is lower than many larger universities. You can't compare us to Boulder, for example. f. The risk-reduction is not worth the cost. Move parking to periphery and provide lighting and emergency access. Crime rate trends are down, only fear is up. g. totally agree. some faculty are very well paid compared to others, and everyone needs to get to work.	3/30/2015 12:52 PM
30	e. transport, etc., needs services ALL days/hours to accommodate ridership, ie: Sundays.	3/30/2015 12:34 PM
31	A. It is very frustrating when CSU vehicles or motor pool vehicles are stored (more than two days) in spots paid for by faculty and staff. There should be clear designation for these types of vehicles.	3/30/2015 12:31 PM
32	I think it would be helpful to provide concrete examples of who you consider our "peer" institutions (with reference to CSU being 40-50% below peers in parking permit costs).	3/30/2015 12:03 PM
33	We have to have better public transportation if you want people to use this as a means to get to and from work. The tier system is a class system and not a good idea. The hardship loan will not be enough to cover this. If my supervisor was flexible with my work schedule, I would find alternative means.	3/30/2015 11:36 AM
34	For assumption (b), why not allow departments to fund all or part of the parking permit? A number of years ago, I thought I heard that CSU now has authority to be exempt from state fiscal rules. If so, this might be a good start.	3/30/2015 11:08 AM
35	C./D./G - My comments are in regards to the financial strain that parking permits add to my personal scenario, which I am sure applies to other individuals. I am a mother of 2 young children and both are in daycare. I am currently at 60% appointment, but the same would apply if I was at 100% appointment. My salary currently pays for my family's medical/dental/eye insurance and parking permit, but my net income does not fully cover the costs for daycare. The increase in parking permits (which is a requirement for me as I am the main provider for my children's transportation), significantly impacts me financially as I already cannot cover the costs of their daycare. If my husband's employment could cover our insurance needs (currently his small company has very expensive premiums), we could not logically argue for me to continue to be employed at CSU as my net income (which does not cover our daycare costs) will only continue to decrease based on the parking expenses.	3/30/2015 10:38 AM
36	I think that 1 parking spots for every 4 people is not enough. Unfortunately, the public transportation system is not to the point yet where it is good enough to be practical as a primary source of transportation for anyone that doesn't live along the max line or the main bus routes. I think there needs to be more bus routes (especially ones that go all the way across the city and don't just end on campus) and also more parking garages on campus.	3/30/2015 10:07 AM
37	If i had to choose I would pick the tier approach. I think \$550 is actually a ridiculous amount of money to spend on parking as an employee in Fort Collins, Colorado. Especially for those employees who already don't make that much if they have to pay this much then ultimately they are making even less money per hour. We live in Fort Collins, not New York, or some big town that paid parking is a way of life. With young children I don't find that public transport is an option for me. If something happens and i need to get to my kids quickly, I can't without my own car. And there is not even a close Transfort stop near my house.	3/30/2015 9:47 AM
38	This all ignores the fact that the stadium consequences are huge and I haven't spoken to any employees who felt their voice was heard. We would need far less new parking if stadium didn't eliminate so many spaces. If voice wasn't heard regarding stadium, I'm honestly doubtful it will be heard regarding parking.	3/30/2015 9:11 AM
39	I find it hard to be believe that the ratio is now 3 to 1. I see open spaces in nearly all the large Faculty & Staff lots at mid morning and mid afternoon. How many parking spaces are there now and how many will there be in 2016? How many spaces will there be in each of the tiered lots if that is the plan picked?	3/30/2015 8:58 AM
40	Public transport and walking from perimeter parking facilities will add uncompensated time to start and end of workday.	3/30/2015 8:55 AM
41	The free use of public transportation is much appreciated!	3/30/2015 8:27 AM

42	c. parking in the summer for students should not be free. e. Around the Horn does not serve all of the campus, ex. Aylesworth/Library area are not part of the route.	3/29/2015 9:04 PM
43	It's unclear what kind of comments you're interested in receiving... b. I appreciate that PTS is self-funded, since it means that state, tuition, and research money aren't going to support it. I hope that won't change. c. When new rates are proposed, it would be great to state how these rates compare to those for peer institutions. d. Maybe my comment on the question below belongs here, too. Can PTS raise rates by a little bit more than necessary to build a reserve so that building future lots doesn't cause subsequent large jumps in permit fees? f and g. These seem like appropriate measures to address these situations, and I appreciate that the University and PTS are aware of and plan to support solutions to these issues. For f specifically, though, let's say that I will arrive at the University at 9 am, but plan to stay until 8 pm. Does this item suggest that I might be allowed to park in a distant (cheap) lot at 9 am, then go move my car around 3 pm to a spot closer to my building? I don't have time in my day to waste 20 or more minutes on this kind of trip. (Unless waiting for a transit option at 8 pm is going to take even longer. But that would significantly complicate my planning for an already long day at work.)	3/29/2015 1:19 PM
44	f. I do work various hours and need to come and go from campus several times during the day due to personal and work related issues. I arrive and leave in the dark many days of the week. Walking a great distance to get to my vehicle will increase the time of these trips considerably.	3/29/2015 12:30 PM
45	I'm not certain what you consider "peers" because I have worked at 2 other large public universities who had fairly similar parking fees. One was in a large city, the other in a city similar size to Fort Collins. I believe using data from universities on the East or West Coast and in large, dense cities there would inflate the cost and may not truly be "peer" when considering the parking and transportation situation in Fort Collins at large.	3/27/2015 5:28 PM
46	assumption a: The current ration of people to parking spaces reflects a lot of historic habits and very car-centric planning. Therefore, I believe that a higher ratio of campus people vs. parking spaces is easily reasonable and feasible given the other higher uses for the available real estate both on campus and near campus. assumption e: funding to support public transportation and other alternatives to driving (especially non-pooled single occupant cars) should not depend heavily on parking revenues. The value of not having the expenses associated with traffic and parking, and the value of the real estate for other uses needs to be recognized. If the University keeps parking fees artificially low and these same funds are relied upon to help with alternative transport, then I don't think this is a sustainable model. assumption f: parking needs to move out of core campus to the greatest degree possible. The lot on the west side of the library for example was not supposed to be there based on the library renovation design back from the 1990s. It is ugly and doesn't belong, and brings noise, air pollution and light pollution to the core of campus. The views from the library are seriously degraded. This is just an example. Most lots are open to anyone after 4pm so this safety-related assumption doesn't make sense to me. Yes - people can move their cars closer after 4 and they should do it on their own time.	3/27/2015 4:58 PM
47	Re (A), I would question the current policy that the university needs to grow rapidly. (B&C) While PTS may need to fund itself, since part of the need to build new infrastructure is caused by the loss of parking infrastructure due to the stadium, additional revenue should be provided from the Athletics budget. Likewise, since the subsidies for MAX seem to provide "green" marketing as much as serving transportation needs, additional funding for that should come from outside the PTS budget. (D&E) Since parking permit holders are probably less likely to get value from Transport services, it doesn't seem like fully paying for that from parking permit revenue well aligns services and costs. (F) Moving parking farther away clearly does create safety concerns that do not appear to really be addressed.	3/27/2015 4:18 PM
48	3a. Let's be honest about this - at least a portion of the parking problems on campus in the future are a direct outcome of the large parking lots being taken away to build the on-campus stadium. We were promised that the cost of the stadium would not be passed on to campus employees. Yet here we are now facing increasing costs for parking as we try to figure out what to do once these large lots are gone. 3b. How many riders use Around the Horn? Does this number merit the price to run this service? Its cost looks ridiculously high at \$500,000, which I assume is a yearly cost based on the information provided in the Parking Services P&L statements.	3/27/2015 4:10 PM

49	a. What is meant by "accounting for some increase in the use of public transportation"? Instead, let's build on the assumption that there is NO increase in the use of public transportation. c. While I know this is true, I am so, so tired of hearing that our permits are 40-50% below our peers. Our peer institutes also pay higher wages. Apples and oranges. Does that fact justify a 75% or more increase in comparable parking fees in one year? Did our peers reach their lofty permit fees all in one year? d. Understandable. But why must the students, faculty and staff be the sole contributors for a product we MUST have to safely attend work and/or school? Shouldn't the University have a stake in facilitating this need? f. What about the people who are either entirely disabled or not disabled but cannot walk a block or more. What about people who don't have an extra 45 minutes in the morning and 45 minutes in the afternoon to spend commuting? In addition, consider the impact on the nearby community needing to accommodate CSU's plan with no say in the matter. CSU is not being a good neighbor. g. This is a slippery slope. Who decides eligibility? Who oversees this process? Who will fund this? Will there possibly be enough available money to help everyone in need? Instead, permit fees should be a certain percentage (start with .5%) of one's salary.	3/27/2015 3:06 PM
50	As parking moves outwards, employees who have to move equipment around or work with heavy objects may need a new "Service Permit" class of parking permits to enable them to use service vehicle parking spots for limited time periods with their private vehicle. I have had this kind of permit at two other land-grants because of equipment associated with my work.	3/27/2015 3:04 PM
51	Parking off campus would not be at all feasible for those of us who need to run errands for our department around town during the day.	3/27/2015 2:58 PM
52	Re: C, it would seem only fair to clarify "peers." For example, does that mean of similar sized institutions, in cities of our size, that pay similar wages? Do those that are 40-50% higher have guaranteed spaces? Seems there's much context missing in this assumption. Re: F, is moving your vehicle mid-work day/shift really an option? Although it's great to have the President's Commission on Women and Gender Equity involved in safety concerns, safety concerns are just as big an issue for male employees, correct? Re: G, I love the idea of a fund to support those in need, but I have a feeling "need" will be in the eye of the beholder. If I am receiving on average a 2% raise each year, but spending 1% on a parking pass, I'm going to feel the need just as much as someone spending 3% of their salary on an expense to work at CSU. Re: b, why is PTS considered an auxiliary and required to fund itself? Seems like an essential service?	3/27/2015 2:45 PM
53	The biggest problem is Assumption B: that PTS is an auxiliary service and must be self funding. This is not sustainable now, and will become even less so in the future. The cost of parking infrastructure is getting way too big to be paid for with this model. There has to be a way to get funding from different sources to take the burden off the people who use it. I don't mind paying some for a parking permit, but having an increase from \$317 to \$550 a year is huge. You cannot just throw up your hands and do nothing, saying this is the way it is, sorry! I see a lot of new buildings going up and other construction. How about you get a percentage of the new building cost to go into PTS funding? This would pay for the new infrastructure costs and keep our permit fees lower. I don't want to hear there is nothing we can do about it, that is just an excuse for not trying. Think outside the box and challenge this assumption! The CSU workforce cannot keep paying more and more and more! They will stop buying the parking passes, and then you will have to charge even more, kind of a death spiral. Please work to get a different avenue of funding for parking! Change things at the state level if you need to. Assumption C- I am glad our prices are 40-50 % below others. But that in and of itself does not justify an increase. Keep in mind that all the people in Fort Collins who work for large private companies pay nothing for parking. So CSU is costly in that comparison!	3/27/2015 2:40 PM
54	I appreciate the thought and data put into this. I also appreciate the ability to use Max and Transfort at no cost, although, perhaps cost / benefit needs to be analyzed on that.	3/27/2015 2:23 PM
55	a. If the university wants to grow its population, infrastructure to support the growth needs to be in place and that includes reasonable parking for students and employees. f. Until safety concerns are completely addressed and programs in place, the current parking model should remain in force. g. Again, until these assistance programs are in place, the current parking model should remain in force.	3/27/2015 1:38 PM
56	No comment.	3/27/2015 1:38 PM
57	I think it is extremely unfair to make parking permit holders pay for "free" transportation. It discriminates against those employees who live in other communities besides Fort Collins, which does not have affordable housing options for families. If employees value the MAX and Around the Horn alternatives, they should be willing to pay for them. It should be financed by people actually using the service. Anything else is unjust. It is insulting to make lower-paid employees seek subsidies to their salary so they can pay to park at their place of work. And it is ridiculous to make employees leave their job to move their cars in the middle of the day.	3/27/2015 1:16 PM
58	Who is assuming this? I firmly believe that employees who do not earn as much as others should not have to bear this unequal percentage of parking fees. It is patently unfair.	3/27/2015 12:34 PM

59	I work only 15 hours per week so paying for a full price permit is quite costly. A part time permit for a certain number of hours on campus per week would be very helpful.	3/27/2015 12:33 PM
60	Need to have provisions for emergency transportation when moving parking further away from campus-those with dependent family members NEED to be able to respond to any and all emergencies. Also, moving parking away makes it more inconvenient to either work or attend off hours events.	3/27/2015 12:24 PM
61	e. As a mother of an infant, it is not feasible for me to use alternative transportation, as I must drop my son off at daycare , and use a carseat. Although I appreciate the fund that PTS is planning to create, my guess is that it will only cover the most severe financial needs. There are many of us who will probably fall very close to the severe need line, but who will not get any assistance by this fund. That is discouraging.	3/27/2015 12:23 PM
62	b. What opportunities or alternate funding sources could be considered in order to pay for O+M of surface lots? If PTS must pay for the O+M of these infrastructure pieces, that must put a high demand on their "resources". Can we look to other buckets of funding to cover those types of expenses? c. May be a more palatable statement if said - "Currently permit prices at CSU have been less that or ~\$1/day." People do not care about pricing at other places - they live and work here. Who many employees or students chose to be at CSU because of the relatively low price of parking. Please stop using that analogy. Just point out that \$1/day (or even \$2/day) is not too much to pay. d. Please see comment for b. e. Is there an alternate funding source for alternative transportation? Why do permit fees need to fund this program? These programs should not be tied to funding from permits. f. It's not about safety (not to discount those concerns) - but it is about time. In a tiered permit system the message is - if you are poor, you have time to ride a shuttle to a distant lot. That is a sad message. g. Nice idea. But again - let's just remind people that they are poor every chance we get. Oh sorry, can't afford a permit - please fill out this form and tell us why you are poor. Can't buy food - please fill out this form and tell us why you are poor. Can't afford reasonable housing - please fill out this form and tell us why you are poor. Why not just GIVE all employees earning below a certain threshold a FREE parking pass. Or, give that same group of employees a pay raise that offsets 100% of the cost of a permit.	3/27/2015 12:15 PM
63	In response to letter "e," it seems conflicting to have parking revenues support public transportation. More use of public transit takes pressure off parking and reduces need to buy permits. In turn, reduced parking revenue may jeopardize the needed subsidy to public transit. I suggest that supplementing public transit come from a different source. The lack of parking and increasing cost can and should be a disincentive to park and "free" public transit is an incentive to use the service.	3/27/2015 12:09 PM
64	Meters are not listed as a primary revenue stream. I personally see underutilized pay-by-the-hour spaces at the Lake Street garage. Would it be feasible to convert these metered spots to permit spots to increase parking, and therefore permit revenue at the same price point. Of the three major universities that I have been a member of, CSU has the most pay-per-hour parking.	3/27/2015 12:05 PM
65	I would not mind parking off campus as long as there were sufficient shuttle service between the lot and campus.I would presume the fee for parking off campus would be much less.	3/27/2015 12:03 PM
66	g. has the university considered a subsidized model that includes "premium" or "designated" parking spaces. I am often in meetings on and off campus, and the biggest challenge and time waste is parking. I personally would pay for a designated space, because I feel like I lose considerable time each week because of parking challenges. I say this also knowing that I bike to campus on days (tho they are fewer than the converse) when I do not have these kind of constraints on my schedule. However premium revenue like this could offset parking costs for employees on a need basis.	3/27/2015 11:56 AM
67	a. Planning is such that it is requiring parking to be outside of campus areas. This places hardship to the individuals that are supporting/working/and attending CSU, even though public transportation has greatly improved. b.Parking services runs in a positive fund balance with cash and fund balances running about 26M. It may be self funding, but is seemingly does quite well for itself and the University. c.Below peers does not reveal the entire picture. What are the demographics of the "peers" where are they, what is the cost of living. the annual pay etc. Using 'Peer' is not a valid justification for wanting to increase parking rates!!!! d. Unfortunately, this statement may not be entirely true judging from the fund balances in parking accounts. Parking should be allowed on off hours on campus and permits should not be required after 4:00. Safely, ample parking availability should allow for parking after 4:00 with out a permit. g. Make it affordable for all - there is no need for more monitoring, increase costs and complexity of the parking program. Many people may not be able to afford the parking for circumstances beyond their normal pay(income).	3/27/2015 11:52 AM
68	tough issues...	3/27/2015 11:32 AM
69	A) Growth of the University should include space to park, buildings are built and offices added that include restrooms for all! a reasonable ratio of people to parking spaces should be preserved. B) with more people there will be more money. E) - alternative transportation should be a choice/option.	3/27/2015 11:11 AM

70	The proposed tiered parking plan should maintain both faculty/staff (A permit) and student (Z permit) spaces in EACH ZONE/TIER. This maintains equity for all involves and enables faculty and staff to have sufficient parking to get to work. Otherwise, one risks series inequity issues where any one who could afford it parks close while others have to park off campus. Again, the tiered system could work but KEEP SEPARATE FACULTY/STAFF AND STUDENT SPACES IN EACH ZONE!!! Faculty already feel that central administration is taking away many of their rights...don't make parking another issue!	3/27/2015 11:07 AM
71	After driving from Greeley for 50 minutes, the last thing I want to do is spend even more time walking further or having to ride a bus in order to get to work. That is why I have a parking pass for the "A" lot next to Palmer Center. (Never mind that when I first started here I was shocked to find out that I would have to pay for my parking - that has never been the case anywhere else I have ever worked in the past 20 years. I got past that and accepted the fact, although it still rankles a bit.) If everyone has to pay for parking, employees should pay the same as each other and students should pay the same as each other. The tiered thing doesn't sound like a good idea. If you have to raise prices, don't make it a lot. How about some parking buildings built on top of existing parking lots? They are already there, so the space is for parking. Just add spaces going up, instead of out.	3/27/2015 10:56 AM
72	The assumptions above are certainly reasonable, and fairly high level. Something I've not seen addressed anywhere yet is the one-off and special case situations. Certainly the needs of the many are the focus, but there are needs of the few that need to have accommodations made to continue doing their job. Our department utilizes both CSU vehicles AND personal vehicles to move equipment and people around to do our jobs. Having access to our vehicles nearby is not an everyday requirement, but is required from time to time.	3/27/2015 10:21 AM
73	No problem with the assumptions	3/27/2015 10:13 AM
74	In my role I must have a parking permit due to the daily demands of the office. I am not able to just ride the MAX like I would like to. I have to factor in more money for gas and this parking fee to my monthly budget - which in turn creates a smaller food budget. The employee hardship loan program isn't helpful when you still have to factor in payments for repaying the loan - again taking money out of your personal budget that you don't have and can't afford - which is why you couldn't afford the parking fee to begin with.	3/27/2015 9:52 AM
75	Encourage people to park in perimeter lots by charging less to park there, and provide ride into center of campus. Parking garages are expensive, don't do it, or put the extra cost to build the garage on the people who wish to park in a garage. Better to encourage more people to use alternative transportation at least some of the time.	3/27/2015 9:35 AM
76	A) If current parking inventory is displaced due to a CSU decision, then CSU should be fully responsible for finding and funding new adequate parking. Much of this problem is due to the new stadium, so the stadium project should be held responsible for additional parking. B) This is all good C) Everybody knows that you can make statistics look however you want. By saying "peers" you are looking at a select group that fits your motive. You could easily pick another group of schools and call them "peers" and then we would see that CSU's prices are currently (historically) more. D) CSU should not raise prices at all, but I know they will. But after x years when the infrastructure is paid for, will the prices go back down? Obvious answer is "no way". Just like big government, once you have a revenue stream coming in, you never take it away. E) This is also good. F) If safety is truly a concern, then do what's right. Keep lighted parking available near each of the buildings. Period. G) Already talked about. Don't raise the prices for employees. This should be a CSU responsibility.	3/27/2015 8:55 AM
77	Item g is ridiculous. Parking is part of the cost of having a job, and is trivial compared to the pay. I would be irate if some of my parking fees were going to subsidize others. That is just wrong.	3/27/2015 8:28 AM
78	I commute from Loveland, and even though the FLEX service exists, it serves me zero purpose as it does not run when I leave for work and also does not run when I go home (although other local lines still run).	3/27/2015 8:05 AM
79	I have never been at a university that charges so much for parking ! I teach one course per semester usually and on campus two days a week for several hours. As a retired faculty member teaching on a limited basis paying such high fees is absurd. While the present system is not ideal it certainly is acceptable.	3/27/2015 7:58 AM
80	Stop giving free parking to employees of the month. This takes up a space that other employees have paid money for and already have to deal with the over abundance for that one space.	3/27/2015 7:31 AM
81	Assumption B is poor accounting. If new construction replaces space currently by us for parking, and replacing that use has a high cost, then this cost is directly chargeable as part of new construction -- no responsible accountant would conclude that parking revenues need to subsidize the University's decision to revoke current parking space. From an accounting basis, fees for parking could fund a new garage, and then the university could decide to turn that garage location into a new academic building location, and parking fees would again have to pay for a new garage without compensation for the other. A mistaken accounting assumption limits the insights about possible options.	3/27/2015 12:33 AM
82	Parking garages is what should be on campus	3/26/2015 11:06 PM

83	I am grateful for the free pass to ride MAX and Transfort and use these services nearly everyday to get to campus. I do not have a parking pass and find the University MAX station and addition of more on campus Transfort bus stops have made my commutes much more time efficient. There are dark evenings and nights that can sometimes get a bit worrisome depending on current attacks on or near campus. Perhaps better education on when safe walk assistance is available and how we request this service. Thank you.	3/26/2015 10:24 PM
84	I disagree that the permits are reasonably priced. Given that my state classified position is paid 20-50% below many of my local peers in similar jobs, I feel that it is sill that I have to pay to hunt for a parking space. CSU's focus on alternative transportation is not practical for people who work nights for the university. Furthermore, given the weather in Colorado, it is not practical to push parking to the perimeter of campus.	3/26/2015 8:13 PM
85	Faculty and staff have to be on campus and sometimes have to come on short notice. Not having adequate available parking is unacceptable especially at places like the veterinary teaching hospital. Bad enough that lots aren't well maintained or well lit and no covered walkways to and from bldg in inclement weather but at least usually you can park - really a morale downer to come to work and not find parking to come do your job after you pay for a permit	3/26/2015 7:28 PM
86	3e. I very much appreciate the free Max transportation services. I use the Max every day. I am hopeful that parking at Max lots will remain free of charge.	3/26/2015 6:00 PM
87	(a) Ratio is not constant throughout campus – very many hotspots. (c) Please show data about our peer charges. (d) Why does CSU pay for alternative transportation? What is the Return On Investment (ROI)? Political goodwill only? (f) This thinking is flawed. If you force faculty to spend time walking to/from their vehicle, they will spend less time on campus – there are only so many hours in the day. While the physical fitness benefit may be good, the cost/benefit ratio is poor. For example, if the average 9-month faculty salary is \$92,995 (http://accountability.colostate.edu/), that translates to a fully burdened cost of \$82/hour to CSU. Walking 30 minutes every workday (or riding a shuttle from an outlying lot) will cost CSU approximately \$40/day/faculty member. I suggest this isn't the best way to spend that money. We should be concentrating on making it EASIER and FASTER to reach the place of employment, so that the faculty member can work MORE, not LESS. How about concentrating parking for faculty CLOSER to their offices? To illustrate - how close is the President's parking spot to their office? Would it be good for the institution to have the President park 20 minutes each way by shuttle or walk from their office? I do not believe that is that a good use of their time, and thus it is not a good use of other employee time.	3/26/2015 5:16 PM
88	The assumption seems to be that we surrender 1500 perfectly good parking spaces to build a perfectly useless stadium and that we will now have to both pay more money and park further away from where we work. Are you people serious? And you're trying to pretend that it has everything to with enrollment growth and nothing to do with the loss of parking spaces due to the stadium that nobody around here wants except Tony Frank and the idiots that are afraid to stand up to him? Get real.	3/26/2015 5:12 PM
89	Need to address situations where employees work only 2-3 days per week, sometimes even not full days.	3/26/2015 5:09 PM
90	While it may be true that our parking permits may be less than some there are other universities that wave permits for employees. It is also my understanding that some colleges don't allow freshmen to have vehicles. That would save alot of parking on and off campus.	3/26/2015 5:03 PM
91	While it may be true that our parking permits may be less than some there are other universities that wave permits for employees	3/26/2015 5:00 PM
92	c. The City of Fort Collins citations are \$10, significantly less than CSU. I am all for citations as those cars are taking spaces that cannot be used by paying people. The question is, where are those funds going? Parking permits at CSU are very expensive. d. This is the first job I have had where I have had to pay to park to work. As parking prices go up, are our wages going to go up. Like cost of living increases, this is a cost increase to work here. e. I understand this is to encourage people to consider other transportation but you cannot force this to be a walking/biking campus. I am a single parent and have to drive my kids to school int he morning and then pick one up on the north side of town from daycare, then drive to my house on the south side of town. Other transportation is not an option for me, so I am forced to pay the extremely high price for the parking permit. f. This would be a huge safety concern for me. g. Assistance would be nice, but how would this be decided?	3/26/2015 4:57 PM

93	<p>CSU should consider the option of adding transportation for employees through all the main avenues in Fort Collins.it's ridiculous that in an small city like this for some people it will take an hour to get to campus using the Transford routes when you can be there in less than 10 minutes using your car.The public transportation in this city is obsolete.I will also not in favor of paying almost a quater of my paycheck in parking permits.Neither of the big companies in town make their employees to pay for parking lot. I will totally use public transportation if the service is better, the Max is a great addition but still not the best only Running on one main street that is almost two or three miles from people leaving on the west of town and more than 4 miles from people leaving on the east side. CSU needs to remember that some people doesn't leave just around campus.evidently they way that parking is set up now doesn't work, sometimes when I move my car from a parking spot in the middle of the morning to get out from campus to other places,like campus west or for buying supplies for us and come back it can take me more than 30 or 40 minutes to find a parking spot again.That's totally unacceptable when you are an employee and you pay a lot of many for a parking spot.Not even talking about snowy days when everybody goers with a car to campus including sstudents.</p>	3/26/2015 4:23 PM
94	<p>B/ C - The auxiliary nature of PTS should be re-evaluated. Direct financial support of PTS from CSU/ General Fund would remove some of the expectation that the consumer/ user of PTS will bear the entire responsibility of appropriately funding services/ infrastructure/ etc. For faculty and staff, the concept of paying the whole bill for the privilege to park at work is difficult. D With an increase in permit fees/ prices, consumers will expect to see an increase in exemplary service. Finding value in this increased fee will be important to the consumer. It will require justification beyond the simple fact we pay less than our peer institutions for parking. Mindset from consumer point of view is that simply maintaining status quo should not require a 40-50% increase over 10 years. F The implementation of a an evening pass would not only alleviate safety concerns, it also ensures that all PTS consumers are paying into the system. G Can consideration be given to a wage adjusted/ sliding scale fee structure for parking permits? This has met with success at other colleges and universities.</p>	3/26/2015 3:49 PM
95	<p>e. Are people using the Horn? I see very few people on it, and given it's frequency, I see it a lot. Bike infrastructure: I bike a lot. I have an extra bike that lives on campus so I can get around efficiently (entomology is split between Plant Science and Laurel Hall). It is hard to get across campus on a bike, most of the EastWest options involve a large dismount zone. I can't really bike to the Student center (bookstore and tech store to buy work related things). I both understand and support dismount zones, but things would be a lot smoother if I could bike to where I need to go. I have long felt that CSUs commitment to bicycling (both as "green" and to save parking) is more in word than in deed.</p>	3/26/2015 3:40 PM
96	<p>I think these are very good assumptions</p>	3/26/2015 3:37 PM
97	<p>In response to items d, f and g: There is a very high concentration of state classified employees in my department that, because of the state salary rules, are earning less than a sustainable wage for Fort Collins. These are the people that do the front-line work to feed our residents and make sure that our buildings are clean and well functioning -- essential positions for the function of our campus. Many of them start their shifts very early in the day or end their shifts quite late at night. Others may have a shift that is during typical university business hours, but are on-call for maintenance emergencies that would require them to return to campus. I am very concerned about the impact that an increase in parking rates would have on their quality of life, and I am also concerned about the impact on the quality of their work life if the only parking available to them is off-campus. I hope that CSU will carefully consider the option of tiered parking rates based on income level. As a Director I am able to pay a higher rate for parking without it having any impact on my ability to feed, house and clothe my family. If rates increase too significantly for our lowered paid employees, it may very well impact their ability to feed, house and clothe their families without picking up a third job (many of them are already working second jobs to covering their expenses).</p>	3/26/2015 3:35 PM
98	<p>To raise parking permit prices, without raising salaries means more money out of my pocket that I don't have. Yes, while we are below permit costs compared to other institutions, other institutions also don't pay my salary. I don't support this increase, especially knowing that it is essential to my job function that I am able to park on campus.</p>	3/26/2015 3:25 PM
99	<p>I do not want parking moved on the perimeter of campus.</p>	3/26/2015 3:21 PM
100	<p>Since PTS is responsible for thing such as Around the Horn, and that cost increases the cost of my parking permit, please be absolutely sure that the programs you implement are actually delivering a service in an efficient, non-luxurious way. For example, was there really a need for around the horn, how was that demonstrated, what is the ridership, what is the cost per rider, will the efficacy be assessed periodically? Basically, just make sure you aren't offering a bunch of underused, luxurious programs that add to the cost of parking permits unnecessarily. Also, most faculty would be in disagreement with the building of the new stadium, which is creating part of the parking problem. We didn't ask you to build that.... so now the cost of a new stadium is, actually, being possibly borne by my pocketbook in the sense that it will create a parking problem fixed by charging me more.</p>	3/26/2015 3:07 PM

101	a & b. When new lots are required because of construction displacement, the cost of the construction should also include the cost of the displaced lots. f. Moving parking to the perimeter detrimentally impacts parents because it makes it more difficult to transport small children and adds time to their pickup should something happen at their daycare or schools.	3/26/2015 3:05 PM
102	Not all sections of the campus were created equal. The demand for parking spaces on the foothills campus is significantly less than main campus. There is no reasonable justification for this one-size-fits-all approach. Regardless of an employee's financial status, paying for a parking space at work is the same as paying your employer for the privilege of coming to work. This is completely unacceptable. I was selected by the University, based on my professional knowledge, to provide a service to the University. In return, the University provides me a salary and benefits package. Adding the cost of a parking permit is changing the rules of the game.	3/26/2015 3:04 PM
103	Could be a police patrolled route system for people moving to and from campus. Certain routes designated that would be continuously patrolled for the safety of students and staff especially at night. Also, please not that the cost of housing has risen about 20% in the area so adding more expenses to park work will truly be a burden for some.	3/26/2015 3:03 PM
104	I am an adjunct in math (I have a Ph.D.in physics) and also a student (2nd bachelors in music) so I have a Z lot sticker. I feel that these lots are a lot more affected by the construction than other lots. I have office hours in TILT and classes to teach all over campus. I have to pay for parking in pay lots at least once a day. I have noticed that in particular the Z lot just west of college and south of University is a small sliver of what it was. I always have to pay there, even though I always check the Z spaces first. I will say that the lot by the UCA is better and with the expanded spaces it will be adequate. This was a comment for letter a. For letter e, unless a complete overhaul of public transportation were attempted, there is no solution for me. I live east on Prospect and often need to get to UCA. Campus busses would not be anywhere near quick enough to take me to my classes and office hours across campus with my many bags of textbooks, papers, instruments, equipment. For g, I would argue that as a part time adjunct, I pretty much can't afford the parking now, but I don't have alternatives. How will you know whether I am economically challenged? With respect to f, off site is kinda crazy, but even peripheral is tough because I am pretty sure you will not be able to fund enough transportation to make that palatable.	3/26/2015 2:56 PM
105	Regarding assumption c., after the increase, where would we be with comparable universities? Regarding the "invest in bike" infrastructure, there is a bike parking problem on campus as well. Is there going to be an effort to increase bike racks in more popular places (ie, Transit Center on NE corner of LSC)?	3/26/2015 2:53 PM
106	B. Since PTS is required to self-fund, and it is losing parking due to the new stadium, the stadium should be required to pay for replacement on-campus (not Research Drive) parking.	3/26/2015 2:53 PM
107	g. So many employees across campus could argue that they have a hard time paying for parking, but have a need to have a car nearby. The employees paying for permits will have to cover the portion of those in this program indirectly.	3/26/2015 2:52 PM
108	I would be interested to see additional information regarding the comparison between peers that was used to provide the statistic that our permit prices have been 40-50% below peers. I am aware of several of our peer institutions (based on BOG list of comparative schools) that have lower parking rates than CSU.	3/26/2015 2:44 PM
109	c) Which peers are being compared? Do they have a similar climate, average amount of snowfall, land area of campus? These things weigh heavily on my decision to drive my car vs ride bike during the winter, fall, and spring. g) Can PTS consider a sliding scale for faculty/staff permits based on salary? The cost of my permit this year is equivalent to 1% of my salary, and I'm in a full time research position! Compare that with faculty.	3/26/2015 2:43 PM
110	To equitably share the burden for parking, parking permits could be based on a percentage of the employee's wages.	3/26/2015 2:38 PM
111	Better bike paths and routes will allow for perimeter parking.	3/26/2015 2:37 PM
112	B. As a resident of this town for 17 yrs & now employee, parking is more important than a stadium. Find additional funding. E. I live in Windsor; not enuf parking at MAX stations. Not an option for me and errands in town. F. All Freshman should not have a car on campus period. If they must have a car then it should be parked at Hughes area for trips to mountains etc.	3/26/2015 2:25 PM

113	Assumption a - we are already oversold and the dropping of windshield stickers now prevents people with valid permits from identifying parking violations in lots. I would suggest that this alone has taken us to over 4 to 1 for current parking spaces. Part of every plan to remove parking should have a line item in the budget for part of a new parking garage. b. See a above. the cost of displacement should be part of the new structure budget to subsidize the increased costs of parking caused by the new building. c. Aims and achievability are two different things. What is affordable is different form one employee to the next. In some cases parking coast will create a financial hardship on those who do not have alternative to parking on campus. d. Stupid idea. Free does not exist. As stated it is subsidized. There are those who do not have access to any of the mentioned alternatives. The infrastructure of transport does not support off campus parking or sufficient ride times to accommodate this type of bus use. f.The off-site option may work if there were sufficient bus cycles to accommodate passenger movement requirements. Have you looked at TAM for an example of what a real campus bus and parking system looks like? g. great another subsidy based on some criteria that makes invalid assumptions about what is affordable to whom. Let me guess, if you make over x dollars you can automatically pay for those who make under x dollars. Sounds like an IRS tax scheme.	3/26/2015 2:20 PM
114	f. Safety at night is a big concern for me. I often drive -- rather than walk or bike -- into campus when I need to be on campus in the evening, and I come into work at night several times a week. Safewalk, etc., are not feasible for me. I need to be near my car. b. I do not agree with b, especially given that other campus projects, e.g., the stadium, are affecting parking issues.	3/26/2015 2:20 PM
115	G. I am glad that assistance is being considered now for those in need. I know there has been an underlying thought that we can not consider who is really in need because we don't know everyone's circumstance, but please remember someone who makes \$100k per year has many more options available to them when they need help than someone who makes \$20k per year.	3/26/2015 2:13 PM
116	I feel that since this is an auxiliary but is a required need of many employees I feel that a small portion of the funding for PTS should come from the general fund.	3/26/2015 2:01 PM
117	PTS should be disbanded. The are over staffed and financially ineffective. The revenue and responsibility for maintaining parking infrastructure should be handed to Facilities.	3/26/2015 2:00 PM
118	All of those assumptions seem reasonable.	3/26/2015 1:57 PM
119	b. More funding from CSU should be allocated to the transportation services because this is precisely the reason costs are so ghastly expensive. a./f. There absolutely needs to be more parking availability greater than 3 spots per person especially in regard to the fact that many times I must arrive before 7am to find a parking space and then as the earliest leave after 6pm which most of the time is after dark. It is very discomforting to not only have to walk a great distance, in the dark, after being on campus for 12+ hours simply because of parking restrictions.	3/26/2015 1:48 PM
120	e. Is CSU working with the City to add parking structures to the north and sound end of the Max line to allow employees/students who commute from further away to use that line more effectively. Those lots are small and if we want to encourage more public transportation use that is an important parking area to address. Can we look at providing free public transportation to our eligible retirees instead of a free parking pass? And finally are there thoughts or plans on adding "showers" and lockers to campus buildings to encourage more bicycle commuting? I have heard many people comment that they would ride their bike more if their was a shower nearby to allow them to get clean before work.	3/26/2015 1:45 PM
121	No comment	3/26/2015 1:42 PM
122	The cost of all parking facilities built to replace those removed for the new stadium construction, as well as parking built for the stadium should be paid for solely with funds from the Athletic Department. Employees should not have to pay a penny of this cost.	3/26/2015 1:35 PM
123	I fully appreciate all of these assumptions and am very thankful that employees working irregular hours and employees in need have been considered. I think it is unfair to expect our lowest paid support employees on campus to pay the same amount for parking that the highest paid employees pay considering that their budgets are already strained. Please also take into consideration those with young children who may need to have quicker access to transportation to see to the needs of their children.	3/26/2015 1:25 PM
124	I have a question in regards to those of us who have a job that includes emergency response where we need to be able to respond to and get to different campuses at a phone call's notice or those of us who on a daily basis go from one campus to another 4-5 times a week...	3/26/2015 1:09 PM
125	a. Adding additional parking far off the main campus, in the Foothills Campus or elsewhere, will not help address concerns related to displacement of current parking inventory. c. Permits for parking at the Colorado State Forest Service offices on the Foothills Campus, which unlike the main campus is not in excess demand due to the location, is unreasonable.	3/26/2015 1:04 PM

126	Without requiring everyone to submit a completed tax form, I don't know how PTS would determine "need". An individual with a child is easy to quantify, but what about a faculty/staff member that has to take care of a parent?	3/26/2015 1:03 PM
127	I think it is very important that students have an affordable way to park on campus close in during evening hours, for reasons of personal safety.	3/26/2015 12:56 PM
128	Construction aka the stadium. Our work life is being impacted by the stadium, not to mention what it will cost the students.	3/26/2015 12:53 PM
129	What is included in the 'peer' reviewed pricing comparison? What is the response to the new stadium, as this will eliminate an enormous amount of parking spaces for commuter students?	3/26/2015 12:53 PM
130	We should not have to pay to park at work.	3/26/2015 12:52 PM
131	You can free up a lot of parking or create more green space by not allowing freshmen to have cars on campus.	3/26/2015 12:47 PM
132	Assumptions a-g. seem appropriate to me. I certainly favor moving parking lots, including the one next to the Admin building to the campus periphery.	3/26/2015 12:37 PM
133	Moving parking options out toward the perimeter which may require use of public transportation also adds a burden of additional time needed outside of work time to both get to and leave work. In addition, in emergencies, doctor appointments, etc, having to either rely on public transportation or walk long distances again places a time burden on employees.	3/26/2015 12:30 PM
134	I have been with CSU for over 20 years, I am also a disabled veteran (back injury) and a breast cancer survivor. Due to an ongoing side-effect of chemo I have neuropathy in both hands and feet. My doctor's are amazed I'm not confined to a wheel chair considering the degree of nerve damage I experienced. I do however, need to use a cane when traversing unfamiliar ground--especially where there are tripping or other potential hazards including curbs and stairs. Most of the time there is little pain involved but some days nerve pain can be severe (burning or stabbing sensation). At other times it's difficult to tell where my feet are due to numbness. I have fallen three times since chemo and was very fortunate not to have received worse injuries than bruises, scrapes, and sprains. I know there are other employees with similar or worse physical limitations which impact their ability to travel by foot for any distance. I believe I speak for the majority in expressing concern that handicap spaces may not always be available when and where we need them as handicapped students and/or visitors may beat us to the spot depending on our work location and hours. As a part-time employee I arrive at work after classes and most office hours have begun in the morning. I carry my food and water to work most days as I have also developed numerous chemical sensitivities that restrict what I can eat and drink. This means I need to be careful how much weight I carry (potential to further injure back) and how far I need to carry it (danger of drop foot episode resulting in tripping or falling). Cold weather especially when accompanied by snow and ice are added worries to us with physical challenges. As a part-time employee an increase in rates concerns me as the current rate already strains my budget. I know that other part-time or medically challenged employees may feel the same as we all have ongoing medical expenses on top of insurance costs to cover from a limited income source. I live outside Fort Collins so pretty much need to use my personal vehicle to reach work. Most if not all alternative transportation options follow a restricted traffic pattern which rarely come within an easy walk of my workplace or those of other handicapped employees. While I agree parking needs to be moved outside the main campus perimeter to permit building of additional teaching facilities on campus I hope that the needs of those with limited financial resources and transportation options will be taken into consideration when preparing new transportation and parking plans.	3/26/2015 12:27 PM
135	b.: Permits are expensive. While I can appreciate that CSU's prices are below those of other universities, that does not make it any easier to afford to purchase a permit, since I work at CSU and not another university. Comparing CSU to other universities is not really that helpful to the reality that permit prices are about to go up. e: Although I seldom use public transportation, I appreciate CSU's efforts to keep it free for employees. While I feel like transportation in and around campus is good, it can be difficult for some people to get from home to campus via a consistent public transportation schedule. For example, the Transfort bus route closest to where I live (by City Park) only runs every 60 minutes, which makes any sort of flexibility in departure times challenging. f: I definitely agree that issues of employee safety should be addressed. Lighting in parking lots and along roads and primary pathways should be substantially improved. g. I think this is a great idea. Many employees like myself love our jobs but do not make very much money, and the high cost of living in Fort Collins makes thinking about buying a parking permit an almost prohibitive extra expense for many of us. Awarding waivers would be helpful.	3/26/2015 12:26 PM
136	Missing from these assumptions is the need to provide for the visitor experience as CSU grows enrollment. This plan is completely directed at the campus community but there are over 30,000+ campus visitors who need access to parking near the facility where recruiting and admissions counseling is occurring.	3/26/2015 12:23 PM

137	My custodial staff cannot afford a parking permit price as it stands now, let alone an increase. Will there be enough money for everyone to apply for a full or partial waiver? PTS raised the fees in 2009 stating it would fund the parking garage at Moby/Towers parking lot, which has not occurred. Transfort/MAX/Around the Horn do not operate until 12:30-1 am nor do they have services at 4:30-5am when some of my staff comes into work. Also if the stop is not well traveled/utilized the bus runs stop @ 6p. Nor do the buses cover Wellington, Loveland, Johnstown, Berthoud etc. While the Women & Gender is working with the Safety Teams to come up with Safety on campus it does not encompass bus stops off campus. The tiered parking is discriminative & does not guarantee a parking spot. If the First Tiered can't find a spot in their area can they park in the 2nd or 3rd tiered; can the 2nd tiered park in the 3rd tiered? When there is a new project or a remodel why don't they build in funding for parking lots & if the construction takes parking places away why aren't the assessed a fee for doing so. The new structures should not create a problem. If a building has to have the parking lot fixed/resurfaced assess that department or school those fees.	3/26/2015 12:18 PM
138	a. agreed or worse; b. agreed; c. Our salaries are 40/50% below our peers, so it's all relative. d. no comment; e. bus stops are not convenient to work, etc; f. More off campus parking is needed - lots of surface lots could be turned into structures. BTW what does "Gender Equality" have to do with parking?? Get real; g. Hardship programs are a joke	3/26/2015 12:17 PM
139	I live in Loveland and parking is essential to me, so the bus or biking (except in warmer months) is not an option.	3/26/2015 12:09 PM
140	These assumptions all make sense to me.	3/26/2015 12:06 PM
141	These assumptions all make sense to me.	3/26/2015 12:06 PM
142	When they say we are 40-50% below peers are they referring to other State Universities? Because no matter how badly administration wants to pretend to be something else, we are the state university for the state for Colorado. As such, we are supposed to be affordable for state residents.	3/26/2015 12:04 PM
143	N/A	3/26/2015 12:03 PM
144	It would help to have actual data to back up the statement that permit prices have been 40-50% below peers. In my experience CSU's permit prices for faculty/staff are NOT below those of other state universities. What is the reason for PTS being "an auxiliary," and is there NO option for subsidizing the construction of additional parking facilities through other means than permit sales and citations?	3/26/2015 12:02 PM
145	F: Does CSU PD think that they can help as many as 60 people get to buildings or off site parking areas at 4:45 am or 12:30 am when they are spread throughout the Academic buildings on campus? G:I think that a fund to help the lowest paid employees is a great idea.	3/26/2015 12:00 PM
146	(A) Has CSU considered Freshmen Parking Bans to free up parking spaces for faculty and staff?	3/26/2015 11:41 AM
147	I wonder if a discounted permit for those who have to work late would address some of the concerns in (f). There would still be concerns for those who occasionally work late or choose to work late sometimes, but it would be nice if people who always have to work late don't have to move their cars every afternoon.	3/26/2015 11:40 AM
148	I completely agree with Assumption F - I teach classes at night and drive to campus 3 hours early just to ensure I get a parking space close to my building.	3/26/2015 11:39 AM
149	Assumption B - I would like to see the statute that states that PTS is required to fund alternative transportation. Is PTS alone responsible for funding buses and bike paths? I wonder if other fees (besides parking) can fund such initiatives. Assumption E - I agree but I do not think these need to be funded by parking fees. Maybe these initiatives should be funded by other fees. Is F an assumption? Or a justification? Or a solution? Assumption G (again - is this an assumption?) will not work in practice. How will hardship be judged? By employee income? By family income? By those that have no stigma? Why not use a salary sliding scale for permit prices? That would be easier and more straightforward.	3/26/2015 11:38 AM
150	Being an adjunct instructor, my pay is not large. I presently do not get paid for second semester but am teaching. However, I still need to park and pay for the whole year pass. I also have a handicapped pass. To park off campus would be a definite hardship physically, whereas parking on campus is a monetary hardship. I am caught in the middle.	3/26/2015 11:34 AM
151	Foothills parking is not currently at a premium, and there exist no viable public transportation options to places like ATS and ERC. Until viable alternatives are established this should not be enforced. If or when a permit system is established, a lower-tier off-site rate might apply since these spaces are not at a premium, and the University should also consider making parking free for all during the in-school breaks (winter/spring) and the summer.	3/26/2015 11:30 AM
152	All seem reasonable to me. As campus changes, we need to adapt.	3/26/2015 11:30 AM

153	I think that off-site parking is not a viable solution. I know that parking is limited around the central campus. I am fortunate that I work where there is ample parking within a block of my office.	3/26/2015 11:29 AM
154	g. In addition, by creating a tiered system, it will look very similar to a caste system in which folks with the most financial means will be able to access the desired lots, while those who make less/have more financial responsibilities etc. and cannot afford to buy a top tiered spot, will by default put into a lower category. This system will intentionally create more barriers between class groups at CSU and in our community. This could be very detrimental and possibly close to discriminatory. I believe this is a BAD idea!	3/26/2015 11:28 AM
155	can we tier the parking permit price by salary/wage? That is, higher paid employees pay a higher price for a permit, than do lower-paid employees?	3/26/2015 11:26 AM
156	Some faculty are very skeptical of the comparison to peer institutions. It might be worth re-specifying which institutions are considered peer institutions for purposes of that estimate.	3/26/2015 11:25 AM
157	I like the idea of promoting alternative transportation, but I don't see enough that promotes cycling to campus.	3/26/2015 11:23 AM
158	(a) I am wondering whether the people/parking ratio ought to increase as public transportation in FC improves. The only reason I am driving to campus regularly now is that I am driving children to or from school most days, and the school is significantly closer to CSU than my home.	3/26/2015 11:23 AM
159	f. This point should also be revised to consider ways such concerns apply to those members of the community who already use alternative forms of transportation to campus. For instance, one reason the MAX is unappealing to potential campus commuters is that-after 6pm-the schedule changes dramatically. Are there ways that the university can make other transportation options safer, more convenient, more appealing, more accessible during the evenings?	3/26/2015 11:18 AM
160	a. Has it been considered to stagger the permits per space ratio based on the classification of employee versus student? For example, as most employees are regular full time employees (work daily during the school year or all year) would it be reasonable to alter parking lots to allow for 1-2 spaces per person rather than 3 (or adjust as necessary for the different buildings/areas based on employment type) to provide employees a level of comfort that they will get a spot? This would include ensuring the parking lots around the buildings provide an adequate number of spaces for the employees of those buildings. Student parking would then remain at 3-4 spaces per person as students come and go through out the day as well as fluctuate on what days they are parking based on their class schedules and campus needs. More people per space for volume that is always changing while allowing those with consistent attendance (IE employees) to have more confidence in their ability to find a spot seems logical.	3/26/2015 11:18 AM
161	Assumption C is an empty and meaningless comparison. Every University has their own unique set of circumstances that have driven their pricing structure, and to say we are paying less is somehow an argument for raising prices is false.	3/26/2015 11:18 AM
162	My wife and I (both assistant professors) refuse to pay for parking in general, so we use street parking and walk.	3/26/2015 11:15 AM
163	f. seems of the most concern to me given that we have had a history of sexual assaults on campus after hours. I think it is essential to provide free access to safe, well-lit parking after 5:00.	3/26/2015 11:15 AM
164	Have there been any efforts to change the current restrictions on PTS being self-funded- at the legislature if necessary?	3/26/2015 11:15 AM
165	Obviously everyone is going to be against an increase because we do not want to pay more. A huge concern for employees at the foothill campus is the introduction of required permits. Most employees out here do not make a substantial living and cannot afford the new fees, and most are also not the type to beg for money/assistance. There is however transit from foothills to main campus and a suggestion would be to make a foothills pass (or no pass at all) and if these employees need to go to campus, they can take a bus or pay for temp parking. This would allow for much more affordable parking at the foothills campus for those who do not count in parking numbers of main campus and the South campus. Our parking lots are hardly ever full, mostly dirt and far enough away from main campus to not effect parking "numbers". Also There are very few classes out here, so student traffic would be limited, or a "z lot" could be added.	3/26/2015 11:15 AM

166	a. What is meant by "accounting for some increase in the use of public transportation"? Instead, let's build on the assumption that there is NO increase in the use of public transportation. c. While I know this to be true, I am so, so tired of hearing that our permits are 40-50% below our peers. Does that fact justify a 75% or more increase in comparable parking fees in one year. Did our peers reach their lofty permit fees all in one year? d. Understandable. But why must the students, faculty and staff be the sole contributors for a product we MUST have to safely attend work and/or school? Shouldn't the University have a stake in facilitating this need? f. What about the people who are either entirely disabled or not disabled but cannot walk a block or more from vehicle to office? g. This is a slippery slope. Who decides eligibility? Who oversees this process? Who will fund this giveaway? Will there possibly be enough funding to help everyone in need?	3/26/2015 11:14 AM
167	Have there been any efforts to change the current restrictions on PTS being self-funded- at the legislature if necessary?	3/26/2015 11:13 AM
168	How about free parking for adjuncts?	3/26/2015 11:12 AM
169	Most colleges and universities do not allow first-year students to bring a vehicle to campus. With the new public transportation options available, and the fact that these are free to students as well, CSU should stop allowing first-year students to bring vehicles to campus. This would open up more parking spaces for faculty and staff, who are obviously not required to live on campus (unlike first-year students) and often must arrive on campus in the dark and/or stay on campus until after dark, and visit various locations during the course of their workday in a climate where it snows 8 months out of the year.	3/26/2015 11:11 AM
170	Comparing current CSU parking to 'peers' is really irrelevant as we are not 'them'. CSU parking and its costs pertains solely to CSU, it's students and employees and the ability to afford the permits. Do not compare our parking costs unless we are in the same demographics, our salaries are the same and our expenses are the same. I, for one, am furious at the possibility of having to pay over \$500 to park at my place of employment. Not only is that a huge financial strain but there is no alternative transportation from where I live so it leaves me little alternatives. Trying to force people to use more public transportation has its drawbacks too... in having to add additional time to use the public transportation in order to get children or yourself to appointments etc on time would create additional hardship by having to use more leave time and require that personnel be absent from work for a longer period of time. Being a single parent almost requires that I be able to drive to work in order to manage all the different schedules involved with being a single parent and getting children to and from various appointments/places etc. Perhaps when I don't have those added responsibilities I can park elsewhere and take public transportation to work but until then I have no choice but to drive and adding a \$200 increase to the parking fees is unfair and a hardship that I and many will not be able to endure.	3/26/2015 11:10 AM
171	Assumption "e" strikes me as very important. Those who rarely or never drive a car to campus should be rewarded regularly in some form.	3/26/2015 11:09 AM
172	a. when parking spaces are lost, they are not replaced within a reason time limit. g. good, if managed properly to ensure only needy population is served.	3/26/2015 11:09 AM
173	A. The ratio should be 2 to 1, and costs should rise as necessary to make that happen.	3/26/2015 11:08 AM
174	these assumptions fail to take into account the diverse nature of the people who park on campus. Public transportation is not a viable option for everyone. We should also be careful who we compare ourselves to - what employees pay to park in the heart of Boston is not equivalent to parking at CSU.	3/26/2015 11:08 AM
175	B) I do not feel that the permits should be used to fund alternative transportation. That should be a university funded benefit since many employees cannot utilize the alternative transportation.	3/26/2015 11:05 AM
176	Staff and facility should be given priority for spaces near their offices. Many employees must take their cars to work and do not have the ability or time to take other forms of transportation. Many employees need to go to appointments during normal business hours and are delayed from doing their jobs if they cannot find parking. Many parents have schedules that are restricted by daycare/school hours. If Foothills campus will need to pay for parking in the future a bus needs to be provided to campus in addition to free spaces nearby. Not everyone can walk up to foothills campus especially in the winter. I have taken evening classes on campus and have not felt safe walking to my car at 9pm a night. I don't know if I would want to walk further. Being pregnant does not allow me to walk great distances and that should be addressed.	3/26/2015 11:02 AM
177	What about access per ADA?	3/26/2015 11:01 AM
178	Parking outside of campus is a HUGE safety concern.	3/26/2015 11:01 AM
179	I have trouble justifying the costs of parking on campus when parking is not available or is at such a distance away from where I work that I must walk the equivalent of 4 blocks or more. I have physical limitations that make this an unpleasant option. There are some of us that live out of town, work slightly away from the center of campus.	3/26/2015 10:59 AM

180	<p>Why do we assume that parking will be displaced due to construction (a)? Doesn't parking need to be as big of a priority as the new building? When building new facilities, shouldn't parking needs be included in the overall space requirement? If it is anticipated that 50 employees will work in a new building, and 20 ride bikes or utilize public transportation, that means you need parking places for 30 employees. If each of those employees is paying "X" for their yearly permit, don't they each deserve the same priority to a parking spot? Comparing our institution to another institution to set parking rates is a slippery slope (c). Our community has its own unique personality and needs and assuming that we fit into the personality and needs of a sister-facility as a way of determining parking fees should be re-evaluated. I prefer for you to tell us the bottom-line ... in this location, it takes "X" to support this department. Assuming "Y" in parking permits and "Y" in citations leaves "Z" deficit. Which needs to be made up with fees. I appreciate the no fee options (Round the Horn, etc) and they seem to be wildly supported (b). However, perhaps that no fee model also needs to be re-evaluated. I rarely have need to venture out of my work place to any other part of campus, so only use this service 1-2 times a year. I commute to my job from my home 25 miles away. For me, public transportation is not an option. Yet, my parking fees are raised to pay for the convenience of another employee (e). While I understand the concept and do support it, I feel that automobile commuters are somewhat looked down on and it's felt that they should shoulder the entire burden of rising costs (g). Why not charge bicycles a small fee to park? Charge Round the Horn and MAX commuters a small fee? Or, charge every employee a small fee for campus transportation/parking. That way everyone pays for the privilege of accessing campus. We all have to get here somehow! Why not come up with a sliding scale for all parking fees/services based on salary? How about 1% of every employee's annual salary to park on campus and use the public transportation?</p>	3/26/2015 10:57 AM
181	<p>there should be designated parking for employees only, that is not available to students.</p>	3/26/2015 10:56 AM
182	<p>D. your raising the rate well over the current wage increase that was received by staff and students. This will make the "hunting license" expensive and may deter from anyone buying a pass which will cause another increase and you will begin to price your self out. Not a smart choice for a university that wants a stadium on campus, more students in school, and to be considered one of the "big" schools in the country. E. I already carpool to CSU a price increase is only going to make this more difficult for the carpool to pay for their portion of gas and parking. F. my schedule changes during several times of the year depending on when the semester starts and ends. Sometimes I am here early in the morning and sometimes I need to be here later in the evening. An "evening pass" would just be something else for me to purchase with an already expensive "day pass". G. by your standards I do not qualify for any assistance... in the end your only hurting the people that assist the students the most...</p>	3/26/2015 10:56 AM
183	<p>a/b/e/f/g. why not provide bicycles for students and employees to displace the number of people utilizing combustion based transportation? c/d. match peers, discourage vehicular drivers, increase permit costs.</p>	3/26/2015 10:55 AM
184	<p>I endorse CSU's commitment to waive or reduce parking rates for the lowest paid employees. However, that leaves those of us in the middle range in the lurch. I think a sliding scale for all levels of employment is in order. (I make \$38,000 and live alone -- no second income.)</p>	3/26/2015 10:55 AM
185	<p>I am not sure parking costs are really 40-50% below that of CSU's peers... As a former employee of UT Southwestern Medical Center in Dallas (A major metropolitan teaching/research hospital) I find the parking costs here to be higher or minimally comparable. What is the data substantiating that current parking fees are 40-50% below that of peers? And who are these peers?</p>	3/26/2015 10:54 AM
186	<p>If you go with a perimeter focus for parking you will need to keep shuttle service at every 10 minutes year round, not going to every 30 minutes during summer and breaks. Around the Horn will need to have diverse routes and run later. If you go with a tired parking system will there be the ability for those with longer tenure on campus to have first option to purchase a close in space? Will you have waiting lists? Will enforcement of close in parking increase? Will the motor pool trucks that are currently parked in the "A" lot behind engineering (I counted 7 this morning) be removed so people who are paying can park?</p>	3/26/2015 10:54 AM
187	<p>Why is PTS required to fund itself? I don't believe the Athletics department funds itself, for instance. While it's acknowledged that the higher cost of the permits will cause some to be unable to afford them entirely, I think it's important we also acknowledge that other who will continue to pay full price will be negatively impacted. In effect, those who must drive will have their take home pay reduced. I believe that more must be done to account for those that make less otherwise they are disproportionately impacted. Is it at all feasible to have a permit cost a certain percentage of an employee's salary rather than be a fixed rate which is blind to salary?</p>	3/26/2015 10:54 AM
188	<p>Displacing current parking should be built into costs of placing a building in that area</p>	3/26/2015 10:51 AM
189	<p>Moving parking more peripherally is okay as long as there will be some options for transportation (i.e. extending Around the Horn to lots) in inclement weather and for less able people.</p>	3/26/2015 10:49 AM

190	More parking options must be moved to the perimeter! Your plan for addressing the safety concerns is a good one.... and should be weighed against this risks associated with accidents and injuries from high traffic is some (many lots). The traffic in the lot outside the student center/engineering/CoB is very, very dangerous. Cars enter on a long narrow roadway into the parking lot, where sidewalks carrying pedestrians, cyclists and boarders (which can be traveling in any direction) converge, resulting in a very dangerous situations. Each day I enter and leave work with the utmost care, with grave concern about the possibility of a collision.	3/26/2015 10:48 AM
191	b - This statement is correct but misleading. Not only is parking required to be self-funded, but it is also required to fund replacement of parking that is removed (without reimbursement) for buildings such as the stadium. That is a university policy not a legal requirement. f - Safety is one valid concern, but the university should also consider aging faculty and staff who are not necessarily disabled but might have difficulty walking from distant parking.	3/26/2015 10:45 AM
192	As a state classified employee, a passes are still out of my price range. I can't justify paying \$300 to park slightly closer (or even ON campus in the nearest z lot). I'm one of the many people that drive to a spot off campus and trek in. Slightly inconvenient, but affordable. If the neighbourhood i park in adopts the permit method for parking, I'll just park further of campus and bike in. Parking has never been reasonable at csu. You either pay out the ass our park on the edge of campus.	3/26/2015 10:45 AM
193	I have to drive to work. I live 30 miles away. I take my daughter to school 14 miles from my house. My work hours have to be flexible for experiments so car pooling is not an option. I work part time yet pay full parking. Colleagues who have retired and come back to work part time park for free. I am annoyed that my funds are use to subsidize Transfort, MAX and Around the Horn. I don't use these services and never will. The lot across from my building has government and state vehicles in it that have not moved in 23 days.	3/26/2015 10:44 AM
194	Need to provide more off-site parking with reliable to-campus transportation for events at the LSC. During career fairs and other events, too many parking spaces are taken by off-campus individuals. Having a more organized parking and transportation method for these events would be appreciated by parking permit holders.	3/26/2015 10:43 AM
195	I question whether providing support to low-income employees for parking fees is feasible. We're talking about 40% of the employees on campus who fall at or near the poverty level. How do you propose to offer this assistance? The sheer number of applications for this assistance will overwhelm the system, and the financial burden on the system would negate any efforts to break even on the pricing. I'm not suggesting abandoning the idea, I just caution that promising such support from the get go may set up expectations of the employees that, in the end, might not be at all attainable.	3/26/2015 10:41 AM
196	Many larger universities have off-campus or campus-edge parking and that does not seem to produce problems.	3/26/2015 10:38 AM
197	B & C If permits provide all the funding for the parking/transportation infrastructure how will they fund all these improvements if less people are encouraged to park on campus and pay for permits? For example the fee goes up to \$500 for a year for one permit but in the process they loose 2 other people that can't afford the permit. An example I have seen in the news is when Denver water did watering restrictions. What followed is that people were using less water and their bills were lower, thus they had to raise the water rates a lot to cover the water department's needs keeping the infrastructure the same. Interesting concept. I can easily see loosing revenue from parking permits because people find alternative transportation will dig into the revenue needed to fund the bonds for all the new parking projects. Likewise with the tiered option if people are paying for the outlying lots because that is all that they can afford then there is less revenue. I am not an economist and just a state classified office administrator for 25+ years. X. Carpooling was not mentioned for so many commuters that live outside of the area. I have carpooled with at least one other rider for 10 + years. It does work! Even if it is only 2 or 3 days per week. How can carpoolers get a break on their permit cost? G. Absolutely!!! Employees with financial need should get support. I was one of these employees and could not even afford medical insurance!!! I know low paid employees cannot afford a lot on a limited budget and to increase permit prices would limit them even more if they had to have a permit because they needed to run and pick up kids from school or something like this. For a lot of low income folks they need to have a vehicle handy for emergencies when they have to go get kids from school and take them to the doctor. This is really unfair to them when they don't even get enough of a raise each year to cover the increase in medical coverage costs!	3/26/2015 10:36 AM
198	By moving parking off campus the University is putting working parents in a difficult position because it will make it more difficult to participate in VIPs, due to increase in travel time, make it to office on time, and increase the response time if a parent is called by school for emergency. It needs to be kept in mind that employees have other obligations in their life than the University.	3/26/2015 10:35 AM
199	E. I use CSU's free public transportation; however, it seems backwards that the people benefitting from the free public transportation are not the people paying for the parking permits. Using public transportation is great when the weather is nice; however, more people tend to drive their own vehicles when it snows. Is there a plan in place for when weather conditions are bad to accommodate for the increase in the amount of people driving to work on those days?	3/26/2015 10:34 AM

200	I have already begun to use alternate transportation by bus and low powered scooter and parking on public streets and walking. AROUND THE HORN is NOT helpful! I doesn't go around campus! When I hurt my knee it was so far away I could not walk that far. It should go around the campus.	3/26/2015 10:34 AM
201	Regarding a few of the assumptions above: For those of us who do not live in Fort Collins and have children in daycare, alternative transportation is not an option. I would hope our compensation would also increase to cover the additional financial strain. Off-site parking will waste the time of everyone involved - there aren't enough hours in the day as it is, and to ask people to waste another hour (guessing a half hour each way) going to/from where ever this offsite place will be is insane. Furthermore, our permit costs may be lower than our peers, but so are our salaries/wages. Higher incomes means people can afford to pay for more expensive permits. Finally, for those that need to travel between main campus and foothills as part of their job, more university vehicles need to be provided, or the university needs to pay mileage for fuel, wear, and tear on personal vehicles. The proposed parking solutions will make mid-day travel between campuses more difficult than it already is and will result in a decline in productivity.	3/26/2015 10:33 AM
202	The assumption that parking costs are 40-50% below peers is a lie, unless you include the students' cost. Raise student rates substantially and staff rates nominally.	3/26/2015 10:33 AM
203	a, To what extent are spaces being affected by the construction of the stadium? Is this yet another cost that the university will have to absorb as a result of that decision? b. The university lobbies the legislature with regard to many issues. Why can't a change in that regulation be requested? c. Access to a workplace should be an employee right. We shouldn't have to pay extra to work on campus. e. There seems to be a fundamental conflict of interest between parking and alternative transportation. g. A sliding scale would be much fairer and less of a hassle. I am willing to pay more so that people who make less than I do can pay less.	3/26/2015 10:33 AM
204	3 people per parking space seems very high to me. It would be nice to know what exists in peer institutions, and how CSU accounts for a person. Does this include students? I've also been surprised by how difficult parking has become in the A lot behind Engineering. During school days, it is extremely difficult to find a spot after 930 AM. This is a challenge because my lab is off campus. I thought students were not allowed to purchase permits in this lot. I find it hard to believe that only faculty and staff are parking in that lot considering the days where it is difficult to find a spot. Also, I think students should bear the burden of mass transport. They have much more flexibility in their living arrangements and tend to live closer to campus. I am confused as to why the paid parking lot is roughly the size of the permit parking lot next to the engineering building. This should be the opposite.	3/26/2015 10:31 AM
205	Since PTS is apparently funding itself at current parking rates, the comparison to peer institution parking rates is not applicable and should not be used as an argument for raising parking fees. Any increase in fees should be associated with increased infrastructure. In addition, parking fees should not be sole way to support other aspects of the transportation infrastructure on campus as that unfairly targets a small portion of CSU employees/students (those who park on campus) to pay for campus-wide infrastructure (free MAX benefits and local bus rides around campus) that is used by those who do not pay parking fees. The local transportation costs need to be borne by all who benefit from it.	3/26/2015 10:30 AM
206	Assumption f has a time as well as safety perspective. Faculty & students with families and/or off-campus (or foothills campus) meetings may come and go from campus several times a day. Adding a 15 minute walk to each arrival/departure becomes a significant time drain. A model in which someone arrives at the start of day and leaves at the end is too restrictive.	3/26/2015 10:30 AM
207	In regards to moving employee parking to remote conditions, I am concerned that this will adversely impact employees that must carry/retrieve supplies to and from their office/lab...Those of us that teach away from campus and/or have to bring supplies to our building are going to need some sort of special parking permit to be able to continue doing business efficiently and without causing bodily injury from hauling supplies onto public transportation. (For example, we teach cooking programs that require bringing groceries/appliances to campus.) Also, cyclists are going to need safe/secure/weather-resistant storage spaces if it is desired that more of us use alternative transportation to the CSU campus. Private bike lockers/vaults/cages would be the best--I have seen how a locked group bike cage with security cameras DOES NOT work at Colorado College! My daughter's bike was stolen and her friends' bikes were vandalized (seats, wheels, accessories, etc. removed by others sharing community 'locked' bike cage--while someone blocked camera access.)	3/26/2015 10:29 AM
208	I really do hope that they come up with something functional for employees. Many of our custodial staff, (who serve an important function here) cannot even afford to live in Ft. Collins and so commuting from neighboring cities really makes a dent in their fuel costs. I knew of one employee who was selling his blood in Campus West on a regular basis to pay for fuel. He also had to decline a Hepatitis vaccination, to protect him against disease because of his on the job contact with blood and body fluids, because he would have missed his regularly scheduled blood collection appointment. We have had custodians who were homeless and sleeping in their car. So to believe that they can afford a parking permit is incredulous. They really need significant consideration. Please do not forget them!	3/26/2015 10:29 AM

209	<p>Assumption A: A three to one parking ratio makes no sense in a town that does not offer bus service 7 days a week and with much of the service not running at least 18 hours per day. Assumption B: Transfort needs to run 7 days per week and at least 18 hours per day if you wish to maintain a 3:1 parking ratio. Assumption D: 'Affordable parking' With the erosion of State Classified salaries due to legislative neglect, raising rates for parking permits is untenable. My wages have not kept up with the rent increases. I can no longer afford my own place in Fort Collins. Assumption F: Moving parking offsite will erode sales in the bookstore. Also, those of us who are disabled will find it harder to get to work, classes and events.</p>	3/26/2015 10:27 AM
210	<p>g. As a working mother with a small child, I currently pay a large % of my net to day care. I leave midday for lunch to nurse my child at daycare. If I cannot park on campus (which I will not be afford to do with the proposed increased rates), I will not be able to leave for a 1 hr lunch break to nurse with enough time to actually feed my baby. I would like a second child in the next couple of years. At that point, I will be net zero income after subtracting the costs of daycare, and possibly paying to work at CSU. Working at CSU is a long-sighted career goal for me at that time, rather than immediate benefit. Raising the parking fee is not going to make it desirable to stay at CSU once I have a second young child. The proposed changes are not friendly to working mothers with young children. I prefer to bike for transportation, but faced with the safety of my child and that there are no bike trails that run safely from my house to the university off of car roads, this is not a safe option for many people like myself at this time. In addition, day care closes shortly after my end-of-workday, so without a car parked on campus, I would have to leave work early to be able to make it to day care in time for pick-up. This could cause my job performance to suffer. I recommend that all working parents with children not yet in public schools, or not yet at the age where accepted at public schools, are allowed a short term exception to remain at the existing parking pass rates, regardless of income. We make enough sacrifices to our children/families to keep working during this time of high expenses to keep long term secure work and service to CSU. All working parents with young children face this issue. I would suggest the PTS fund 100% of parents in this position, and make applying for the exemption/alternative rate easy by checking a box. Thank you for your consideration to keep CSU as a family-friendly workplace.</p>	3/26/2015 10:26 AM
211	<p>I would like to suggest significantly limiting the number of visitor parking permits that are distributed during campus events. On the days that there are events, it would be much more sensible for the visitors to park in a further lot and the university provide a shuttle service to the building where the event is located, rather than displacing a significant number of employees who were not given an earlier warning about the event. But even so, it doesn't make sense that even if we knew about the events beforehand, we may need to rearrange our schedules to allow time for parking further away, possibly pay for before-school care for kids in order to be able to make it here earlier), take a different mode of transportation, or have to pay for meter parking (if we're lucky enough to find a spot) after having paid the yearly fee to park in a lot where visitors take over the lot at an early time and leave employees driving in circles looking for a spot. Please consider giving visitors permits to park in further lots (i.e., the lot West of Moby) and shuttling them to their event, and provide employees the services they've already paid for.</p>	3/26/2015 10:26 AM
212	<p>B. My understanding is that public transportation, when done well, can rarely fund itself, yet provides enormous benefit for all. e. As someone who bikes to work almost every day, I don't contribute to PTS, but would be willing to contribute something. I also greatly appreciate free public transport, and bike infrastructure.</p>	3/26/2015 10:26 AM
213	<p>g, This is true the majority of workers are at the lowest level of salary and live the furthest away because the housing is more affordable. Public transport is not an option to them nor is electric cars for the CSU free charge program. Their parking should be subsidized so permits do not cost them anything. c. What peers are being referenced? Ft. Collins and CSU are small compared to Denver, charging employees for parking is a salary decrease and makes CSU a less desirable place to work.</p>	3/26/2015 10:25 AM
214	<p>I believe the continual flow of information from Amy Parson and her office has been extremely helpful. I do not like perimeter parking or off campus parking because it is not convenient or time effective for me. But I do not see any other viable solution to having a safe pedestrian campus and a campus environment as free as we can make it from noxious fumes. When I taught at the University of Michigan the on campus bus system was so effective and efficient that soon old timers (like me) forgot there was ever on campus parking. I believe the same will be true here. Just the thought of having a pedestrian campus raises images (right or wrong) of a more collegial, more closely knit campus as foot traffic provides more opportunity to smile, meet, talk, and share with one another--or at least with those not plugged into some electronic device. Thanks for asking and Martin, thanks for the work on the survey. Tim</p>	3/26/2015 10:25 AM

215	b. Most Employers (outside of those located in big cities) provide free parking for their employees. It is ridiculous to require the very people who keep the university running to pay for parking. If the university can fund a football stadium, then the university should be able to fund parking for its employees. e. Public transportation is not an option for people who live outside Fort Collins. With housing prices and rents increasing, low income people are having to move to surrounding communities. In addition, the schedule of many bus routes in Fort Collins is completely inconvenient for most of the intended users. It does not run often enough or late enough for it to be of value to faculty, staff or students. Anyone who is working on campus past 7 pm has limited public transportation options to get back home. I've heard many students state that they wish they could take the bus but can't because they have to stay late working on a project/homework.	3/26/2015 10:25 AM
216	a-Many of us suspect that the new stadium construction is heavily involved in the upcoming lack of parking. c/d-I don't care if the cost goes up substantially as long as I have a parking spot. e-Will double the transit time to take public transport, and will prohibit leaving campus at lunchtime due to time constraints.	3/26/2015 10:24 AM
217	D and E: I think it would be nice to offer a type of punch card parking permit, ie. 30 days parking for \$120 for a year - which would be \$4/day. I very seldom drive (I bike or take the bus), but every so often I have to drive. If i purchased a yearly permit it would cost me \$317 - less than \$1.50/day. It's not a bad deal, but I don't want or need to drive that often. Since the parking garage is sometimes the only available parking near my building that would cost up to \$13.75/day which is quite prohibitive	3/26/2015 10:24 AM
218	I agree that alternative transportation is important, and encourage the committee to think about improving routes to cross campus East/West more directly. While parking is not an issue for me currently, because of the nearly off-campus location of our CSU building, I rely heavily on bike routes, the Max, and Around the Horn. I have found that the convenience of these programs outweighs the parking struggles on campus. Secondly, with a higher ration of people per spot, I suggest incorporating more Short Term Parking/Loading Zone spots for delivering things to buildings on campus. When I have to deliver boxes, food, etc. I can't take advantage of bike and bus options and only need to be able to park for 20 minutes. Afterwards, I can move my car off campus if needed.	3/26/2015 10:23 AM
219	1. In regards to public transportation being a viable option, what about those of us who have 3 kids to drop off at school and then have to pick up? Sorry, but bikes and buses would turn this into 4 hours of driving per day, 4 hours I can't give to my work day at CSU. 2. In regards to the cost being 50% below our peers, lower cost of living is a big draw to living in Fort Collins, as opposed to other universities in larger cities. 3. Do you realize how many research associates and state classifieds have salaries under \$25,000? Paying that price to park at work would be a real hardship for many. 4. I remember Tony Frank writing in one of his original emails about the new stadium proposal that it would not cost us as employees anything. 5. Specifically regarding the Foothills Campus, those of us with kids to get to school and back really have no other options out here. There isn't any place close by that we can park our cars and then walk to work. Plus, are we to be punished out here and charged the highest parking rate just because all of our parking lots are close to the buildings? Also, there is not a problem with parking out here; there is always plenty of room to find a parking spot.	3/26/2015 10:23 AM
220	First of all, I am not in favor of parking at an off site location. It means I would have to leave earlier to get there and then wait to catch a bus to get to work. I also live outside of town where there aren't any bus stops. The closest bus stop to my house is 4 miles. I wouldn't mind walking further, but I have a really bad knee and it flares up when I walk long distances. I also don't want to be walking in the dark across campus. And finally, the raise in permits would be a huge financial burden and I'm not sure I could handle that much of an increase.	3/26/2015 10:22 AM

221	<p>While I agree with the first two assumptions (a and b) above, I do question how it was calculated that we are consistently 40-50% below peers (assumption c above). Which peer institutions were compared to us? Looking at the peer institutions listed on the VPR website, I did not find this calculation to be accurate. I did also consult CU-Boulder, and we are below them, but that is not an accurate comparison as parking in Boulder, in general, is much worse than here in Fort Collins. Also, many of these peer institutions had very complex parking fee structures, but base level faculty/staff and student permits were WELL below what we pay currently at CSU. Concerning assumption "e" above, I applaud the focus of CSU on public and alternative transportation, but for a large number of working parents NONE of these options are feasible. Most of the burden, although not all, falls on women, so this then becomes a major equity issue. With President Frank's numerous emails concerning women's issues on campus as well as significant funding going toward improving campus for women, I see the focus on what seems to be alternative transportation over and above other forms to be hugely inequitable for working parents. It is completely not feasible to use public transport (which for me would take over 1.5 hours each way) to get to campus and still be able to get children too and from childcare or school. The infrastructure in Fort Collins simply does not support this model at this time. I have lived in cities where the infrastructure was built around public transportation, and I would LOVE to use it if I could. I very much appreciate assumption "f" as lighting on campus currently does not make me feel safe, and there have been many incidents on the perimeter of campus that would make me think twice about parking on the outskirts. However, this is not simply for people who work late. In Winter, it is dark by the time I (and many others) leave the regular work day. Does this assumption not apply to all those employees as well? There have been many times I have felt unsafe simply walking through the Clark lot at 5 pm. I also appreciate assumption "g", but I fear that the need will outweigh the supply.</p>	3/26/2015 10:21 AM
222	<p>In reference to (g), the annual faculty parking pass is a huge expenditure at its current rate. It would be a financial relief to receive a discount or waiver for those of us living on a single income and tight budget.</p>	3/26/2015 10:21 AM
223	<p>What assumption cover the Foothills campus parking issues?</p>	3/26/2015 10:20 AM
224	<p>I think that the tiered parking system is best. It gives students and employees a better range of options rather than just one. I also think that any effort to increase the use of public transportation is best for the climate, for the congestion of traffic we are seeing, and for the safety of pedestrians and bikers.</p>	3/26/2015 10:20 AM
225	<p>CSU could do a lot better at bike infrastructure. The bike paths leaving the Plaza have yet to be repainted after the Lory upgrade and nobody knows where to ride or walk.</p>	3/26/2015 10:19 AM
226	<p>Continue to provide incentives for staff you ride the bus or bike to work. Ride to work day is great. Coupons for safety gear - helmets and lights. Hats and gloves for those walking to the Max.</p>	3/26/2015 10:19 AM
227	<p>What assumption cover the Foothills campus parking issues?</p>	3/26/2015 10:19 AM
228	<p>g. is really important. As an adjunct a parking pass is roughly 8% of my take-home pay if I teach only one class a semester. The university should provide free or reduced cost parking passes for adjuncts.</p>	3/26/2015 10:18 AM
229	<p>e. Alternative transportation decisions should include safe access to the Foothills campuses.</p>	3/26/2015 10:17 AM
230	<p>I agree with the assumptions above.</p>	3/26/2015 10:16 AM
231	<p>Parking is already very expensive so some of us in the lower pay grades and this will be impossible for many of us</p>	3/26/2015 10:13 AM
232	<p>I think perhaps parking fee waivers, with relation assumption g, should be a function of salary. Instead of having a committee review application, thus making the process more cumbersome, have a parking permit fee as a percentage of salary. For example, my parking permit is around .8% of my salary. Which is still painful, but manageable. However, for a someone with a base salary of 20k, that soars to around 2% of gross which is huge. On the other side of the scale, say for someone at 120k, it dips to .3%. If you make permits salary-contingent to begin with there's no need for a committee to review individual applications and everyone would pay the same relative amount. Obviously I don't know if this would be sufficient for PTS revenue, but it seems to me it would even out.</p>	3/26/2015 10:13 AM
233	<p>I work in the State 4-H Office and it is important to have parking near where I work as I have conferences and workshops that I need to load and unload equipment and materials. If I am not able to park near my office it will make it difficult for me to do my job.</p>	3/26/2015 10:13 AM
234	<p>CSU Construction should take parking into consideration. Perhaps PTS can find other ways to reduce spending.</p>	3/26/2015 10:12 AM

235	Perhaps the University can consider instead of attempting to continue 'constructing' within the campus to consider spreading out the buildings themselves and activities therefore parking can remain the way it is on campus and parking may also extend throughout the perimeters as the campus extends outward. It seems like the current model of jamming everything into one discrete space in the 'center of campus' is not sustainable, will disrupt the beauty of the campus (by continuing to build structures), and is not cost effective. By extending outward, as examples, foothills campus, south campus, the campus could grow in a more a planned way, while retaining most of campus as is. Foothills campus finally does have transport although in the future, shuttle buses should be in place prior to 'building/constructing' instead of as an after thought. There is much hardship in having the satellite campus areas without transportation for months/years. CSU owns much land that extends in far reaching areas to the north and west etc. Perhaps new construction etc. can be planned carefully in utilizing that space, and parking could complement the process. that is, parking should not be an afterthought, it should be front and center in the planning...since the campus already exists, in my opinion, it only makes sense to extend the campus in a very thoughtful, sustainable and planned way.	3/26/2015 10:12 AM
236	We already have employees who can not afford the fee and are currently walking in from off campus parking at 4 am. Their safety is a concern now. If the fee goes up more and the wages do not, I fear more employees will be facing the same issues.	3/26/2015 10:12 AM
237	b) Any "structures" parking garages, lots, streets should perhaps be created with permit/citation funds, but once built, maintenance should revert to the University facilities, like other buildings and infrastructure. e) Alternative transport only exists if you actually live in town. If there was a place I could park and take a bus or ride my bike, I would, but by the time I reach one of those places, I haven't saved any gas/drive time as there is nothing out east or north.	3/26/2015 10:12 AM
238	It's not only a safety issue about parking far away, but staff also commute to campus and may have children that go to schools that are not in FTC. Having to leave in emergencies they may have and having to trek miles to get to our cars would pose an issue as well. Plus, having to park far away when those that commute are already struggling to drop kids off and get to work in a timely manner is also a concern. A majority of ones time should not be spent trying to park and then get to one's office.	3/26/2015 10:12 AM
239	I would like to see the huge Engr parking lot add at least one level. It serves a large population of students and staff and is always crowded. Many of us have been 30-60 min late trying to get parking there or close by. c. If CSU is serious about citations, et al, why are the bikers who bike through the dismount zones not cited. Why are the bikers who go the wrong way down one way streets not ticketed. Why are the bikers who do not stop at the stop signs and nearly cause accidents with cars turning not ticketed. I have seen the bike cops watch all these things happen and do nothing about it many times.	3/26/2015 10:11 AM
240	A) don't let freshmen bring cars or sell them permits to only park somewhere off main campus.	3/26/2015 10:11 AM
241	C. -- I wholeheartedly disagree that our permits are below other institution's parking permit fees by 40-50%. I have worked at other institutions who are much more landlocked than CSU and CSU's fees have been equal to those larger institutions. F. I absolutely disagree with moving parking off-campus. It creates safety issues for employees, especially those who do not work a typical 8-5 job. A. Each day, I work on campus and my office window faces a parking lot that sits with over 50% of it unused. I don't think CSU has a parking issue. I think CSU has a campus transportation issue and employees do not want to walk more than a few minutes to their office. G. As other institutions already do, there should be incentives for employees who commute with others, who bicycle to work or use other forms of transportation, and for employees who work arrive and leave during non-peak hours.	3/26/2015 10:10 AM
242	c. While our parking is below our peers, so are our salaries across many divisions. Also, this is high cost of living area compared to the cities where many of our peer institutions are located. e. Alternative transportation sounds great, but some of us have obligations immediately proceeding the work day. In these instances, public transportation is not feasible. In most cases, alternative modes of transportation will increase one's commute time. In order to mitigate these potential stressors, perhaps the university should consider flexible working arrangements that involve one or two days per week of telework for those on 12 month contracts (AP and faculty).	3/26/2015 10:10 AM
243	I like the consideration of evening flex parking. Is it possible to have another bus route that goes from perimeter parking to the center of campus? A parking shuttle?	3/26/2015 10:10 AM

244	What determines financial need across the different types of employees at the university? While adjunct faculty can often make more than some hourly employees in the service sector, how will the limits be created for the differing types of employees? Also, the city has begun to implement permits for neighboring areas. If faculty cannot afford to park on campus, and cannot afford to move to an area nearby, or park in a neighboring area, how will they arrive to work? Max only goes N-S and E-W routes don't service many parts of the city. Expecting a 2 hour commute from certain areas of the city is unrealistic. It also assumes that faculty are responsible for only themselves. I have a child. I drop him off at school everyday and drive to work. Am I now being asked to return home, leave my car and commute via public transportation? If so, the request of me working from 8-5 will need to be altered to accommodate my increased travel time. If PTS doesn't have the funds it needs, consider removing funds from other areas of the budget that don't have the support they should and consider funding PTS so that employees can continue to get to work in a reasonable amount of time.	3/26/2015 10:10 AM
245	I have also been concerned for safety of students and employees with having to walk at night to their satellite parking spaces. Not everyone will want to wait for transportation to take them to their vehicles. Moreover, will buses wait for people to get to their vehicles to ensure safety? Probably not. Additional lighting is helpful, but increasing populations both on and off campus could increase the risk of crime, especially assault and rape.	3/26/2015 10:09 AM
246	e -> I agree with the continuation of support for bicycle infrastructure. f -> I worry about parking off-campus changing daily commute times by 15 or more minutes.	3/26/2015 10:09 AM
247	There is no mass transit near where I live (SW Fort Collins). Perimeter parking should be cheaper than in close parking. Or, very regular shuttles should be provided to and from perimeter lots.	3/26/2015 10:09 AM
248	The time cost for faculty and staff to transport from the perimeter of campus does not seem to be included in these assumptions. Speaking for faculty specifically, we are already stretched extremely thin on our time. Many of us cannot afford the extra time to commute from distant parking and would be forced to pay the highest rates. This would be tantamount to a pay cut. It is also not family friendly, as some staff must drive due to dependent care responsibilities or health care issues.	3/26/2015 10:09 AM
249	b. CSU pays for the "benefit" of the employee rider passes as part of the F&A return on project funding and student fees pay for their "free" pass? Statement b is not correct.	3/26/2015 10:08 AM
250	I am a single mother who must drive my child to school as I go to work. Taking the MAX would not permit me to transport my child to school. Increasing parking permit costs is also a hardship as my paycheck also goes to child care.	3/26/2015 10:08 AM
251	Need to consider diverse needs of faculty work schedules, particularly those of us who manage major research programs and are here at all hours. Car-pools and mass transit are unlikely to meet our needs.	3/26/2015 10:08 AM
252	I feel that, in addition to safety concerns for students and employees who leave after dark or arrive at non-typical hours, there are safety concerns for parents who may need to reach their children's daycare quickly in case of illness or emergency.	3/26/2015 10:07 AM
253	It is wonderful that CSU is being so thoughtful about transportation options for employees in Fort Collins. However, for the two dozen or so employees for CSU in the Denver Center, we continue to struggle to pay for parking in a city that has seen its parking lot rates increase 50% in just 18 months. It now costs \$11/day to park in a lot three blocks away from the CSU Denver Center. It is important to note that these are city blocks; not the lighted pathways with emergency phones located on campus in Fort Collins. Public transportation also creates economic hardship on employees as a Light Rail ticket can cost between \$8-\$10/day based on how far away you live. CSU Denver Center employees spend, on average, \$2,400-\$2,800 a year just to walk in the door to work. Despite surveys of CSU Denver Center employees, nothing has been done to address the dire transportation issue for those of us employed in Denver. I strongly recommend that Parking & Transportation Services for Colorado State University consider ALL employees when making decisions about commuting options. Thank you for your consideration. Sincerely, Moira Sharkey Director of Alumni Relations CSU Denver Center	3/26/2015 10:07 AM
254	a. It's not clear what is considered the "appropriate" amount of parking. Is parking inventory currently a significant issue in areas of the campus assuming the 3:1 ratio? Or is there a surplus in inventory that would make a 3.5:1 or 4:1 ratio acceptable?	3/26/2015 10:07 AM

255	<p>In response to B: Does PTS have to be an auxiliary and therefore fund itself? In response to C: We keep hearing about how our permit prices compare to our peers? What research has been done to determine how our salaries/pay compare to our peers, how our public transportation/alternative transportation compares to our peers, how the cost of living here compares to our peers, etc.? I believe it is short sided to only look at permit prices and not other factors. For example, if a parking permit at Washington State is \$800 but a 2000 square foot house sells for \$200K, that is not comparative to FC. In response to F: What considerations are being given to parents who must pick up and drop off children at daycare/school? I have limited hours to do that or I will be charged an exorbitant amount for every minute I am late. Not to mention, the time I will spend with my child will be reduced. For example, if I have to park on the perimeter and ride a bus to the vicinity of my office and ride a bus back to the parking lot, how much time will I lose with my child each day? As it is, I only see him for about three hours per day. Also, if my child becomes ill, how quickly will I be able to get to him if I have to catch a bus to my car and then go and get him. The option of emergency rides home or to the doctor means I still have to deal with the hassle of finding a car seat, installing it, etc. This is not feasible. It doesn't appear the assumptions have considered the hardships of working parents. I thought CSU was trying to be the best place for women (and men) to work and learn. How is that so if I will be forced to spend more time getting to and from work and less time with my child. What are we doing to discourage students from bringing cars to campus? Is it possible for them to park on the perimeter and be bused in vs. staff and faculty? I would be curious how many residence hall spots or commuter spots there are on campus? In response to G: How will financial need be determined? I understand our lowest paid employees will need the most assistance but there may be extenuating circumstances such that someone who earns a living wage would need assistance too.</p>	3/26/2015 10:06 AM
256	<p>b. and c. I wonder if we might think about how to move away from this model of self-funding so that reliance upon increased parking fees and ticketing isn't always the default. It doesn't seem sustainable. e. I appreciate these efforts deeply, but alternative transportation is not available for all employees. My husband and I both work at CSU. We also have four children. Our mornings and afternoons are spent running between work and school pick-ups. We don't have the luxury of riding our bikes to school or hopping on a bus at this point in our lives. The idea of moving parking off campus will SIGNIFICANTLY impact my ability to be at work and meet my other life obligations. It also feels like the move to pretty dramatically increase fees is out of step with the way pay has increased over the last few years. We spend several years without any increases to salary. We can afford one pass at the new rate, but we need two in order to do our jobs and meet the needs of our family. You are suggesting we pay over \$1000 annually--to come to work. This feels impossible.</p>	3/26/2015 10:06 AM
257	<p>They are VERY reasonable assumptions!</p>	3/26/2015 10:06 AM
258	<p>Respecting the curve up for inflation, it is expected that prices for permits are going to increase. However as the prices of parking are going to inevitably rise, it would also be nice to be able to see an increase in pay to employees across the board that will match this. I am not indicating that this is a given since it's an elective to purchase a parking permit, but the stadium upcoming will arrange parking differently for commuters so that those without parking passes are going to have some potential increase in parking competition from students and visitors to CSU. While the MAX is a great addition to the transportations offered to the city, those of us with children are not able to utilize this as we have to be able to make multiple stops in varied areas for school and activities. I certainly hope that it doesn't interpret a mood of entitlement to greater pay, but that with the increase in the cost of permits it would be helpful if the University could offset this, if even just a little bit through wage increases.</p>	3/26/2015 10:05 AM
259	<p>I have never worked at a job where I had to pay to park. If the price of the permit gets out of range for me I will probably seek other employment.</p>	3/26/2015 10:05 AM
260	<p>Assumption c; it is worth noting that some faculty are paid well below their peers as well; this problem is especially acute in Liberal Arts, where full professors in some departments make just 70% of their peers. This is in contrast to other colleges, where it is not unusual for faculty (at all ranks) to make more than 100% of their peers. So I would urge some sensitivity to these realities.</p>	3/26/2015 10:05 AM
261	<p>Really like letter f- safety concerns for me as a woman are essential.</p>	3/26/2015 10:05 AM
262	<p>Current model is difficult for faculty who have to travel to satellite campuses and return to main campus later in the day. Transfort and max are not viable options for everyone. Do emeritus passes contribute to parking congestion?</p>	3/26/2015 10:05 AM
263	<p>I need to be able to get to my place of work safely and without having to drive round and round for 20 mins or more looking for a space. I am happy to pay to park, but I am not happy to pay and not be able to park. Public transport is really not viable as it is in the city right now. from my home it takes about 1.5 hours using bus and Max to get to campus. I live 12mins away by car and biking is only an option on days when its 1. not too cold 2. not to hot/thunder storm when I leave work and my bike is not safe on campus. In addition there are not viable showering options.</p>	3/26/2015 10:05 AM

264	Both of these models make it nearly impossible for me to pay for a parking pass. I am a parent of a young child and not being able to park near my department's building impedes in the access I have to my child. If I am forced to pay the exorbitant rates you are proposing, I will have to give up something else in my life, which I think is just insane. The fact that my job is costing me other things in life is unjust and unfair. My University, that I have dedicated the last 13 years of my life is treating me and all the other hard-working, dedicated employees with such disregard is disheartening.	3/26/2015 10:00 AM
265	I appreciate the attention to safety concerns with options to move parking toward the perimeter of campus.	3/26/2015 10:00 AM
266	I believe it is only fair and appropriate that the users of CSU's parking lots and roads be charged to maintain said parking lots and roads. I also believe some staff members have extremely high expectations for parking options, which are unrealistic given the size and growth of the University.	3/26/2015 9:59 AM
267	If parking moves farther out, Around the Horn is going to need to have a better route. Right now it is essentially a perimeter route itself, so that won't help get people to inner campus. It needs to come down the center of the plaza and other locations in order to be at all useful. Further, it needs to run the same schedule year-round. Students may go on break, but employees are here and need the same service consistently.	3/26/2015 9:59 AM
268	f. It makes sense to have lower-priced lots at a perimeter or off-site location and to have more pricey options on campus itself.	3/26/2015 9:58 AM
269	I am in the category where a) public transportation is not a feasible option, b) an increase in the parking permit cost will cause a hardship, and c) I have concerns because I arrive while it is still dark and there aren't many people around, so the changes being proposed are of great concern to me. I live 15 miles from campus, and as a working mom I can't invest more of my day toward my commute, and also must have the flexibility I need for my children's appointments, activities, and if they get sick and I need to be able to get to them quickly. In addition to addressing the financial hardship of increased parking permits, please also consider the hardship of added commute time for those living further away who will be forced to drive in and then also take secondary transit, because it will become difficult to get my hours in each day.	3/26/2015 9:57 AM
270	In reference to c. who are the peers our permit prices being compared to ? The prices already seem pretty high. Are there really other places in Fort Collins that charge more than CSU.	3/26/2015 9:56 AM
271	Is it possible to offer a limited permit for parking only during winter months while encouraging biking to campus during the other months of the year.	3/26/2015 9:56 AM
272	G. Support for employees who do not live in Ft. Collins and cannot take free transportation, never seems to be addressed. You are going to lose employees if we cannot park. There is no other options for these employees other than to pay for a space that is not affordable. Not all of the employees can afford the prices now let alone if they increase based on current salaries. Students that live in Ft. Collins who do not have a disability or other reason why they cannot take alternative sources of transportation should have to pay more for parking permits. The student population and employees who live in Ft. Collins and have access to other modes of transportation should not be allowed to have parking permits or should have to pay a lot more for those permits. I would have to reconsider working for CSU if I have to pay 1/4 of my monthly take home salary for a parking permit. If I had another way to get here I would. Work schedules and living outside of Ft. Collins does not make this possible. You will not have as good of an employee base if you lose them because it is not financially possible to get to work.	3/26/2015 9:53 AM
273	This hardship program should include a ride share or car pool component. Before any partial or full waivers of parking permits can be granted- employees must prove there is no possible ride share or carpool options. Waivers should only be granted for remote parking lots and not for the prime interior lots.	3/26/2015 9:52 AM
274	Keep the permit prices low and affordable is top priority. However, parking on campus should be a perk for employees and we shouldn't have to pay for parking. Funding for garages, lots, meters, etc., should come from somewhere else. Here's a concept, instead of building the stadium that no one wants, put that money on parking improvements, current buildings, etc.	3/26/2015 9:51 AM
275	How much is this need is accelerated due to an on-campus stadium that is being pushed regardless of the general population's opinion on the subject... we do not need, and many people do not want an on-campus stadium...	3/26/2015 9:48 AM

276	Moving parking options towards the perimeter of campus or off-site is completely ridiculous. Why punish everyone because a few have a lofty goal of campus being for pedestrians only? The current parking model is working. I like being able to park close to my building. It's bad enough that we have to pay through the nose to park where we work, but then you want to make employees park far away from their buildings? Ridiculous. It's great that CSU supports and encourages public transportation, but it doesn't work for everyone. I commute from Wellington (because I cannot afford to live in Fort Collins) and I transport my children to and from school since they attend a charter school that does not offer bus service. I realize that this is my choice but don't force public transportation on me when it's not an option. A vanpool from Wellington doesn't work for me and public transportation in general doesn't work for me at this stage in life since I have children. I either need to get them to and from school, to a doctor's appointment, etc. and I need to rely on my own vehicle. Don't punish me for that.	3/26/2015 9:46 AM
277	Living outside Fort Collins, there are no public transportation options available to me, so I must drive to and from work every day. A waiver, or partial waiver, for this would be a welcome idea.	3/26/2015 9:45 AM
278	e: I did not know my parking fee was paying for bus passes. I do not use the bus and feel that those that do should pay for passes not everyone. A compromise would be a reduced rate. It would be interesting to know how many employees use any of the bus services	3/26/2015 9:44 AM
279	What are the guidelines for being in "need". I probably wouldn't be considered for this but the cost of parking is becoming burdensome for my budget. Just because I make more I shouldn't be penalized for the cost of parking.	3/26/2015 9:44 AM
280	my understanding was that Transfort was funding in part by ASCSU, therefore, not fully funded by PTS. Who are our peers that we are using for comparision?	3/26/2015 9:41 AM
281	I understand that Parking Services needs to be self-funded. However, I wonder how much of this debt could be assigned to the stadium cost since it will be used for this purpose as well as daily parking.	3/26/2015 9:41 AM
282	Do these assumptions apply to South Campus? I feel like there are way fewer spots (more like 5-1 than 3-1) than people who have access to our buildings out here. I also disagree with the costs being half the price of peers. I agree that the costs are less than URBAN areas (such as Denver, Metro DC and Chicago, that provide a strong infrastructure of several forms of public transportation, but the MAX is not really strong infrastructure either) but Fort Collins is not an urban area yet. Our prices are comparable to UNC's basic prices, and only less than their premium spots. Daily prices are also offered at phenomenally less than CSU provides.	3/26/2015 9:41 AM
283	I don't currently drive to work as I'm close enough to walk, But do know the parking issues is a problem for many. And, not having enough spaces even for the # of parking passes bought is, to me, the biggest issue. Limiting passes to me is what should be done so people aren't paying for something they can't even utilize. I know this is the biggest complaint I hear. Wasted money happens often. Those like me can't afford one anyone, so even if I needed one, I would not buy one. I would try to utilize public transportation and/or park off campus and walk in. But do like that this is all being considered.	3/26/2015 9:39 AM
284	One way to ease congestion on campus, don't allow freshmen that live in the dorms to bring cars to campus.	3/26/2015 9:38 AM
285	Perimeter parking is NOT a good idea and will increase commute times. Also, being that far from my vehicle is not possible since I have young children and I need to be able to leave at a moment's notice	3/26/2015 9:37 AM
286	I would like to comment on both F & G. As an employee and a full-time student the safety is a large concern. Many of my classmates drive to campus after their work to attend classes. When we get out, it is well after 9:00 sometimes, and safety is a concern. The lighting on this campus is lack luster and few and far between. I definitely do not feel safe walking around at night. I do know that there are resources I can utilize and I have before, however these options are not always readily available. In the State Classified system we will hardly get a raise that is in correlation to the raise in the parking permits. I currently walk to campus, but that will not be the case forever...a walk on campus is not realistic in this community. There are so many people from outside.	3/26/2015 9:36 AM
287	How will financial need be determined?	3/26/2015 9:34 AM

Q4 Financial assumptions from the Feb. 27 memo: The cost of new construction for parking in FY16, consisting of the Research Drive surface parking lot at \$5.4M and the South College Avenue Garage at \$20.0M, is \$25.4M. This debt creates a new annual debt service of \$1.7M (assuming a 30 year bond on the garage and 20 year bond on the surface lot). Projected FY15 revenue for PTS is \$5.7M. With the new debt created from these projects, plus the required 125% debt coverage ratio, and related maintenance expenses, total expenses for PTS will increase to \$8.5M, leaving a deficit of \$2.8M starting in FY17. Thus, the parking model going forward must generate enough revenue to close the \$2.8M gap in FY17 and then increase with inflation. Feel free to provide any comments, questions, or suggestions about these assumptions in the space below.

Answered: 168 Skipped: 448

#	Responses	Date
1	I am not sure if this has been explored, but I am not opposed to having employees pay parking permits on based on their income brackets. The shared-cost approach made healthcare more affordable for employees in lower income brackets--is there a way to explore this as an option to approach this issue?	4/1/2015 3:36 PM
2	The employees of middle class economy group shouldnot be pressurized to pay extra parking price since salaries are not increases and we have fixed budget for our family	4/1/2015 3:23 PM
3	Parking on campus is becoming more and more difficult, especially as street parking is being closed around the north side of campus. I hope that new parking areas will be a priority. The university keeps growing, and needs infrastructure to grow with it.	4/1/2015 10:10 AM
4	Oops.	4/1/2015 8:36 AM
5	It is questionable and by no means axiomatic that alternative transportation should or must be subsidized by parking fees. Changing this assumption will change the financing material.	3/31/2015 10:45 PM
6	I do feel that off campus parking with shuttle busses to campus could work well for the majority of those who come to campus. A modest increase in parking pass price is understandable, though a good system for helping those who cannot afford it must be found. I favor the current fee structure over a tiered system, as those who need to park closest are most likely faculty/staff.	3/31/2015 1:47 PM
7	Where exactly are these parking lots located. That is a huge debt if these lots are located in areas too far from campus.	3/31/2015 11:57 AM
8	Where exactly are these parking lots located. That is a huge debt if these lots are located in areas too far from campus.	3/31/2015 11:46 AM

9	It seems like these costs should be folded into the new stadium costs - not a debt that has to be recovered via fees and parking tickets, with more impact to employee's in terms of cost and time	3/31/2015 7:58 AM
10	Nice reading material. I just won't make much sense to the food service worker, or custodian who is going to have to spend a lot more (% wise) of their income just to come to work here.	3/30/2015 9:17 PM
11	Why don't you base the permit cost on income?	3/30/2015 4:42 PM
12	Why are our students living in dorms allowed to bring vehicles to campus when we're encouraging them to stay on-campus, and their cars are taking up expensive parking real estate that just keeps escalating?	3/30/2015 4:19 PM
13	CSU neighbors don't like us parking in their areas, so parking does need to be maintained on campus. The foothills campus should not be forced into these changes, as the transportation model for these areas is different and public options are not available. Some of us would be put into the position of buying a permit simply to drive to one of these locations for half a day once a week or every two weeks. These concerns are not being addressed with the stress for public transport. Therefore, the foothills campus should be exempted from parking discussion.	3/30/2015 2:26 PM
14	Forcing unwanted non-parking related construction onto employees which then results in parking-related construction which employees must pay for and to pretend that this was unavoidable is dishonest.	3/30/2015 1:53 PM
15	To gain revenue you should have a sliding scale permit price. People with bigger salaries (100k+), should have to pay more to park than people making 30-40k. The proportional representation of parking price to salary should be relatively similar. This is in line with the parking permit prices of some of our peers.	3/30/2015 1:42 PM
16	The above mentioned parking structures benefit employees on the south side of campus. What about the north side?	3/30/2015 1:07 PM
17	what will be the positive impact of parking spaces built into the stadium project, and are these being considered? We could get over-built and/or over-priced if these net new spaces are not considered.	3/30/2015 12:52 PM
18	Use stadium money to pay for a parking garage.	3/30/2015 11:36 AM
19	Please make it a really big parking garage!	3/30/2015 10:07 AM
20	An idea, give each employee, in their pay check a lump sum that would pay for there parking pass, or maybe depending on what they are making. This way we all have the choice to buy the parking pass or "keep the money" and find a new way to campus, which is ultimately what you are wanting to do.	3/30/2015 9:47 AM
21	At some institutions, faculty/administrators are offered the option of buying a spot that this their spot 24/7/365. Of course, the price is higher than a typical parking permit, but such an option might be desirable to some--even at a higher cost.	3/29/2015 4:17 PM
22	This plan only covers projects projected in the next FY. What about projects that come after that? I feel that addressing these costs needs to be addressed on the longer term. Would it be possible to raise the rates a bit more now so that PTS can increase its reserves (hopefully it has reserves!) so that future increases don't need to be as steep? Otherwise everyone will suffer a jump in parking rates every time we need to build more lots.	3/29/2015 1:19 PM
23	Is any of this due to the stadium construction?	3/27/2015 5:28 PM
24	- More than half the current number of Z spaces will be lost to the stadium being built on main-campus. Shouldn't stadium funding be used to replace at least what's being demolished on its behalf? CSU spokespersons have said that there is funding in the stadium project for parking, is that reflected in the PTS budget items? We have repeated been told that the cost to build the stadium on the main campus will not be funded by students or taxpayers. It took no time at all for that to become a lie. Shameful! - CSU needs to become responsible in their approach to growth. No additional building (or stadium) should be built without consideration of its parking needs. To deny them and pretend everyone will happily take public transportation instead is absurd. The recent model of building wildly and without restraint while destroying much needed, hugely coveted parking and safe access in the process and with complete disregard to the impact of the community has got to change. The city of Fort Collins in general and campus and surrounding communities in particular are getting pissed off by this repeated display of arrogance. - Force feeding public transportation on the occupants of CSU is unfair. Do not presume alternative transportation methods will be embraced simply because parking is expensive and inconvenient. - It seems that what will be lacking in viable parking will be made up for in price-gouging.	3/27/2015 3:06 PM
25	Parking should have been addressed many years ago. The problems we are seeing now have been increasing yearly for a long time.	3/27/2015 2:58 PM
26	We're spending \$239 million on a stadium and we can't ensure we fill a \$2.8 million dollar gap so employees don't have to foot the bill for more parking?	3/27/2015 2:45 PM

27	The Tiered System model could lead to unintended consequences. If more people elect the lower cost permits, this will lead to more people parking at the edges of campus, or even completely off the main campus. So the people that work off campus already will see our parking spots disappear because other folks are using them. If we are off campus now, will we get our parking pass at the lower rate automatically?	3/27/2015 2:40 PM
28	It seems to me that underground or multi-floor options must be considered especially in light of the significant growth we anticipate.	3/27/2015 2:23 PM
29	No comment.	3/27/2015 1:38 PM
30	Every mode of transportation costs money. By expecting the parking permit holders to finance the construction of new parking spaces AND the other modes of "free" transportation, the university is setting up a system where some employees are given, literally, a "free" ride at the expense of other employees. This should not happen. Let EVERYONE contribute to support their own mode of transportation.	3/27/2015 1:16 PM
31	How many bids? Why was this contractor hired? Was this the lowest cost? And, really, a surface parking lot costing \$5.4 million? Really?	3/27/2015 12:34 PM
32	If this moves from csu to a private contractor, why are we paying to profit them for a current service? Will those employed by such a company still have comparable wages and benefits to current csu pts employees? Are we creating economic hardship for these employees?	3/27/2015 12:24 PM
33	Then raise the cost of a permit = to ~\$2/day. AND, let's cover the top of the new garage with a solar PV canopy. We can use the real estate to generate power and offset (in some small way) some of the ongoing operational costs. In the short term - AT LEAST prepare the structure to be "renewable ready". THANKS!	3/27/2015 12:15 PM
34	The university should supplement the construction centrally as the service it provides benefits offices, departments, etc., across campus as well as the community. Additionally, while the University is strongly supporting alternate transportation via TransFort, it is through those efforts attempting to reduce the demand for parking and, thus, making it more difficult for PTS to generated the needed revenue to cover the cost. If we are going to try to have it both ways, the University/State of Colorado should not require PTS to go it alone.	3/27/2015 12:09 PM
35	Most universities have a general increase in parking permit costs to minimize debt. This is expected.	3/27/2015 12:05 PM
36	Given the above financial statement, it appears that the CSU community may not have a voice.	3/27/2015 11:52 AM
37	CSU should continue to provide parking availability for employees, along w/desks, chairs and restrooms. cost should be kept as reasonable as possible. Cost should be flat or % of income, not a tiered system. Is the list of peer institutions available? the tiered system will be oppressing.	3/27/2015 11:11 AM
38	At least TRY to keep the annual cost of permits as low as possible.	3/27/2015 11:07 AM
39	Well, my parking pass already went up this year to above \$300, I sure hope it doesn't get much higher! With more spaces, it seems like you would be getting more money from all those people and wouldn't have to raise the price much.	3/27/2015 10:56 AM
40	I see lots of talk about permit pricing going up, but haven't seen anything about citation prices. Is this being considered?	3/27/2015 10:21 AM
41	No problem with the assumption	3/27/2015 10:13 AM
42	It's understandable that as the University expands and current parking areas are being reconstructed as buildings poses a need for new parking areas. However, it is hard as an employee on a extremely small budget and no raises beyond what the state requires to afford parking fee increases.	3/27/2015 9:52 AM
43	Don't build it! Find better ways to park, especially by allowing people to park sometimes but also to sometimes use alternative transportation.	3/27/2015 9:35 AM
44	Since most (if not all) of these issues are arising from the new stadium, it should be the responsibility for the stadium project to fund ALL of this.	3/27/2015 8:55 AM
45	why does the lot on research drive need to be paved could it not be a grave lot? for a lot less.	3/27/2015 7:27 AM
46	I will be happy to see the money from my permit going toward more garages, even though there are none currently planned in an area convenient to me personally.	3/27/2015 7:27 AM
47	A new garage is needed, but its cost needs to be factored in as part of the cost of constructing whatever buildings are placed in the space currently used for parking.	3/27/2015 12:33 AM

48	If CSU makes it convenient for guests to use parking garages and charge them per hour, I think that will help with revenue. You may even see that revenue at night, revenue that the campus does not currently collect.	3/26/2015 10:24 PM
49	CSU is growing faster than it can pay for itself. When we should be tightening our belts, we are, instead, gluttons on the bond system. We are borrowing too much money.	3/26/2015 8:13 PM
50	Seemingly we can pay for the stadium - why can't we pay for parking	3/26/2015 7:28 PM
51	Fine - raise the parking fee. But, decrease it for faculty to park NEAR their office... make it EASIER for them to park close, and get working.	3/26/2015 5:16 PM
52	Ok, enough of this. This is beyond stupid. You're pricing parking out of the range for faculty, staff and students and you think that somehow you can sell this as a good idea/	3/26/2015 5:12 PM
53	Our pay doesn't increase with inflation.	3/26/2015 5:03 PM
54	Our pay doesn't increase with inflation.	3/26/2015 5:00 PM
55	I think this should be considered in the cost of living increases each year. It sounds like this is a way to make additional money to cover the gap in the deficit. I cannot afford to keep paying more and more out of my check just to park at work. My pay would need to increase to cover the difference and I hope that will be considered. It feels like my overall pay is just going to decrease because more will be taken out for parking. It is fine for those that can use other transportation, but not everyone can take advantage of that. If I ride my bike to school and then my 9 year old gets sick at school, what I am going to do... ride my bike 3.5 miles home, get my car and then drive to her school? I am not a fan of raising the parking fee rates drastically. I would rather have the tiered structure, so at least there is a cheaper option. The problem is, this still does not guarantee me a parking space. I may choose to park farther away from my office to save money but what if most people choose that lot for the same reason? I like that people park by their buildings because it spreads out the cars.	3/26/2015 4:57 PM
56	If you make it convenient parking, I don't mind paying. But don't expect me to buy a parking permit if you put the parking garages in outlying areas. Their worthless and I won't pay for them.	3/26/2015 3:52 PM
57	Decisions regarding PTS moving forward need to be evidence based and data-driven. All PTS consumers deserve justification of permit cost now and in future.	3/26/2015 3:49 PM
58	Again, this makes sense	3/26/2015 3:37 PM
59	Please place more of the burden of this debt on those who earn a higher income than on those whose salaries are at the low end of the scale. I know there are other universities that have implemented a tiered structure like this, with success.	3/26/2015 3:35 PM
60	why can't the general CSU fund subsidize PTS like it subsidizes Athletics ? So, then there wouldn't be a PTS deficit. It's just about what you choose to do with the money, right?	3/26/2015 3:07 PM
61	Perhaps, parking should have been considered before deciding to build a \$220M stadium on campus where more parking could have been added.	3/26/2015 3:04 PM
62	I think that they should take some of the financing associated with the construction of the Stadium and make the stadium parking available.	3/26/2015 3:03 PM
63	I am surprised that the current parking structure not only did not take advantage of underground space but is only 4 floors high with only 2 floors of z lot. It is frustrating to be waiting for construction in traffic and realize that he new buildings will only make the problem worse. Why not add parking underground for every new building? Why not add 2 more floors to the current structure? I am not sure who currently uses the Max, but what if Max went through campus on its designated off road loop? I know these are hard questions, but what better place for creative solutions than a university?	3/26/2015 2:56 PM
64	I agree that changes are necessary to the parking revenue structure. However, I do not see any information regarding potential increases to student parking fees. Will this also be considered?	3/26/2015 2:44 PM
65	Try to keep permits reasonable.	3/26/2015 2:37 PM
66	If we use the model to add parking impact fees to each new building the deficit could be erased without the need to raise rates in the near term and maybe the long term. It would appear that if you have a building displacing a parking lot that the opportunity cost of the older and paid for parking lot should be recognized and absorbed as a cost of the new building; cause and effect.	3/26/2015 2:20 PM
67	These funding pressures and parking pressures are related to the stadium (loss of parking there). I resent that employees of CSU may need to pay more or have less safe parking options due to the stadium, and also, that this isn't being mentioned as part of the conversation.	3/26/2015 2:20 PM

68	4. How many parking permits are sold on average per year?	3/26/2015 2:13 PM
69	I am for small increases in the permit amounts 5 to 10% per year	3/26/2015 2:01 PM
70	This is inadequate and short-visioned. Parking garages should be built. Debt servicing a parking garage is no different than servicing new academic buildings or new stadiums. Sell naming rights and offer advertising space on the sides of the garage.	3/26/2015 2:00 PM
71	If the stadium is one main cause of needing to establish two completely new parking garages, it too should be supplying financial support in this endeavor and not leave it to rest solely on the shoulders of parking services. Parking Services has done an outstanding job at establishing and supporting it's services but requires support directly from the university, and even more so the financial system of the stadium to continue it's growth and development.	3/26/2015 1:48 PM
72	Have we considered having employees at our "remote" locations also pay for parking passes? For example, the last I knew, staff at Online Plus did not have to pay for parking permits because of their location. I think that we should consider, in the interest of fairness, and helping to generate revenue, making all parking lots associated with campus "paid" parking lots for employees (at a minimum) with meters and parking passes for at least "up-close" parking. Perhaps with free limited free guest parking up-close for community needs. I recognize that there is probably a need for some free parking at some of these locations, but it seems we should find a way to have employees at these locations have to "register" their car with us and pay for parking like the rest even if we have to make sure there is free parking in those areas for the community.	3/26/2015 1:45 PM
73	How will the revenue you receive from facilities that they will begin paying for each parking space they remove for a building project?	3/26/2015 1:42 PM
74	Get this money from the athletic department. Their new stadium is a major factor driving the need for additional parking facilities. Has anyone analyzed the parking costs that are directly a result of the new stadium project. Perhaps we can use the empty stadium for parking.	3/26/2015 1:35 PM
75	This financial burden should be borne by those needing to park on the main campus, where demand is high, and not in areas far from the main campus unless the demand for parking there is equally high, and the supply of available spots equally low.	3/26/2015 1:04 PM
76	All non-tenure track employees should be given free parking permits.	3/26/2015 12:52 PM
77	Why is the north side of campus being ignored?	3/26/2015 12:47 PM
78	Sounds reasonable.	3/26/2015 12:37 PM
79	For those whose schedules differ from the majority of 7:30am to 4:30pm faculty and staff it would be helpful to have an on demand alternative transportation option. This would require a shelter of some sort to protect waiting employees from adverse weather (hot or cold) where they would be able to contact transportation services and request pickup from parking and delivery to their work place. It would be necessary to offer the reverse service too, so employees could place a call from their workplace requesting pickup and return to their vehicle. An on demand shuttle that could retrieve and return people from and to their vehicles at remote parking sites it would eliminate the need for shelters and communication lines from remote parking locations. This should include the parking garage and lots for those with handicap hang tangs which can only be obtained through a physician.	3/26/2015 12:27 PM
80	The problem with the Research Drive parking lot is that it almost entirely benefits only the vet school. I feel like the majority of campus parking is unequally weighted toward the southern end. As a employee living in the City Park neighborhood who works in the central core of campus, it is a waste of time (and gas) for me to drive all the way to the south end of campus and then still have to walk, bicycle, or bus back north to my office. I would like to see a new parking lot or parking structure located on the northern end of campus to benefit the employees (and students) who live in Old Town and North Fort Collins.	3/26/2015 12:26 PM
81	We should not have to come up with the difference from the deficit, The fees should be included in the project and assessed to the department or School being fixed. With the Stadium coming in, and the Green Houses being moved by Aggie South it is taking away more parking spaces. Have funding included in the new development.	3/26/2015 12:18 PM
82	South College and Research drive do nothing for those of us on the North side off campus.	3/26/2015 12:17 PM
83	Based off of what I have read, it seems you want us to pay for the parking garage before selling any of those parking spaces. I think it would be fairer to save money to pay the bond during construction, then charge a fair price once those spaces are available. your projects have essentially doubled the price for parking in a matter of two years. The raises we have received barely cover these costs, where is the fair and equitable solution in that?	3/26/2015 12:09 PM
84	I had no idea how expensive parking was to construct.	3/26/2015 12:06 PM

85	I had no idea how expensive parking was to construct.	3/26/2015 12:06 PM
86	New parking is needed because administration is eliminating parking in order to build an unpopular stadium. As a result, students and staff must pay the price.	3/26/2015 12:04 PM
87	N/A	3/26/2015 12:03 PM
88	Could you please provide additional information on what the two facilities to be built will be? From their names they both appear to be well outside the heart of central campus. How many spaces will they contain, and how will they make up for spaces more central to campus that are being lost due to construction? Please also explain what the 125% debt coverage ration is.	3/26/2015 12:02 PM
89	I work in Rockwell and neither of these developments would help with parking on the north side of campus. Please consider options to help us as well. One idea would be to have a shuttle that runs from the south college garage and stops at 3-4 locations on the north side. If the shuttle runs frequently enough, and runs through evening hours, that could be a viable option.	3/26/2015 11:39 AM
90	If the stadium did not destroy a parking lot, maybe this would not be an issue. Is part of the stadium funding parking structures? If not, then parking fees are indirectly funding the stadium - which I reject.	3/26/2015 11:38 AM
91	It would be preferable for those benefiting from these new lots to front most if not all of the bill. Realizing that Foothills Campus staff do not benefit from the new Research Drive lot, this will appear as taxation without representation.	3/26/2015 11:30 AM
92	I understand that parking services is an auxiliary and is revenue generating to be sustained; however, I would like to see more focus and emphasis on good customer service from the staff so when things come up, such as a citation or problem, folks aren't met with rudeness and non-cooperation from the staff. Instead, with a better customer service model, these conversations can be more around education, rather than hostility.	3/26/2015 11:28 AM
93	this seems reasonable and fair	3/26/2015 11:26 AM
94	I believe parking services could increase the citation revenue by enforcing violations in the extended enforcement areas (specifically the 24X5 A and B lots around the Rec) could be changed to 24X7 and find some sort of automated system to ticket license plates that enter the lot and don't leave after a short period of time. Similar enforcement in other areas could increase enforcement revenue, possibly this increase wouldn't be sufficient to cover the additional costs (2.8M) of the revenue deficiency shown above, but I would guess that this could increase revenue substantially. An automated system could also decrease costs by eliminating the need for a staff member to drive around and hand out tickets.	3/26/2015 11:26 AM
95	Does this suggest that, if the university is successful in encouraging other modes of transport to campus (MAX, bus, etc.), revenue for parking will actually decline? In that case, do previously "free" alternative modes then necessarily become costly?	3/26/2015 11:18 AM
96	Has the department looked into other ways to increase revenue without increasing fees and citations? The majority of the population parking on campus did not decide to build the additional parking and agree to it knowing their fees would increase so dramatically. I believe the parking department (or central) needs to research ways that they can take on more of the debt and increase their revenue through other means.	3/26/2015 11:18 AM
97	Has there been any work on using more "green" parking solutions? Black asphalt creates hot islands of heat in the summer and causes more pollution. Here is link to previous pavement https://www.youtube.com/watch?v=HcY8sflDeYA	3/26/2015 11:18 AM
98	It would appear that finding cost effective ways to minimize charges would be step one, though it would make sense this was worked out. It may take a few more trips to the drawing board to find a situation that is acceptable to both parties. Thank you for the opportunity to share my thoughts!	3/26/2015 11:15 AM
99	Again I cannot stress enough how charging the foot hills campus employees these outrageous fees will be horribly cruel as employees out here do not factor into main/south campus numbers, nor can they afford the added fees. Also.... if you start charging us these fees, will our lots be paved and plowed in the winter? or rampart rd cleared of ice? Telling employees who already don't make enough they have to pay or beg for money from a "employee hardship loan fund" is not only degrading, but rude and still only a loan.	3/26/2015 11:15 AM

100	- Three parking lots will be lost to the stadium being built on main-campus. Shouldn't stadium funding be used to replace at least what's being demolished on its behalf? CSU spokespersons have said that there is funding in the stadium project for parking, is that reflected in the PTS budget items? It's increasingly apparent that the parking mitigation will be provided by the students, faculty and staff who need to put their car somewhere so that they can safely attend work and/or school. Shouldn't the University have a stake in facilitating this need? - Force feeding public transportation on the occupants of CSU is unfair. Do not presume alternative transportation methods will be embraced simply because parking is expensive and inconvenient. - It seems that what will be lacking in viable parking will be made up for in price-gouging.	3/26/2015 11:14 AM
101	What are the incentives in place not to drive?	3/26/2015 11:12 AM
102	Another option, in addition to/instead of banning vehicles for first-year students outright, would be to raise the student parking fee to a level that would deter many students from parking on campus.	3/26/2015 11:11 AM
103	How much will the permit parking amount increase?	3/26/2015 11:09 AM
104	Perhaps another parking garage, especially on South College, is not the best way to spend \$20M. What alternatives have been explored?	3/26/2015 11:08 AM
105	Why is the cost of the parking lots the responsibility of the employees to fully fund. Are we going to be required to pay for our desks too, If CSU can afford to build new buildings at the rate that are you would think they could cover the initial cost of providing the parking needed for that building.	3/26/2015 11:05 AM
106	Students and faculty who have the finances to pay additional parking fees should not be given an advantage. The increased fees will be a burden on many employees and parents.	3/26/2015 11:02 AM
107	costs are huge for staff on lowest salary's...parking fees should be on sliding scale for income base	3/26/2015 11:01 AM
108	Why must employees foot the bill for CSU's infrastructure decisions?	3/26/2015 11:01 AM
109	The permit costs will be about 1.5% of my income before taxes and as of this next increase slated for FY17 will have increased approximately 100% in the 12 years I have worked here. Given the poor wage increases to State Classified people over that time frame, it does weigh on my decisions not to park on campus, as it used to be 1% of my income. To those of us who don't make that much, it makes a difference. Why waste that limited funds on non-existent parking places?	3/26/2015 10:59 AM
110	Please see response above. Thank you for your time and for allowing me to comment.	3/26/2015 10:57 AM
111	any price increases need to be progressive and you need to consider wage increases not a huge jump in the price ... your not helping the students that are already stressed to the max about their grades or faculty/staff that are barely making ends meet, think of the single parents or the ones that are taking care of someone that is sick or dying...	3/26/2015 10:56 AM
112	The new stadium will take up existing parking. The administration should be ashamed.	3/26/2015 10:55 AM
113	Is part of the need for new parking owing to loss of existing parking lots/spaces to growth of the campus and other infrastructure (e.g., the new football stadium). If so, it seems that the University and not employees/students should bear the burden of funding the building of new parking lots to replace those being diverted to other causes... this is otherwise double taxation, in essence...	3/26/2015 10:54 AM
114	What happened to the parking structure on the NW side of campus by the Towers? Will first year students not be allowed to bring cars to campus? How will the workers who come to campus to work on all the all campus structures be parking? Will they be off campus and shuttled onto campus or will they take up on campus spaces?	3/26/2015 10:54 AM
115	Clearly an increase in state taxes would face broad and vehement opposition but I believe that a tax increase is the most logical, ethical, and responsible course forward.	3/26/2015 10:54 AM
116	Shift the cost of Transfort MAX and Around the Horn out of the PTS budget.	3/26/2015 10:44 AM
117	I don't understand how the Research Drive parking lot will help on-campus parking problems.	3/26/2015 10:43 AM
118	The cost of replacing an existing surface lot and parking garage should be shared by the new building construction that is planned on top of those existing lots. Otherwise the parking permits by employees are in effect subsidizing the new construction.	3/26/2015 10:39 AM
119	Where will the parking garage go at South College Avenue? Are we really going to destroy the ambiance of the east side of campus with it's mature trees and old buildings. This is one of the best things about this campus. I am partial but I think we have a beautiful and spacious campus. How far are we along on paying for the parking garage that we have already?	3/26/2015 10:36 AM

120	Can funds generated from the new stadium go toward reducing this debt?	3/26/2015 10:34 AM
121	As a financial person I realized that CSU's parking model was bankrupt sometime ago and made alternative plans to avoid buying a parking permit. No matter the options the parking permit is way over priced now and you model will create a mass exodus to other transportation, not all the way you perceive, leaving PTS in constant shortfall of funding plans.	3/26/2015 10:34 AM
122	The stadium is supposed to be a huge revenue generator - can't the revenue it generates be used to offset the parking support it will also need?	3/26/2015 10:33 AM
123	CSU continues to underpay its employees compared to every measurable factor, and now parking increases are thrown on board. I would not recommend CSU as a supportive employer to work for.	3/26/2015 10:33 AM
124	Influences on parking on campus and the need for new structures to replace surface lots, etc should have been taken into account in the planning of the building projects that created the need in the first place. The entire cost should not be borne by employees when established parking lots are lost due to campus expansion.	3/26/2015 10:30 AM
125	I would favor multi-story garages to all this remote ferrying that is happening in Ft. Collins...It seems so totally inefficient to now have to park and then wait for a shuttle to campus and then walk to my building...What used to take 6 minutes to drive to my building from home now takes 20-30 minutes...Is CSU going to pay me to start my work day at the remote lot I have to park in? (Time is money...has anyone studied the cost to workers by shuttling them around vs. having them park close to their assigned buildings?)	3/26/2015 10:29 AM
126	Since this lot is being built to satisfy parking requirements for the football stadium perhaps they should fund this gap.	3/26/2015 10:25 AM
127	What about parking for the new stadium? Will there be parking there during the week? I think keeping employees near their job makes more sense. Taking parking off campus seems to be a bad idea to me.	3/26/2015 10:22 AM
128	It is safe for us to assume that the required expansion of parking space is largely due to the on-campus stadium addition and minimally due to an increase of student population. Maybe we need to think about using future sport-related revenue to support these new parking structures rather than funneling this money towards the exorbitant coaching salaries of our sports teams.	3/26/2015 10:21 AM
129	No comment.	3/26/2015 10:20 AM
130	PTS has to meet their costs...understood.	3/26/2015 10:19 AM
131	na	3/26/2015 10:19 AM
132	What is the estimated increase in parking fees to cover the 2.8M gap?	3/26/2015 10:19 AM
133	I agree with this assumption and believe parking permits should increase.	3/26/2015 10:16 AM
134	Fundraise.	3/26/2015 10:13 AM
135	I understand having to raise parking prices but it would be nice to do them in intervals instead of all at one time. I will continue to pay a parking pass as I need to park near my work so that I can load and unload items that are needed for my work.	3/26/2015 10:13 AM
136	Are these expenses necessary?	3/26/2015 10:12 AM
137	see above -- parking, construction and building new structures should not be considered on 'main campus' The main campus is much too dense already.	3/26/2015 10:12 AM
138	Parking tax on all tickets for the new stadium? By the way - where are they going to park?	3/26/2015 10:12 AM
139	Will this cause prices for permits to go up?	3/26/2015 10:11 AM
140	The staff not on the main campus (ERC, Foothills, etc.) do not pay parking fees. If they paid as the rest of us are required to do that would provide more revenue.	3/26/2015 10:11 AM
141	Here's how you get buy in: 1) Telework opportunities for faculty and APs 2) sliding scale for lower paid classified staff	3/26/2015 10:10 AM
142	There should be a scaled increase. Students that are required to live on campus should have the highest permit fees. There is no reason for them to use a vehicle. Base fees on distance to work. Those that live closest receive highest fees for passes. Those that commute from farther pay less. This way, those that CAN use public transportation are motivated to do so. Those that don't have access are not paying as if they are able to.	3/26/2015 10:10 AM

143	Why is there no mention of the potential impact of the new stadium on parking? Were parking needs and costs to develop new capacity figured assuming the stadium will be built? Do the projections of cost and people/space ratio change if the stadium is not built?	3/26/2015 10:09 AM
144	Parking is important, especially for commuters. Thus, the increase in parking spaces, despite the cost and debt, seems to be essential...more so than an on-campus stadium, for example.	3/26/2015 10:09 AM
145	These numbers provide no way to estimate the cost of parking for an individual.	3/26/2015 10:09 AM
146	Why are the faculty and staff being asked to subsidize the growth of campus? Why isn't the cost of replacing lost parking spaces included in the new building budgets?	3/26/2015 10:09 AM
147	I vigorously support the building of parking garages over surface lots to minimize impervious cover.	3/26/2015 10:07 AM
148	I understand the need to close the gap, but it should not be done on the backs of the employees who make this University possible. Without quality staff and faculty, the University is nothing.	3/26/2015 10:06 AM
149	Shouldn't some of this parking debt be included in the stadium debt? Instead of putting it in the hands of people who are here for working/education and not entertainment?	3/26/2015 10:06 AM
150	Why not seek a way to change the requirement that you fund yourselves? I'd much rather have a place to park than a new stadium.	3/26/2015 10:06 AM
151	Shouldn't some of this parking debt be included in the stadium debt? Instead of putting it in the hands of people who are here for working/education and not entertainment?	3/26/2015 10:05 AM
152	Parking should be enforced better, I see a lot of students that are parking where they are not supposed to and therefore there is no parking for employees.	3/26/2015 10:05 AM
153	How about stop running the in campus transportation line that is seeming like it is meant for campus visitors versus routes that faculty and staff need. I often see this buses going at less than capacity and more often with admissions guest. It seems it was a pr move by the university for guests versus what students wanted and needed.	3/26/2015 10:05 AM
154	How much does the cost of public transport factor into this calculation?	3/26/2015 10:05 AM
155	I don't mind paying a little more for parking, but not if I cant find a space or lose a space to students who will just take the hit on the citation or whose parents are prepared to pay anything for them to have a pass.	3/26/2015 10:05 AM
156	If new construction is "displacing" parking, then new construction needs to pay to replace those "displaced" parking spaces.	3/26/2015 10:01 AM
157	Other solutions to this deficit are certainly possible, other than on the backs of CSU's hard-working employees.	3/26/2015 10:00 AM
158	I understand the need for progress in parking, but not everyone's salary can meet this type of growth. Remember that cost of living was frozen for many years and only recently has the economy started to recover--but we are not fully back to normal yet and we've lost out on all the years that salaries were frozen. Further, with TABOR, etc. who's to say that we won't be in another depressed economy again sometime soon. Looking at peer institutions is one thing, but look at other businesses and see what their models for employee parking is. Do they charge? Further, citations need to be issued beyond 4pm daily and consequences for students who use staff parking should increase as they receive citations--i.e. 2nd ticket is double the cost, 3rd is triple. Or strengthen the policy and send them to judicial affairs if they continue to abuse. Last, parking in snowy weather is abominable. The parking lots should be cleared at night so that people can see the lines and park correctly. Whenever there is snow, cars are skewed all over the place and the number of parking spots are reduced. Finally, speaking of lines, most parking lots have lines that are badly in need of re-painting. Why not use a yellow flourescent color that can be seen--perhaps even with poor snow removal. I feel that the big picture needs to be looked at--not just number of spaces and cost. Look at how lots are maintained year-round. Paying more is not the only frustration.	3/26/2015 9:59 AM
159	If we weren't moving ahead with an on-campus stadium, how much money and parking spaces could we save?	3/26/2015 9:57 AM
160	Parking permits and citations should cover the costs, but do we really need increasing numbers of parking spots or should students especially those living on campus or within a reasonable radius be able to park on campus?	3/26/2015 9:53 AM
161	I understand we will have a huge deficit that must be covered by revenue. Can we still AFFORD to give ALL our retirees a FREE parking permit when we are so badly in debt? Many retirees still work at CSU thus taking up precious parking spaces for FREE every day! Many retirees give the free permit to their grandchildren who attend CSU. We will have full time employees who cannot afford to park at work but plenty of free permits for the retirees- it is NOT RIGHT!!!! At least make the retirees pay \$100 for a permit- once we have paid off the huge debt we can offer a better discount. We cannot afford free to anyone.	3/26/2015 9:52 AM

162	There needs to be some plan to add parking to the North side of campus. Are the entities that are removing the parking spots paying for those spots? They should be paying for at least 5-10 years for taking the spots away.	3/26/2015 9:52 AM
163	My suggestions are above. CSU seems to get deeper and deeper in debt with the cost always affecting the employees, tax payers and students.	3/26/2015 9:51 AM
164	I am sure these parking plans will still be needed even without the added stresses created by displacement of existing lots by the stadium ideas...	3/26/2015 9:48 AM
165	If Tony Frank can come up with an exorbitant amount of money for the stadium, why can he not also come up with money for parking so that employees aren't slammed with the bill? Taking care of the employees that run this university are arguably more important than the stadium. I've been working at CSU for over 8 years and I still think it's ridiculous that we have to pay to park where we work. How about we take care of the employees and other more pressing needs (like deteriorating buildings - Aylesworth, anyone?) before pursuing a stadium and million dollar parking garages. Or, if you do pursue more garages, charge more for those parking passes. I went to grad school at UConn. They had two parking garages at the time and employees and staff that parked there had to pay higher fees. Makes sense to me. They cost more to build and maintain so the people that want to use them should support that expense instead of burdening everyone with that expense. For what it's worth, I chose to use the garages and pay the higher fee for that "luxury."	3/26/2015 9:46 AM
166	I think the any infrastructure for parking needs to be funded like any other construction instead of putting the burden of the shortfall on the employees. Have alternative funding sources been explored?	3/26/2015 9:44 AM
167	Something that may help in reducing the deficit: STRICTLY enforce lots, take a no nonsense approach by towing vehicles (rather than booting) vehicles that have not moved and have multiple citations.	3/26/2015 9:41 AM
168	No comment	3/26/2015 9:41 AM

Q5 Basics regarding Option A: Option A involves maintaining the current model with the increased rates. Continued one price for each permit type (A, Z, etc.), with equal increases regardless of location. PTS will continue to provide as many permits as customers request, regardless of the location of available parking spaces. Faculty/staff "A" permits will cost approximately \$550 per year in FY17. This model was identified as the "Hunting License" model on the memo. Any initial thoughts, suggested tweaks, or questions on Option A

Answered: 206 Skipped: 410

#	Responses	Date
1	This cost is very high for many of the employees and may prohibit many from being able to access needed parking because they live far and not near public transit, are working parents, are disabled, etc	4/1/2015 4:52 PM
2	I think varying costs for different lots should not be a consideration. There are people of all income brackets who work all over campus. Admins work in the Administration Building who make fractions of what some VPs make and shouldn't have to pay a higher amount of their salary because of their location.	4/1/2015 3:53 PM
3	The extra money about \$190 increase per year for A permit should not be a joke for middle class A permit holder and it should be for higher class economy people who gets salary above \$50K per year	4/1/2015 3:33 PM
4	I am still concerned that parking fees increase and I am often unable to find parking spaces in lots near the Oval. I only see this getting worse as people can no longer park on residential streets in the area.	4/1/2015 10:20 AM
5	To bad we cannot increase our salaries as much as we need. It is a little late to start including people in the discussion.	4/1/2015 8:41 AM
6	Faculty/staff should get more priority on core spaces; students can park further out; "everyone" should be able to move in to core spaces during non-peak (e.g. evening) times	3/31/2015 11:06 PM
7	This appears to me to be a "do nothing" model. I do not mean this disparagingly rather I mean this is a continuation of the same model.	3/31/2015 10:50 PM
8	I'm not sure it's wise to sell as many permits as customers request, regardless of available parking spaces.	3/31/2015 12:00 PM
9	Of course, parking permits at this high rate does not at all sound appealing. Even at the rates we pay now, one of my biggest pet peeves is the fact that so many CSU facilities trucks take up the spaces in A lots that paid for by employees. These trucks should be confined to spaces next to the facilities building or at a more remote location. The same is true for vehicles that are parked for long periods of time.	3/31/2015 11:54 AM
10	I already feel the cost to the employee to park anywhere near campus is extreme. For someone who has young children and tries to make the best use of her time both in regards to work and the needs of my children, this is a very discouraging increase.	3/31/2015 8:03 AM
11	At the open sessions I asked three questions and was told that no decisions had been made on those issues yet and they could not give me an answer. Your answer to the questions would affect my answer here. This whole process is not well though out. You have waited (as usual) until it is a crisis and are now throwing out poorly thought out plans which we are suppose to accept.	3/30/2015 9:26 PM
12	This is extremely expensive for adjunct faculty!	3/30/2015 6:14 PM

13	This is a significant jump over the current permit cost, those on fixed income will not be able to afford such a drastic jump.	3/30/2015 4:44 PM
14	Crazy expensive price. Period. Although this is my preferred parking option of A.	3/30/2015 4:22 PM
15	the degree of price increase is insane	3/30/2015 3:52 PM
16	I have A permit. If I have to pay extra \$190 according to new increase. So can you request to the higher authority to give us extra \$190 salary every year so that we can work comfortably in the campus without any financial worries. As a middle class economy people, to pay extra \$190 is not a joke.	3/30/2015 2:20 PM
17	This is an outrageous price for a hunting license.	3/30/2015 1:58 PM
18	Sounds great!	3/30/2015 1:12 PM
19	PTS eager to over sell permits despite number of available spaces, and frequently fails to respond/citations issued to South Campus offenders.	3/30/2015 12:53 PM
20	Why such a big increase? Our current system also creates a class system. Why not a % of income for parking? How about no resident student parking? Are other options even being considered?	3/30/2015 11:40 AM
21	It's always been unclear to me why graduate students (when employed) receive "A" permits. It might be worth considering treating all graduate students the same as other students. This would reduce the "hunting" for regular employees.	3/30/2015 11:15 AM
22	This seems like a big increase in a short period of time.	3/30/2015 10:58 AM
23	limit the number of parking permits sold so that it guarantees permit holders spots to park.	3/30/2015 10:09 AM
24	Two initial thoughts: 1) \$550 is approximately 1% of my gross salary. How about, instead of charging the same amount for everyone and having to make employees in need apply for financial relief, charge each employee 1% of their salary. That would be more fair, wouldn't it? 2) I would ask that Parking Services consider some sort of "partial" permit option. For example: I would like to take alternative transportation when I can, but there are times when I simply must take my car, and I can't predict when or how often that might be. Buying daily permits from Parking Services in sufficient quantities to do this is not cost effective, or convenient. So, if an annual permit is going to cost \$550, why not also offer a "half-permit" for \$275, allowing me to park in 'A' lots at any time during the year, but only up to half the number of working days? (which would be what, 125 days?) If I use up all my days before the year is up, or I don't use them all, that's my problem, but such an option would give me a much greater incentive to only use a parking space half the time. If I have to buy a full annual pass because I don't want to spend \$1,000 on daily passes, then I have no incentive to take alternative transportation at all. How they would track how many days you use, I'm not sure. If they already scan everyone's license plate every day, that's taken care of, but otherwise, um, a punch card?	3/30/2015 9:56 AM
25	This cost may be unaffordable to many of the staff. Think about custodians, cooks, fairly new employees on a base state classified rate...	3/30/2015 9:06 AM
26	For me, this is affordable. For others it could be a burden.	3/30/2015 9:02 AM
27	Cost seems high, especially in light of what we have been paying. It will be difficult to make that jump to nearly double current rates. While I understand the necessity and that we currently pay less than peers, I wonder if some sort of phased option is possible.	3/30/2015 7:52 AM
28	The price of this option seems incredibly high to be considered a "hunting license".	3/29/2015 9:27 PM
29	After attending meeting in Student Center, I know understand why staff does not park in the Library lot. It took me 16 minutes to get from the lot to off campus. That is unacceptable. Meridian needs to be opened to the north to give people an alternative for leaving.	3/29/2015 9:12 PM
30	Offer a permit that provides a specific spot to those who want to pay a higher price, with that spot available to the permit purchaser 24/7/365	3/29/2015 4:20 PM
31	If I recall correctly, that's a significant jump in price. I think that this number needs **context**, including the current permit cost, and how this compares to peer institutions.	3/29/2015 1:19 PM
32	Initial thought: Could be cost prohibiting for those with lower incomes or less than full time who really need to drive to work for various reasons. Can cost be based on income?	3/29/2015 10:13 AM
33	Overselling by a lot seems like a strategy for conflict among the university committee and the City of Fort Collins.	3/27/2015 5:45 PM
34	Eliminate parking for freshmen students as other major campuses have.	3/27/2015 5:01 PM

35	A jump from \$317 to \$550 (2015 to 2017) seems excessive. I live in the NE corner of Fort Collins where there is essentially no public transportation, and I work in the heart of campus although I have to travel off-campus frequently. I have no alternative but to buy a permit.	3/27/2015 3:12 PM
36	See Comments Below...	3/27/2015 3:11 PM
37	Since the area for the most expensive tiered parking zones incorporates most of campus, I don't see where it matters which system is used. Most people will end up having to pay for the top tier.	3/27/2015 3:03 PM
38	\$550 seems like way too much of an increase in just 2 years. See my comment on Assumption B.	3/27/2015 2:55 PM
39	Why not have this option, but limit the number of permits issued?	3/27/2015 2:49 PM
40	This is the only feasible option. With a tiered option, the majority of staff will choose the cheapest option and park in the lots on the edge of campus and then walk to their destinations across campus. This will create a nightmare of parking for those who work on the edge of campus, and the "primary" spots risk being underutilized, since no one will want to pay the cost.	3/27/2015 1:46 PM
41	Offering a "punch card" for faculty and staff might encourage those who are able to use public transportation to do so. They might only need to bring their vehicle on campus a limited number of times per week so if that option were less than a monthly permit, it would encourage them to use public transportation more frequently.	3/27/2015 1:44 PM
42	This seems the most fair, if the cost is adjusted to remove subsidies for "free" transportation options.	3/27/2015 1:18 PM
43	Once again, the staff paid less than others on campus should not be penalized financially for their lower salaries.	3/27/2015 12:40 PM
44	I only work 15 hours per week! I can't afford to pay \$550 for parking and competing with the students to find metered spots is incredibly difficult. Create a part time employee permit please!	3/27/2015 12:38 PM
45	For this price, we should be able to permit more than one car at a time. Maybe add a t/th or mwf pricing plan.	3/27/2015 12:27 PM
46	\$317 to \$550 is quite a steep! inflation.	3/27/2015 12:25 PM
47	If it's not broke - don't fix it. The argument is about the cost, not the structure. Leave the "hunting permit" in place. Raise the rates if you need to. But, explore or suggest other possible sources to fund capital and infrastructure expenses related to surface lots and parking.	3/27/2015 12:23 PM
48	The number of available parking spaces should be taken into account when providing permits. I believe that it would be unethical to sell as many permits as customers request, without taking availability into account. I would recommend a staff and faculty "first come, first served" model regarding requests vs. availability.	3/27/2015 12:21 PM
49	Option A is more agreeable if enforcement remains the same (primarily restricted to business days/hours). if enforcement continues to creep into evenings, weekends, and the summer, it puts a lot of pressure on some of our most at-risk employees who already may not be able to afford parking or to live in Fort Collins to use mass transit. Being able to park in many lots for free in the evening or the weekends helps a considerable number of swing shift staff, many/most of whom are SC hourly.	3/27/2015 12:16 PM
50	\$550 sounds excessive! I think I paid ~\$317 this year. I figured MAYBE you were thinking of making it from somewhere between there and up to \$400. If you want to give me a raise, then I guess I could afford \$550. There is already a tall tower - Westfall- why not build a 12-story parking building in the Westfall parking lot? \$550 seems excessive.	3/27/2015 11:20 AM
51	This model is acceptable.	3/27/2015 11:09 AM
52	I don't have any issue with option A	3/27/2015 10:18 AM
53	This is ridiculous! \$550 to park!	3/27/2015 9:40 AM
54	This is the best of the two options, but without raising the rates. Talked about earlier. Each model has the taste of big government... we are going to do what we want and make you pay for it. This really needs to stop.	3/27/2015 8:58 AM
55	Are you trying to make it so staff cannot afford to park? Are we stealing the poor college students spots? Food service at csu does not make very much...	3/27/2015 8:08 AM
56	Could the pricing Structure be Based on a percentage of Income that would be much fairer. say 1%	3/27/2015 7:30 AM
57	\$550 is a lot of money for state classified personnel. For some it could be their cost of living raise. Maybe you should consider - or at least look into - staggering the cost of a Faculty/staff permit based on salary.	3/26/2015 5:19 PM

58	As I previously suggested, create different zones based on where the faculty member works, and make it cheaper/easier for them to park close to their office. When I was attending school 30 years ago, students parked in lots far away from campus...	3/26/2015 5:19 PM
59	Bad idea, naturally, and you know it. That's why you're pushing the other option. We'll all be riding the bus or parking in the neighborhoods, which I'm sure will improve town/gown relations. Cause they already love us so much since we're building a new stadium, an idea that is universally popular off campus as well as on campus.	3/26/2015 5:16 PM
60	\$550 is a crazy high price to park at work.	3/26/2015 5:07 PM
61	That is TOTALLY absurd!	3/26/2015 5:07 PM
62	One price for each permit type regardless of location is Ok. The reason for that is that one time you need to go around three different parking lots in order to find a spot so it will be worst if you associate the parking permit to a specific lot or space. CSU should be given priority to employees because many of them don't have an option of using public transportation to make it to campus or need their cars to move around for issues related to work .	3/26/2015 4:34 PM
63	This is most fair, since some people's offices are more central than others. Why should the centrally located group be penalized?	3/26/2015 4:06 PM
64	Too much money for a "hunting license". Work with the administration to quit reducing parking capacity by putting buildings on it, Then there would be less need for hunting. You can't leave campus for off-campus meetings now, and our funders can't park on campus either. No way will I pay that much for a hunting license.	3/26/2015 3:55 PM
65	I prefer Option A	3/26/2015 3:49 PM
66	See my previous comments - I strongly believe that we need to consider the wages we pay our faculty and staff when determining what they should pay for their parking permit.	3/26/2015 3:42 PM
67	\$550 a year to come to work!!!!???. Aside from academic institutions, I can't think of many other employers who charge their employees to come to work. Parking for employees should be free.	3/26/2015 3:33 PM
68	That cost is outrageous and unacceptable. I don't care if it is less than "peers". This is erasing the Commitment to Campus notion. Stop taking away the little things that are good about working at CSU, one by one, so that employee satisfaction doesn't suffer a death by a thousand cuts.	3/26/2015 3:16 PM
69	It is very simple. Permit prices should be based on income rates.	3/26/2015 3:10 PM
70	I am pretty sure this is the "do nothing" option. I already can't afford parking. There are plenty of tech jobs where you don't have to pay for parking to work there...	3/26/2015 3:01 PM
71	It is a large change from the existing pricing model and likely will lead to pushback and larger salary demands and probably more interest in the multi tier model. But also no effective change in campus parking except the south garage. More searching or safety issues seem in the wind.	3/26/2015 3:00 PM
72	It would appear that faculty and key staff are needed to carry out the mission of the university. As a result offering parking to students in any number of permits requested may interfere with the mission of the university. Why not have the outlying lots dedicated to student parking as many times those cars sit for long periods of time without moving. You cannot have all people parking on campus. Why not take Hughes and make it a huge parking lot, its paid for and the bus service to that facility would be a lot cheaper than the parking garage option.	3/26/2015 2:51 PM
73	Is it possible to look at a permit cost that is based on a set percentage of salary rather than a set rate across the board?	3/26/2015 2:46 PM
74	As an Admin Pro, I don't think it's fair I have to pay the same amount as tenured faculty for a permit since I make a fraction of their salaries, especially if we're looking toward \$550/yr. Permit price should be based on salary and/or rank. Because I pay a larger percentage of my salary for a permit, I can't help but question the value of my position to the University.	3/26/2015 2:45 PM
75	Makes Sense.....	3/26/2015 2:39 PM
76	If central parking fills up too quickly, some of the more desirable parking should be converted to faculty parking; student parking can be shifted towards the perimeter.	3/26/2015 2:38 PM
77	\$550 is very expensive. Some of us need to be near our cars to run errands, or due to health reasons, etc.	3/26/2015 2:24 PM
78	My initial thoughts are that the increase in parking does not mirror my cost of living increase and thus will not make fiscal sense to have a parking permit. If this is the case for many of the folks working at CSU, PTS will take in even less money and parking permits will again increase. Also, this does not guarantee that a parking spot will be available near where I work.	3/26/2015 2:23 PM

79	That is too much for parking even as a faculty. Please see previous answers -- parking would not have to increase if one built out from campus in a planned method. retrofitting is expensive and extremely disruptive to the campus and afterwards will create a dense clump similar to many other notorious campus (houston medical) etc. CSU has tons of available land -- please consider using it!	3/26/2015 2:21 PM
80	While this is understandable, a rate of nearly \$50/month is highly unlikely to draw sufficient users to fund the system.	3/26/2015 2:06 PM
81	I like option A just smaller increases per year.	3/26/2015 2:04 PM
82	CSU is one of a few northern Colorado employers that charges employees for parking.	3/26/2015 2:03 PM
83	This is a good idea	3/26/2015 1:45 PM
84	It's way too expensive.	3/26/2015 1:38 PM
85	I don't think that this option is sustainable for a large majority of staff and lower-paid faculty like adjuncts. \$550 per year is a lot of money to pay for the privilege of parking at your place of work. I understand that many other universities charge more than this, but I imagine that their salaries must support the higher cost of parking. If our salaries cannot increase at the same rate as the cost for paying to park and there are no other options, some employees may choose to seek for jobs elsewhere or at the very least be very dissatisfied because of this. I understand that for some, having the option of parking anywhere on campus suits them best, but I would prefer to have the option to pay less and park just a bit further away and walk or have some other method of getting to my office like using Around the Horn.	3/26/2015 1:37 PM
86	This cost is too high for students and employees to pay.	3/26/2015 1:10 PM
87	I have concerns about the "regardless of location" language. If an area off the main campus has very low demand for parking, the prices should be reduced accordingly.	3/26/2015 1:09 PM
88	I agree that there should be a 'level playing field' option, unless you are going to tier the parking based on salaries, which I would call the "tax bracket" model, and would be the most fair for a tiered system.	3/26/2015 12:59 PM
89	I do not like option A.	3/26/2015 12:58 PM
90	The existing system doesn't work. Most of the time there are no spaces in the A lots anywhere near my building.	3/26/2015 12:49 PM
91	If Option A continues to exclude Foothills Campus, where such premiums on parking do not exist, then I would be all for this.	3/26/2015 12:47 PM
92	\$550 for a "hunting license" is astronomical!!!!	3/26/2015 12:46 PM
93	\$550 is about half a month's pay for myself as a half-time employee. That's going to hurt my family since my husband's income has decreased substantially since retiring for health reasons. As it is I need to have monthly payments for parking taken out of my check to spread the cost out and even then finances are really tight.	3/26/2015 12:44 PM
94	I prefer an option for purchase of faculty/staff permits that are less expensive for less central parking spot. While I know \$550 is not high compared to peer institutions I would prefer not to pay that much.	3/26/2015 12:42 PM
95	I lean toward this model only because it is familiar, is a level playing field, and because there is plenty of staff parking already located close to my building. However, with permits soon rising very high, I will never be able to purchase a permit. I am lucky now to live close enough to campus to walk to work most days, and hopefully will never have to move far enough away that I would be forced to pay for an expensive permit.	3/26/2015 12:36 PM
96	Again my staff can't afford parking permits now let alone with the increase, however, none of us like the tiered parking idea either, Will there be scholarships available for this option too. Of course CSU could make the permit part of our benefits package. Another thing is the raise that we are being given is going to be taken for the increase in Medical & PERA benefits & then for parking. So we won't be getting a raise at all. I thought part of the raise was 1. cost of living & 2. to keep us competitive in the like jobs etc.?	3/26/2015 12:28 PM
97	Use of lots is for everyone - all should share in the cost. Enforcement needs to be more strict with students parking where they shouldn't	3/26/2015 12:20 PM
98	That seems like a very significant increase, especially for the what would appear to be relatively small benefit in the number of spaces to be added based on the information in the memo (1:3 ratio vs. 1:4 ratio if nothing is done).	3/26/2015 12:14 PM
99	This sounds like a free for all with no guarantee of a parking space - and shrinking the size of the spaces may make more parking spaces for compact cars, but it eliminates parking spaces for SUV's.	3/26/2015 12:12 PM

100	This is highly undesirable. I already hate paying for parking on campus, I'll be even more unhappy to pay more for uncertainty that I'll be able to find a spot when I need it.	3/26/2015 12:10 PM
101	High cost - only individuals with higher income will be able to afford it. Can the monthly payments be extended?	3/26/2015 12:06 PM
102	Again, the increased cost of parking permits should be offset by having the new construction pay for the replacement costs when a surface lot is moved to make room for the new construction. Without that offset, a portion of the increase in parking permits subsidizes the new construction.	3/26/2015 11:53 AM
103	as I am getting older and have less energy, those close-in parking spaces have more value to me. I may not be able to use out-lying lots with transport to office.	3/26/2015 11:49 AM
104	Just too much for a parking permit. What would the students be paying?	3/26/2015 11:48 AM
105	I think this will push many employees to use Max or other transportation options if they are local in Fort Collins. But put more burden on those that have to commute from other cities.	3/26/2015 11:43 AM
106	Although I don't like the significant price increase, I strongly prefer this option to the tiered option.	3/26/2015 11:43 AM
107	\$550 is far too expensive	3/26/2015 11:42 AM
108	Why are only 2 options being considered? Certainly we have smart enough people to come up with more than 2 options.	3/26/2015 11:41 AM
109	Is there any way to split the day? Those that are here only in the morning or afternoon could pay less. For example, a pass from 7:00 a.m. until 12:00 p.m.; then one from 12:00 p.m. until 10:00 p.m. A separate cost would be for the whole day. Since checks are done by license plate, it should be easy to scan.	3/26/2015 11:38 AM
110	Unless parking lots that students use cost less to build and maintain than the lots the Admin Pro and Faculty use, I don't see any reason to distribute costs differently.	3/26/2015 11:37 AM
111	Hefty increase, would be above \$2.10 per day to park on campus. But, giving people the option to pay the higher rate works for me. If you don't want to pay that much, park elsewhere. Could the price be high enough that spaces would remain unsold?	3/26/2015 11:36 AM
112	The increase in cost to what it is currently is very dramatic. Some may compare this to Comcast suddenly doubling the cost for high-speed internet. That's probably happened, but it's also probably why no one likes Comcast.	3/26/2015 11:31 AM
113	not great, but better than the tiered option	3/26/2015 11:31 AM
114	This is option will only hurt those that do not make high salaries at CSU. This benefits the "haves" and punishes the "have nots".	3/26/2015 11:28 AM
115	I would not pay \$550, and have to look at alternative parking or transportation	3/26/2015 11:27 AM
116	I like our current model because finding available parking spaces is always and frustrating challenge and with the current model when you find one, regardless of it's location you can utilize it but the proposed price is absurd and unrealistic with what employees can afford. Keep the prices affordable and you'll make more money as more people will be able to purchase them. Otherwise you'll have the minority of people that can afford the \$550 and that won't creat the revenue that is needed.	3/26/2015 11:25 AM
117	Initially, I do not think it is fair to not consider the location of available parking or to not alter it to benefit the area it is to be supporting. An all or nothing approach does not seem to be the most beneficial. Analyzing the location and size of parking lots in relation to the buildings they support is important to ensure they are serving the target (students versus employee versus both) in the best way possible.	3/26/2015 11:24 AM
118	Continuing the current practice is not a solution, the situation is ridiculous. You can never be sure what is available, the traffic is never consistent, and it causes way to much stress in the population of permit holders. I end up paying cash to park on a frequent basis even though I have an A permit.	3/26/2015 11:21 AM
119	too expensive. much much too expensive	3/26/2015 11:21 AM
120	Considering that available parking places, if you can find one, are all over campus, it is fair pricing.	3/26/2015 11:19 AM
121	This option is necessary for those of us who work at different locations on campus, and who arrive before dark and must stay until after dark for work, while moving between multiple locations throughout the workday. However, it is very cost-prohibitive, and the floor for financial assistance to subsidize at least part of the cost needs to be a salary less than or equal to \$50,000.	3/26/2015 11:17 AM
122	Free parking for Adjunct instructors	3/26/2015 11:16 AM

123	That is an unacceptable increase.	3/26/2015 11:14 AM
124	I was surprised at this model when I arrived at CSU. At my previous University each faculty was assigned a parking space based upon actual spaces available. As a result newer faculty ended up in lots quite a distance from the buildings they worked in. However, I never had to "hunt" for a spot. I am in charge of dropping my children off at school in the morning. I find that if I do not arrive on campus by 8:45 I am parking quite a distance away from the building. In some cases this distance takes a 10 minute walk. I generally do not mind walking-- however, I often bring significant work materials home and in bad weather that walk is less than ideal. I also often leave well after dark and that walk past the RR tracks is a little scary. I would like to see a better allotment of space to permit ratio for specific lots so that those who need to park closer can. However, that being said-- I prefer this model to one that integrates students and faculty into the same lots. With small children at home-- alternative transportation is not feasible at this time.	3/26/2015 11:11 AM
125	a jump of over 200.00 a year is outrageous... and ridiculous. this is not a smart choice for anyone on campus. your price increase does not match any wage increase for any person in the US, it would be cheaper for me to quit my job and stay home at the way your increasing the parking permits.	3/26/2015 11:10 AM
126	Location should be some consideration. Parking on the East side of campus, particularly northeast (Administration, Student Services, General Services, The Oval) is pretty tight already. Paying for a permit is paying for convenience, and the convenience isn't always that great.	3/26/2015 11:10 AM
127	\$550 a year. Annual cost of living increase will barely cover this and we still have to think of everything else that is increasing in price. AKA food	3/26/2015 11:07 AM
128	As per my last comment, it seems to me that current parking meets all requirements of the university, staff and students, and the only need for additional parking is because much of the current parking is being diverted for other university causes (i.e., the football stadium and other university construction projects) as such, the University should make funds available to "replace" the parking that was previously sustained by the original parking fees. This does not appear to have been addressed in Option A, which assumes that higher parking fees across the individuals of the university can instead be used to fund "replacement" of what was otherwise available parking that has been allotted to other university purposes.	3/26/2015 11:07 AM
129	Many staff members and parents will not be able to afford the \$550. Making them walk especially in the winter and compete with students for spots is an unfair burden.	3/26/2015 11:05 AM
130	Not fair to those of us in the low-middle range. I am partially handicapped, although I do not have a handicapped sticker. It's painful for me to walk more than a few blocks. I do take the Horn, but it's impossible for me to walk any distance to public transport. People like me -- older (or not) with physical problems -- are being ignored in this discussion. The models assume able-bodiedness.	3/26/2015 11:03 AM
131	Hunting License model isn't working. The price increase is outrageous. What will be the increase to students to park on campus?	3/26/2015 10:57 AM
132	too inexpensive to discourage vehicular travelling	3/26/2015 10:57 AM
133	The "hunting license" model is resulting in far too much traffic and far too much possibility of pedestrian/cyclist/auto collision!!	3/26/2015 10:54 AM
134	I actually have no concerns about paying \$550 for a permit. I live 30 miles from campus and need to have a permit. If me paying for a full permit can help another person that can't quite afford one that is great. I would even give to a fund if one was set up to help the lower paid employees get scholarships for permits. I know they need to park too especially if they have small children or are caring for elderly or disabled family members.	3/26/2015 10:51 AM
135	I prefer to pay less and walk, so not a fan of the equal rate structure.	3/26/2015 10:50 AM
136	What percent increase is the \$550/year amount? What percent increases in permit costs are being projected under this model for the next five years?	3/26/2015 10:50 AM
137	I don't think it's fair to charge someone for a parking permit and then not provide enough parking spaces for those people.	3/26/2015 10:47 AM
138	How is \$550 affordable yep ANYBODY making under \$30/hour??	3/26/2015 10:47 AM
139	horrified	3/26/2015 10:46 AM
140	Faculty and staff who arrive on campus early in the morning will prefer this model. I believe this option is the most fair to everyone despite economic status. If someone is willing to get here early- even if they are not a distinguished professor- then they can get a good parking spot.	3/26/2015 10:44 AM

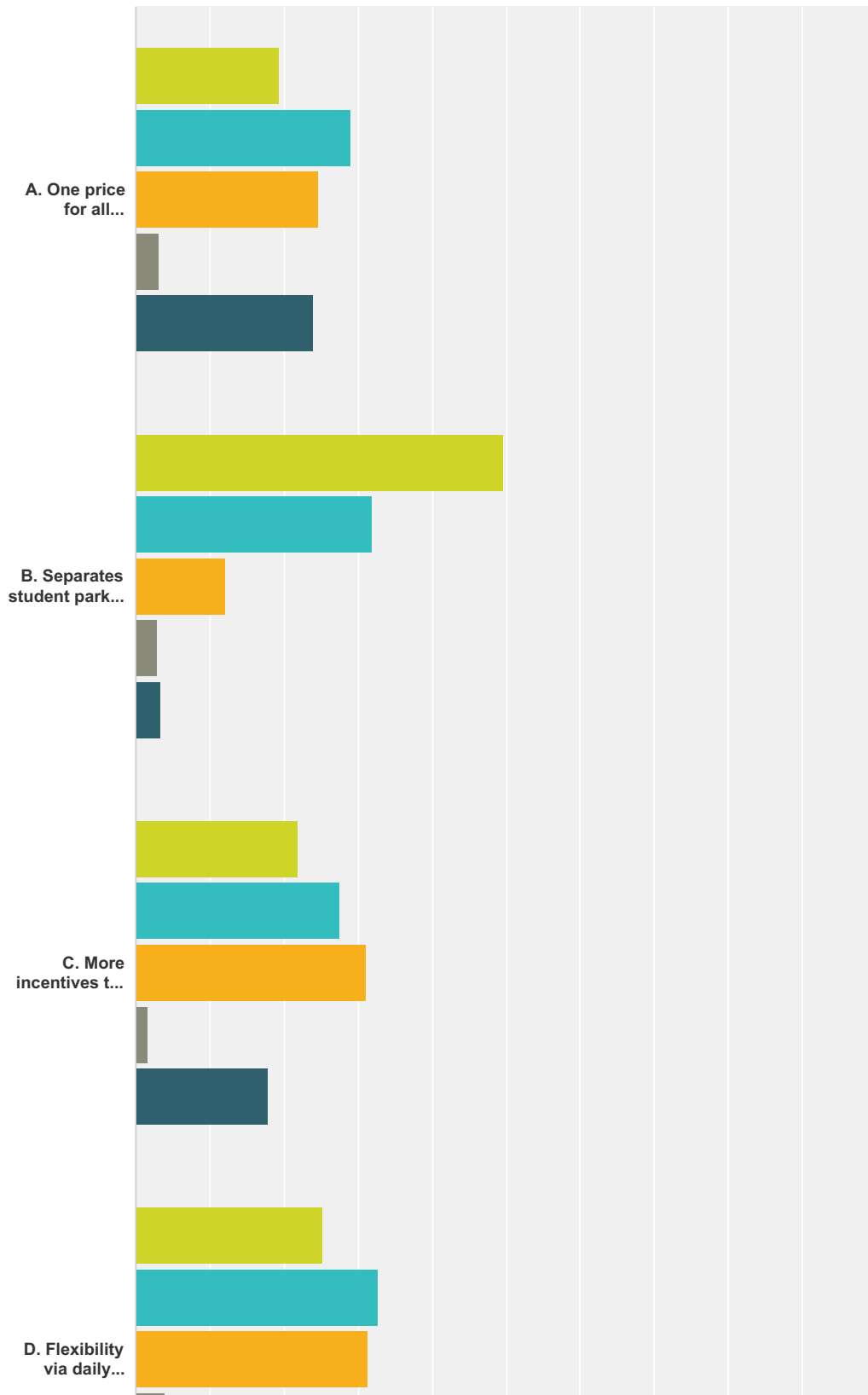
141	I like the idea of keeping student and faculty/staff parking separate, with student parking more peripheral to the campus.	3/26/2015 10:44 AM
142	By increasing the rate to \$550, you are making parking on campus financially inaccessible to many of your employees. \$550 is a ridiculous amount of money to be charged for parking at your place of employment. For those who live outside the city limits and cannot possibly bike to work or use public transport, nor have access to other employees for carpooling, you are penalizing them for living further from campus and needing a parking pass.	3/26/2015 10:42 AM
143	No way I'd pay \$550 to park...This would definitely motivate me to ride my bike! But how unfair that the rich can park on campus and the rest of us can't. (How about the rate being pro-rated based on annual salary?)	3/26/2015 10:40 AM
144	Best option because it affords the most funds based on individuals hoping for good spaces.	3/26/2015 10:40 AM
145	\$550/year also seems to be quite high, when you look at the A lot at the VTH, the amount of people that actually can park in a "high" end spot is very limited. Most end up parking in a Z lot regardless.	3/26/2015 10:39 AM
146	\$550 is a lot of money to a staff member; not necessarily a hardship for a faculty member	3/26/2015 10:39 AM
147	No problem, so long as our wages/salaries increase.	3/26/2015 10:37 AM
148	Without providing more parking spaces, I think that our staff, students and clients will be extremely frustrated and that certainly does nothing for customer service or attracting students to the university. The students really are not going to leave their cars behind when coming to CSU because it is natural at that age to want to have transportation that allows one a certain amount of freedom and ease. Also many of our students come here to ski, so they really do need a car to navigate the messy traffic situation on I-70.	3/26/2015 10:37 AM
149	This will increase cost while the product you are paying for will likely become even less available as fewer employees will be able to park on the streets in the future due to residential parking restriction initiatives.	3/26/2015 10:37 AM
150	Why is this a hunting license, and option B not? It seems like the use of a derogatory term to discount this as a legitimate option.	3/26/2015 10:37 AM
151	Not all employees CAN possibly use public transportation. Many of us are parents of young children, and have to make several stops on our way to and from work every morning.	3/26/2015 10:36 AM
152	If this model is kept, maybe they can do the automatic withdrawal for 12 months instead of 9 months. So the increase won't seem so bad.	3/26/2015 10:33 AM
153	I do not currently purchase a parking pass because of this model. In the past I've paid hundreds, only to find parking unavailable within a reasonable distance from my building.	3/26/2015 10:32 AM
154	Option A demands too much money from faculty and staff that do not see much in the way of cost-of-living adjustments. Our wages are eroding due to inflation and no regular COLAs.	3/26/2015 10:31 AM
155	Option A means that you make student parking a priority over faculty/staff/employee's. This is fine if you want the people who make it possible to provide education for the students to not be able to do there jobs. A permits should have priority and lower cost than students.	3/26/2015 10:30 AM
156	There was no mention of what will happen to the student fees. Will these go up as well? Is the increase comparable?	3/26/2015 10:30 AM
157	Dear god, I can't imagine spending \$550 per year for a parking permit. Good motivation to find a way other than personal car to get to work - and we need to encourage people to do that as much as possible. Yes, that might even mean considering where you choose to live and how that effects your commute.	3/26/2015 10:29 AM
158	A very useful addition to parking permit options would be a 25-punch card, for the employee who generally does not park on campus, but needs to occasionally.	3/26/2015 10:29 AM
159	I think is a burden for employees.	3/26/2015 10:28 AM
160	Will do nothing to help find a parking spot, and with neighborhood parking coming to an end, will even make it worse.	3/26/2015 10:27 AM
161	if you 550.00 and are selling that spot four times that to me sounds pricey for no guarantee of a spot.	3/26/2015 10:26 AM
162	\$550 per year is too much for adjuncts. Assuming that you only teach one class per semester (2 classes per year) that is about 9% of net pay. Paying 9% of your net income to be able to get to work is unfair.	3/26/2015 10:24 AM
163	I think its ironic that as an employee I have to pay you, the university, to come to work. I have children in daycare so public transit isn't an option for me, affordable parking, close to my building should be the expectation.	3/26/2015 10:24 AM

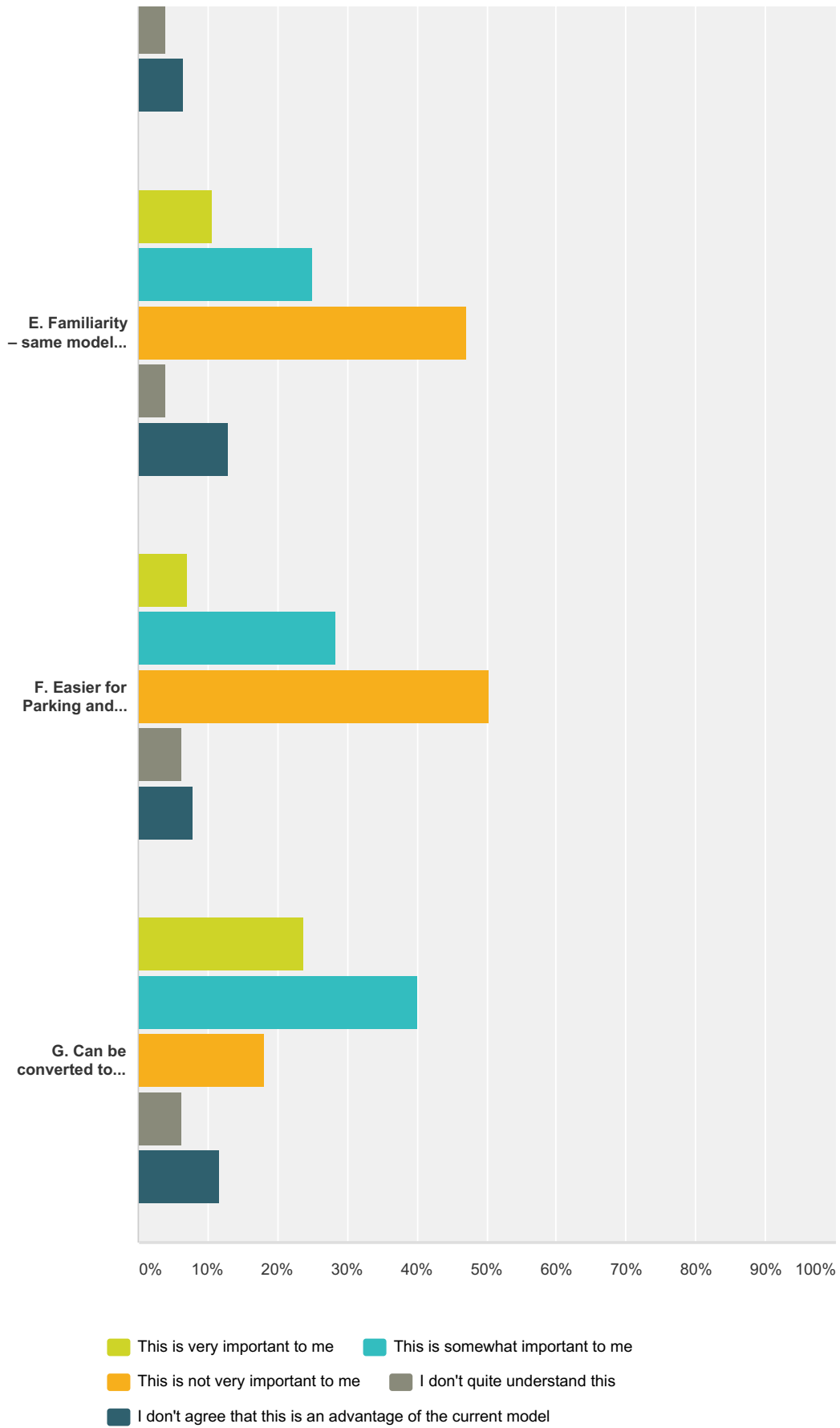
164	The price is too high, I would not be able to afford this.	3/26/2015 10:23 AM
165	I think that that is an outrageous price to pay for parking especially for those of us who need to park by our work. Especially since we have not had that good of raises in a long time.	3/26/2015 10:22 AM
166	It is hard for me to comment since I don't have a parking pass and don't have a since of whether it is working well or not. I don't have \$550 extra per year to spend.	3/26/2015 10:21 AM
167	It would be my preference to continue with the current model. It seems to be working.	3/26/2015 10:20 AM
168	what is the additional cost in the annual fee going towards? infrastructure for the increased parking lots and structures? please clarify.	3/26/2015 10:20 AM
169	Way to expensive	3/26/2015 10:19 AM
170	Low wages vs high parking fee. Where is the win in this?	3/26/2015 10:19 AM
171	Those who get here early (before 7am) are rewarded for being early. Many staff and faculty can't be here that early and they are often late for meetings / class because they are "hunting" for a spot - even though they are not late, they're just not early	3/26/2015 10:18 AM
172	Seems expensive and would price me out. I would plan to use the Max and biking. My concern is for lower wage earners at CSU.	3/26/2015 10:17 AM
173	Holy smokes! How are under-paid Admin Pros supposed to afford this price for parking!	3/26/2015 10:17 AM
174	Horrible idea. Parking costs are too expensive as it is. Reduce spending to stay within your means.	3/26/2015 10:15 AM
175	550 is a bit pricey to be fighting for spots and having to park far away.	3/26/2015 10:15 AM
176	Again this is going to be too much for us in the lower pay grades.	3/26/2015 10:15 AM
177	Time to develop models where Faculty get priority over staff. Currently "staff" is define so broadly that even grads students on GRAs are "staff"	3/26/2015 10:12 AM
178	We probably need two tiers of A-type permits, one for in close and one for perimeter (assuming shuttles are available).	3/26/2015 10:12 AM
179	\$550 for a parking permit in Fort Collins, Colorado, seems absolutely ridiculous. This is higher than parking permits at institutions in the San Francisco and San Jose area.	3/26/2015 10:12 AM
180	Does it come with more spots? A more aggressive ticketing strategy might generate extra revenue.	3/26/2015 10:11 AM
181	U. of Arizona sells passes based on the location of the lot. The closer the lot is to the center of campus, the more it costs. Anyone (faculty, staff or students) can buy a pass for a particular lot. They also have parking garages for which they charge a different fee than for a lot.	3/26/2015 10:10 AM
182	This model limits access to staff that earn a lot of money. It goes along the lines of living from the other side of the railroad tracks with mostly white/male faculty and administrators affording prime spots and diverse folks in the classified and entry admin on the outskirts.	3/26/2015 10:10 AM
183	It also feels like the move to pretty dramatically increase fees is out of step with the way pay has increased over the last few years. We spend several years without any increases to salary. We can afford one pass at the new rate, but we need two in order to do our jobs and meet the needs of our family. You are suggesting we pay over \$1000 annually--to come to work. This feels impossible. Will there be help for employees who need 2 passes? Will pay increases help to offset this new fee structure?	3/26/2015 10:10 AM
184	This creates an additional financial hardship for a single parent. I may not be able to afford to work at CSU	3/26/2015 10:10 AM
185	If this happens I cannot see how I will be able to afford to park on campus.	3/26/2015 10:09 AM
186	The cost is the issue.	3/26/2015 10:09 AM
187	'PTS will continue to provide as many permits as customers request, regardless of the location of available parking spaces.' -- Why? You have limited capacity. The only reason to issue as many permits as are requested is to maximize revenue. Taken to its logical extreme, customers will pay for parking places that don't exist.	3/26/2015 10:08 AM
188	550 is crazy for employees of the university, pay to park to come to work? charge the students who are the consumers, not the employees. Students in general live closer and have more options for transportation	3/26/2015 10:07 AM
189	I would be annoyed if I paid \$550 for a permit and could not find a space.	3/26/2015 10:07 AM

190	There should be a sliding scale for permit cost so as not to create a hardship for those making lower salaries. Charging more by location just goes back to the issue of creating a hardship.	3/26/2015 10:03 AM
191	It is wrong to sell permits that don't guarantee a spot in the preferred lot. It causes frustration and lots of driving around (causing congestion and excess emissions).	3/26/2015 10:02 AM
192	As noted earlier, I like the current model, but fine students or non-students for parking in staff areas. Make the penalties BIG for neglecting the rules.	3/26/2015 10:02 AM
193	This does not seem right to sell permits even if there will not be enough spaces. The extra revenue this would generate should be put back into creating more spaces at a faster pace than what is being achieved now. We pay more for permits and then have to wait years in order to not have to fight over parking spaces.	3/26/2015 10:00 AM
194	My job takes me all over campus so I purchase a service permit... keep an adequate number of service and handicap spaces near the buildings for those that need them...	3/26/2015 9:59 AM
195	If I was to pay \$550 per year for parking, I would want to know that I get a parking space, not have to hunt for it.	3/26/2015 9:58 AM
196	Once the shortfall for the parking garage is paid will the rate be reduced?	3/26/2015 9:57 AM
197	Horrible! As a state classified employee, \$550 is a huge chunk of change. Upper administrators can afford this, we cannot.	3/26/2015 9:56 AM
198	This is insane. For a typical state classified personnel, this is about a quarter of one of our paychecks. For people like me, that have to travel between campuses as part of our job duty, you're punishing us for needing to be able to get to our cars in a timely fashion in order to do our jobs. I'd love to park off campus, but it would require me to waste about an extra 20-30 minutes of walk time in order to quick errands between main and south campus. Using the bus requires a half hour commitment (turn around time for the bus, with even longer if I need to make multiple errands in multiple areas of campus). Using my car takes 10-20 minutes (that I can tack on before/after lunch very easily, and much simpler to hit multiple areas of campus). With more and more things moving off the bus route (Howes St., Research Blvd., etc.) I feel more and more like I'm being punished on these permits in order to be efficient in my job.	3/26/2015 9:51 AM
199	Will this keep up with the cost of living increases we receive in pay? By what percentage? Is this sustainable to employees of all incomes?	3/26/2015 9:49 AM
200	Sell only a specific number of permits to specific lot numbers rather than for all A, Z, etc.	3/26/2015 9:45 AM
201	OUCH! That seems like a very steep fee for parking. I know I couldn't afford it on the pennies I make.	3/26/2015 9:41 AM
202	This is quite the jump in cost. This is too much of an increase. An increase amount of \$233 is really steep. I could see a \$50 increase or even \$75, but \$233?	3/26/2015 9:39 AM
203	550/yr is ridiculous.	3/26/2015 9:39 AM
204	Works for me--I'm riding in on Max.	3/26/2015 9:38 AM
205	For those of us who don't live in Ft. Collins, \$550 to park our (necessary) transportation is pretty steep. Often we live OUTSIDE Ft Collins because we cannot afford the home prices in Ft Collins with our paltry support staff salaries. This increase will punish those that need it the most, while giving free public transportation to the wealthier employees living in the city.	3/26/2015 9:38 AM
206	Lets be honest, people who work farthest away from main campus parking are basicly providing for the majority of those on campus who get the updated parking garage and large lots.	3/26/2015 9:37 AM

Q6 Which response best fits your perspective regarding the list of pros to Option A?

Answered: 511 Skipped: 105





	This is very important to me	This is somewhat important to me	This is not very important to me	I don't quite understand this	I don't agree that this is an advantage of the current model	Total
A. One price for all employees regardless of location – level playing field.	19.36% 97	28.94% 145	24.55% 123	3.19% 16	23.95% 120	501
B. Separates student parking needs from faculty and staff parking needs.	49.70% 252	31.95% 162	12.03% 61	2.96% 15	3.35% 17	507
C. More incentives to use alternative transportation and monthly passes.	21.84% 109	27.45% 137	31.06% 155	1.60% 8	18.04% 90	499
D. Flexibility via daily permits, monthly permits, meter parking.	25.25% 127	32.80% 165	31.41% 158	3.98% 20	6.56% 33	503
E. Familiarity – same model as always.	10.55% 52	25.15% 124	47.26% 233	4.06% 20	12.98% 64	493
F. Easier for Parking and Transportation Services to manage.	7.10% 35	28.40% 140	50.30% 248	6.29% 31	7.91% 39	493
G. Can be converted to a tiered system model in the future, if permit prices rise too high and employees desire less-expensive options.	23.90% 119	40.16% 200	18.07% 90	6.22% 31	11.65% 58	498

Q7 Any responses or questions regarding these Pros? (please mark the letter if you are responding to a specific argument).

Answered: 135 Skipped: 481

#	Responses	Date
1	C: public transportation is not always reliable or easy to use. For myself, it would take me close to 1.5 hours to get to work because of bus timing and several bus transfers. Losing 3 hours per day would be really frustrating. I also have a young child and need to be able to get to him quickly at daycare when he is sick to avoid hefty charges.	4/1/2015 4:52 PM
2	Again, I don't think that permits should be priced based on location--but perhaps income. I work part-time at 60% FTE. I am on campus three days per week. I am not the only employee who has this schedule. If there was a 'punch card model' that allowed me to pay for the number of days I were to use my permit, I would consider investing in this as this could allow parking services to have a better sense of who is driving to campus, how often and how to allocate what kinds of parking access to different populations. I would bet that there are certain days of the week that have higher traffic than others.	4/1/2015 3:53 PM
3	c. I don't feel that alternative transportation is a good solution to the parking problems. Not everyone wants to take the bus. More parking is needed.	4/1/2015 10:20 AM
4	A) there is a huge disparity in what employees can afford and I think that is a problem. It does seem unfair to me that some of the best paid people in the university would pay the same fee for a parking spot as would staff that make the least. Additionally, the real need for close in parking differs depending on job description.	3/31/2015 2:12 PM
5	A. I don't believe it is fair to charge someone more to park near their place of work just because they happen to work in the core of campus. C. Lack of parking isn't an incentive to use alternative transportation especially if someone lives outside of the city and it would take twice as long to get to work using alternative transportation.	3/31/2015 10:16 AM
6	See prior response regarding the foothills campus.	3/30/2015 2:30 PM
7	would love a punch pass for days when I have to drive. Should be less than \$8/day	3/30/2015 2:22 PM
8	There are no pros	3/30/2015 1:58 PM
9	Regarding "G"...couldn't ANY "new" system be changed if it were proven to be untenable???	3/30/2015 1:39 PM
10	Walking option should be promoted.	3/30/2015 1:12 PM
11	A/B. same price for everyone - staff can be just as 'broke' as a student-and SAME parking needs for all.	3/30/2015 12:53 PM
12	Flexible work schedules and incentives to use public transportation	3/30/2015 11:40 AM
13	Regarding (B), the current model does not genuinely separate student needs from employees. Many of the spots on the north of campus are taken up by graduate students. Also, there is a "Q" lot to the south of Green Hall, a prime spot for faculty and staff. If student parking were given less priority, this "Q" lot could be converted to an "A" lot.	3/30/2015 11:15 AM
14	C) I don't see how this model provides incentive to use alternative transportation. D) As mentioned in my initial thoughts above, I don't see this as a practical alternative.	3/30/2015 9:56 AM
15	D. As a part time employee, having flexibility in permits is critical. I am only on the main campus 1-2 days/month spending the majority of my time at the Equine Center west of campus. If I was required to purchase a yearly permit at the describe cost, it would not be financially feasible given my current salary, however I am required to be on campus during certain times for my position.	3/30/2015 9:38 AM
16	A and C. Incentives for alternative transportation needs to include places to park when using Max and city buses. Many people also travel into Fort Collins to work because they cannot afford housing in FC.	3/30/2015 9:06 AM
17	The incentives are already good. Those who don't use are because they are on the west side of town or need to leave and return to campus in a reasonable amount of time. Do not all students to use A lots.	3/29/2015 9:12 PM

18	f. I'm curious about how much difference it makes to PTS to manage a flat-rate vs. a tiered-rate model. That is -- is this difference significant in this discussion? Since licence plate reading, parking permits, and day-permit purchases are already electronic, where would the impact of a tiered system come into play?	3/29/2015 1:19 PM
19	This model leads to people spending more time driving around because they come to the closer lots and then move further out if spaces are not available.	3/29/2015 11:30 AM
20	As a faculty member, I sometimes come in later in the day and leave later in the day. Also, I might have a meeting off-campus in the middle of the day. I like to be assured that I can get a decent parking space no matter when I arrive. In the current model, I have no issues finding a space. It is very convenient.	3/29/2015 9:10 AM
21	A: for myself and some other employees, conducting University Business means traveling to different campuses and around campus carrying large enough items that would make alternative transportation difficult (think setting up a meeting: laptop, drinks/snacks for meeting participants, files, etc). Often we use personal vehicles for this so having a single "A" that would allow movement from one campus to another would be important. Consideration of this should be taken into account for any parking model. D: for flexibility: because many employees do try to use alternative transportation whenever possible, just having daily or monthly permits does not create much incentive for people who, for example, could commute with alternatives 2-3 days per week but have at least 1-2 days per week they need a personal vehicle. Having some type of punch card in addition to, or instead of, the monthly permit would incentivize the part-time commuter if it is priced reasonably compared to the full-year or monthly permit. As it is now, if an employee must drive, say, Tues and Thurs every week and once in a while on a Wed, buying daily passes isn't worth it compared with a monthly permit. But if you have a monthly or full year permit, you may as well drive each day except for feeling virtuous-which really doesn't cause as much behavior change as one might think or hope.	3/27/2015 5:45 PM
22	6B. The parking needs of students vs. faculty and staff are so different that not having designated lots makes no sense. Staff need to park for an 8-9 hour work day while students might only need 1-2 hour windows of time.	3/27/2015 4:10 PM
23	It is not true that all employees have convenient access to public transportation. I live in the NE corner of Fort Collins where there is essentially no public transportation, and I work in the heart of campus although I have to travel off-campus frequently. I have no alternative but to buy a permit.	3/27/2015 3:12 PM
24	These are the wrong questions to ask. Why does it matter if I consider these things to be advantageous to option A? Instead, you should give us all the information then ask: "what do you like about this?" and "what would you like to see different about this?".	3/27/2015 3:11 PM
25	The primary pro of Option A is that it avoids a tiered system where employees who don't work on the edge of campus will buy those cheaper permits and make parking a nightmare in those areas. The "primary" parking areas at higher rates will be under-utilized, because no one will want to pay to park there.	3/27/2015 1:46 PM
26	Part time employee permits PLEASE!!!!	3/27/2015 12:38 PM
27	B. I responded to very important because of the differences in faculty and student schedules. Faculty are here more often on a 9-5 basis, whereas students (in particular undergraduate students) have piecemeal schedules. C. Weather is my incentive to use my alternate transportation. G. If inflation takes the \$550 permit price higher, I would want an alternative option.	3/27/2015 12:25 PM
28	B. location location location. C. THANK YOU for the Transit pass! D. Use technology to expand these options - people will figure out how to save themselves money if there is a bit of gamification. G. this seems like a mixed message trying to suggest I would like tiered rates in the future - I would not.	3/27/2015 12:23 PM
29	What is the current government succeeds in 2 yr free college. The student population may decrease significantly and the need for parking spaces may change dramatically. Public transportation may not be an ideal option, especially for those not living in town, nor close to any bus route	3/27/2015 11:52 AM
30	I understand your desire to turn this place into a place where everyone rides a bike, but not everyone lives in Ft. Collins, and have you ever ridden a bike in the snow at 0 degrees? It would be different if this were Florida!	3/27/2015 11:20 AM
31	D. Additional flexibility in daily permits would make alternative transportation, such as MAX, more desirable for my family. I have certain days when I need to park close in due to my kids schedule, and other days I could ride the MAX or bike.	3/27/2015 10:58 AM
32	A: I think if you are only on main campus a couple of times per month or less there should be an option for a less expensive parking permit. Foothills campus does not yet require parking passes, I buy the A sticker for very infrequent trips and feel it is very expensive. I would have saved quite a bit of money by just doing metered parking.	3/27/2015 10:29 AM

33	I tiered system is no a pro nor is having an "easy" system for parking services. Parking services already has an "easy" system no matter what option is chosen since they read license plates by vehicle. That's not hard since they just drive around. \$550 is extremely expensive to those who already have a tight budget AND are required to have a parking pass in order to fulfill their job duties.	3/27/2015 10:05 AM
34	How about an option without funding a parking garage. What would the permit cost?	3/27/2015 9:40 AM
35	Clearly a tiered system may become more important as all employees do not get paid the same and affordability should be considered. Not all parking and accessibility is the same. I currently park in a gravel lot but its close to my office, I have no problem sacrificing a nice parking lot for close proximity. Alternative transportation would add 45 minutes to an hour to my work day so the incentive is less. Parking and Transportation management is not as important because it is their job to manage what they have as it would be my job to accommodate any difficulties associated with parking in order to get to my job to do my job.	3/27/2015 8:15 AM
36	the money is the problem	3/26/2015 11:13 PM
37	6D. I often provide daily permits to campus visitors (guest speakers for classes, etc.). That money comes out of my own pocket, so I hope that daily passes remain affordable.	3/26/2015 6:03 PM
38	Some of these options don't necessarily pertain to my situation but I think they could, overall, benefit us all in the long run. For example, letters C and D - not important to me but could help everyone in the end.	3/26/2015 5:19 PM
39	I think that everybody should be treated the same - faculty, staff and students. Faculty and staff are only here because of the students anyway.	3/26/2015 5:16 PM
40	Like the idea of daily permits within parking garages or other lots close to the building where we work for intermittent, part time employees (# D). Maybe even hourly rates for employees.	3/26/2015 5:15 PM
41	I think incentives for students would be more beneficial. Most students I would think live close to school and want to save money on parking. Staff and Faculty don't necessarily live as close to campus. There are exceptions to both but overall I think focusing on student incentives would be more successful. Our needs re different then students.	3/26/2015 5:07 PM
42	Student parking and employee parking can't be consider the same way	3/26/2015 4:34 PM
43	The current model makes it fairly easy to travel to a different part of campus and understand what lots you can park in.	3/26/2015 4:14 PM
44	This seems like a never-ending price increasing situation with no ability to release the pressure	3/26/2015 4:12 PM
45	C/D - I bike to work about 200 days a year. I feel I should be able to buy parking at the same rate and convenience as people who bike less. I do not feel the current model quite works out for me to that end.	3/26/2015 3:47 PM
46	D I ride my bike a majority of the year but need to occasionally drive to go to a doctor appointment or other after work appointment. Maybe 10 times per year (probably less). A flexible way to do this would be nice.	3/26/2015 3:44 PM
47	Letter F - "Easier" should not be the reason we do something - we should do something because it's the right thing to do, not because it's easiest.	3/26/2015 3:42 PM
48	Employee parking should be free!!!	3/26/2015 3:33 PM
49	It is very simple. Permit prices should be based on income rates.	3/26/2015 3:10 PM
50	So basically, you just put in unlimited permits and hope people can pay, and also that they can find a spot. This is of course, unsustainable.	3/26/2015 3:01 PM
51	In all other places where I have held positions, the tiered model has been in place for years. You will end up there so why not just do it. You will increase the effort by people who wish to park to go into nearby neighborhoods and make the community/neighborhood/university tension even greater. People will seek free parking.	3/26/2015 3:00 PM
52	Can alternative transportation really handle increased volumes?	3/26/2015 2:57 PM
53	6a - I do feel that I need to support someone's parking regardless of the need. Everyone makes choices in life and that impacts their earning potential. I should not have to subsidize there earnings for making the choices they made. 6d - this is not a pro as it makes usage fluctuate and creates uncertainty from day to day to find parking. High class days = high demand and more frustration.	3/26/2015 2:51 PM
54	B. Already TOO MANY STUDENTS have A LOT stickers and park in A LOTS! Just take a drive during Xmas/Spring breaks. The system isn't working now. Students should not be able to park here! Fix this now first!	3/26/2015 2:36 PM

55	G - I don't believe this is correct. Regardless of which model is chosen, the ability to convert to another model is always an option and quite frankly a necessity if PTS cannot hit revenue targets	3/26/2015 2:35 PM
56	C. While I understand that Around the Horn functions mostly for students, on breaks (winter break, fall break, spring break, etc) It would be nice if it ran more often for employees.	3/26/2015 2:23 PM
57	D. I would like to see a better daily rate for those that seldom need to park here. Maybe a special rate for 12 days per year or something along that order.	3/26/2015 2:19 PM
58	If we stick with the hunting model, I really do like the idea of creating a fund to allow staff to apply for cheaper parking permits on a need basis. I'm not sure if that should be available to students or not.....there are a very few student cases where I could see would have a real need based upon work and class schedule to park on campus instead of further out and use public transportation in but that would likely be a small number.	3/26/2015 1:50 PM
59	I can agree that maintaining the "hunting" style parking permit system may be ok in the short-term, but I think in the long-term, there need to be some lower cost options for employees.	3/26/2015 1:37 PM
60	Paying \$550 for a parking spot would be very frustrating if you couldn't find a spot by your office.	3/26/2015 1:20 PM
61	It is challenging to add letter C. re: incentives for alt transportation, when there is not a great amount of public transportation available in Northern Colorado, especially with regard to those who live outside of city limits.	3/26/2015 12:59 PM
62	It would be great if I could only by a pass for the nasty winter months when I would use it and not the rest of the year when I bike or walk	3/26/2015 12:48 PM
63	How does this separate student parking needs from staff parking needs?	3/26/2015 12:47 PM
64	D-especially import for those of us that only work part time (3 days a week). I'm paying for 5 days a week.	3/26/2015 12:46 PM
65	Having children taking classes at Front Range in hopes of transferring to CSU later I am also concerned that student expenses do not escalate beyond their means to have safe reliable transportation to and from campus. Students should be fined double when they use an employee space regardless of where the space is located. The same goes for employees poaching student parking. Ditto for anyone stealing handicap parking spaces.	3/26/2015 12:44 PM
66	parking in a garage gives protection from the weather vs a surface lot. I would pay more for a permit in a garage than a surface lot	3/26/2015 12:38 PM
67	D. : I would like to see daily pay to park permits kept as low as possible, even if the cost of monthly and yearly permits must increase to make up for it. I walk to campus most days, but do pay to park on days when I have appointments off campus or the weather is particularly nasty. I prefer to do this than drive daily because it saves me money in the long run and I enjoy the exercise. However, \$8 a day for parking is about the ceiling of how much I can afford to pay, and it would be nice to not see this increase.	3/26/2015 12:36 PM
68	Why doesn't CSU have students park at Hughes Stadium and bus them onto campus. The students have the flexibility to take the bus. It will make campus safer for pedestrians not having cars coming & going for classes. Make campus parking for staff & guests.	3/26/2015 12:28 PM
69	D. The flexible parking permits need to be more cost effective. This should have been a cheaper option for me to use this year since I only needed to be on campus for 8 weeks during the fall semester, twice a week during the spring, and not at all during the summer. Yet somehow, it was just as expensive to purchase parking for this limited amount of use as it was for the annual pass. This is absurd.	3/26/2015 12:20 PM
70	For most employees with families (children and/or aging parents), the alternative transportation methods that have been put forward thus far are not particularly helpful. While I appreciate that encouraging people to use public transportation is valuable for environmental reasons, the fact of the matter is that it is not a particularly feasible option for most working adults.	3/26/2015 12:14 PM
71	I think any student living in Fort Collins should not have an option to buy a parking pass, as they should bike or take the bus.	3/26/2015 12:12 PM
72	N/A	3/26/2015 12:06 PM
73	The projected cost of \$550 per year for each employee seems very high considering that we are paying about half that price right now.	3/26/2015 11:57 AM
74	How will permit lots be managed in the summer? How will hourly parking be handled?	3/26/2015 11:48 AM
75	I'd like to have information about the model's flexibility more widely distributed. What would a monthly rate be? (i.e. how much cheaper would a 9-month pass be than an annual pass?)	3/26/2015 11:48 AM

76	You will not be giving me any incentive to use alternative transportation. I will simply park off campus and give you none of my money.	3/26/2015 11:42 AM
77	B--I think students need their own pool of spots to use that differ from staff because they have a need to keep the spot longer (all semester).	3/26/2015 11:37 AM
78	C applies differentially; some people have responsibilities (needing to frequently attend meetings in different parts of town) that make alternative transportation impossible given the current system.	3/26/2015 11:31 AM
79	n/a	3/26/2015 11:31 AM
80	Pro A - This hurts all who do not make high salary at CSU. Pro D option can be applied to any model you choose. Pro E not relevant Pro G again will only benefit those with high salaries	3/26/2015 11:28 AM
81	E. not enough parking spaces for staff	3/26/2015 11:27 AM
82	You indicate that there is incentive to use alternative transportation, but charging more money is not using incentive but rather using a penalty (charge more for parking). An incentive is to reward the taking of alternative transportation. Don't pretend you are offering incentives when you are not.	3/26/2015 11:26 AM
83	We already desire less expensive options...its not something that will develop later. It's already here.	3/26/2015 11:25 AM
84	A.... not all employees are equal, and should not have to pay the same....	3/26/2015 11:21 AM
85	It is bad enough finding a parking place in lots where there is not a lot of change over, I don't want to be competing with students as well.	3/26/2015 11:19 AM
86	A) That high of a price is not really a level playing field, as the price is too high for most people to be able to pay. C) Forcing faculty and staff to use public transportation will result in fewer faculty and staff volunteering to come to campus early and/or stay late, thereby removing a valuable resource from student groups and reducing the number of support sessions that can be offered to transitioning/struggling students.	3/26/2015 11:17 AM
87	Although it is extremely important that PTS functions efficiently and effectively (F), the price point far exceeds my motivation to park closer to my office.	3/26/2015 11:17 AM
88	Don't agree the following are advantages: B. The same can be said for Option B. C. If alternative trans is available, it'll be used regardless of which Option is chosen D. Don't see how daily permits can be eliminated if Option B is chosen.	3/26/2015 11:10 AM
89	This is extremely confusing? The model seems to state that permits will all increase by a fixed given rate and that parking services "may" sell more permits than there are available spots? How does this work? Nothing about incentives for public transport or other issues is summarized here? How and to whom are these "advantages" reportedly for?	3/26/2015 11:07 AM
90	Regarding B: Because students mostly are young adults and mostly able-bodied, and don't generally have to be on campus the long hours that employees do, I think employees should have any parking advantage.	3/26/2015 11:03 AM
91	Anything that would allow PTS to manage on campus parking better is great. Move students/pay parking out of the inside lots, engineering and library, to exterior sites.	3/26/2015 10:57 AM
92	G. Make the pricing model based on the employees base salary; this makes the prices fair to individual groups.	3/26/2015 10:53 AM
93	This model provides "premier" spots to CSU faculty and staff, providing a "benefit" to those groups over students.	3/26/2015 10:53 AM
94	pros - easier to manage in the short run. My motto is keep it simple. With too many changes I think people are going to get very upset but I don't know if they are going to be more upset at the changes or the cost increase. I guess this is what these forums are trying to find out. All the best with this undertaking.	3/26/2015 10:51 AM
95	Alternative transportation does not work well for me because I need to be in early and work off an random emergency schedule. Also including alternative transportation cost in the permit price is unfair to those that cannot use the service.	3/26/2015 10:50 AM
96	If Pro "F" is based on problems with enforcement, you have terrible software. If certain permits are for certain lots, based on GPS and the permit database, there should be NO PROBLEM managing and enforcing lot-to-lot variations.	3/26/2015 10:49 AM
97	Using alternative transportation is not an option for everyone, I think of those coming from the north like Laporte or Wellington. Could the fact that they have limited options for public transportation be considered a "class" system. Forcing some to have to pay to park because of where they live...just a thought	3/26/2015 10:49 AM

98	I would love to see more incentives for motorcycles and scooters. I think Lake Street should be at least 50% parking for two wheeled vehicles so bicycles do not get hit with car doors. I heard the City was talking about letting Parking Services manage the parking on Lake Street. It should be all scooters, motorcycles and bicycles.	3/26/2015 10:44 AM
99	Flexibility on purchasing monthly permits would be excellent as long as they permits were affordable. Employees who could then bike months would have the ability to purchase a permit during colder months if necessary.	3/26/2015 10:42 AM
100	Employees have dress and supply/office/lab needs that differ from students. Whatever model needs to take this into consideration.	3/26/2015 10:40 AM
101	letter D: As a staff member who works in the VTH 4 days/week, I try to bike every day that I can. Sometimes it is not feasible to bike (ie work requires I be off campus, weather, childcare), where public transportation is not an option, and I need to drive a car. I find that it is hugely expensive for a daily permit when I am doing my part to both alleviate CSU parking from one more car, and our environment. We live in Colorado, where the weather is great for riding (even if it is cold weather), but there are definitely days that it is NOT great or safe to ride a bike, it would be nice if PTS allowed for a 30 "day" permit (allows for random day use, not a monthly pass, over the year) that was cheaper than purchasing a daily pass (\$8/day at the VTH; I have purchased appx 15 passes this year which is quite a bit less expensive than a yearly permit, but still high when I do my best not to drive) and does not require having a yearly pass (also cheaper). I am sure that there are other people (students and faculty alike) that would be more apt to bike, if there was an option to park when it isn't feasible. I know it would be a bonus/incentive for me.	3/26/2015 10:39 AM
102	C. I agree it is nice to increase incentives to use alternative transportation and monthly passes, however, alternative transportation is not an option in several parts of campus, such as the foothills campus and the UCA.	3/26/2015 10:39 AM
103	C: I appreciate the free bus passes on Max & Horn. Please create more incentives for cyclists/walkers, i.e. covered bike locking areas, monetary incentives for using alternative transport, reduced monthly health insurance premiums for those who bike/walk to work.	3/26/2015 10:38 AM
104	I am strongly in favor of a tiered system. I would pay more to have a guaranteed spot. It is a real pain to search for a spot near my on campus office after 930 AM. This is a challenge because my lab is off campus. And, again, I am clueless as to why parking is such a challenge when school is in session. Faculty and staff often work when school is not in session are there is virtually no problem with parking on those days. Who are these extra people when school is in session? Are there students getting permits in locations where they shouldn't?	3/26/2015 10:36 AM
105	With this plan, what is the price for daily and monthly passes?	3/26/2015 10:32 AM
106	Pro C (more incentives for alternative transport) is only an advantage for people who have feasible access to and use of the alternative transportation. To anyone else, this would be considered a negative aspect of the significant fee rise.	3/26/2015 10:30 AM
107	I am strongly opposed to daily or monthly permit holders taking scarce spots from those who pay a greater amount.	3/26/2015 10:27 AM
108	you need to make sure we are looking at all main campus when talking of building a parking lot so people aren't walking for blocks in bad weather.	3/26/2015 10:26 AM
109	You really need to differentiate adjuncts from other positions at the university. Adjuncts do a sizable portion of the teaching but are paid poorly and have insecure employment. Parking costs should be reduced or eliminated for adjuncts.	3/26/2015 10:24 AM
110	A) This is really not "fair" for those who are at south campus or foothills and only visit main campus a couple times per week. C) No alt. transport available to me. D) I am unaware of the pther possibilities - they are not well-publicized	3/26/2015 10:23 AM
111	If the price goes so high then no one will be able to pay so how does that help parking services make any money.	3/26/2015 10:22 AM
112	B. I think it is important to keep the faculty and staff parking separate from the student parking. I am concerned that parking spots will be even less easy to come by if everyone (students, faculty, staff) have access to all of the parking spaces. Faculty and staff parking is a higher priority than student parking, especially since a large portion of students either live on or near campus.	3/26/2015 10:20 AM
113	An incentive if you have 2 individuals with current passes and one person gives up their pass to commute / ride share with the other person	3/26/2015 10:18 AM
114	E & G I have days when I come to work at 6 am and leave at 6 pm. Being able to park close is important for both of those times and alternate transportation does not work well with my time schedule and potential health issues. If needed I would be willing to pay for continuing to have the parking model we now have.	3/26/2015 10:18 AM

115	Honestly, I don't think that it is fair to require the "minions" to park farther away just because they cannot afford the premium parking permits. Many of us admin pros have long working hours and prefer to not have to walk long distances in the dark.	3/26/2015 10:17 AM
116	I would be willing to pay more if I had a spot close to my building that would be available.	3/26/2015 10:15 AM
117	I would love for public transportation to be utilized more. However, I believe the limited routes of the max line make it an unrealistic option for many staff, myself included.	3/26/2015 10:12 AM
118	For many alternative transportation is not a viable option.	3/26/2015 10:11 AM
119	Alternative transportation is not a possibility for some of us given the extremely poor public transport in FC. It will take me an hour to get from my house to CSU via public transport and I live in an area with LOTS of CUS faculty and staff.	3/26/2015 10:10 AM
120	You can't raise parking rates higher than our minimal cost of living increases. My salary has eeked so little with these "yearly increases", that increases in campus dining and parking permits have escalated at a higher rate.	3/26/2015 10:10 AM
121	It is vital that we make it possible for faculty to get to work in order to teach classes and hold office hours. Perhaps we should organize the system around who needs access to campus most readily; that is, those with flexible schedules could take a shuttle; those trying to get to classrooms to teach could have priority.	3/26/2015 10:10 AM
122	C - this needs to be matched by better alternative transportation. Options like the emergency ride home are not well known.	3/26/2015 10:10 AM
123	A, some spots on campus should be more expensive based on location.	3/26/2015 10:07 AM
124	Difficult to answer the questions, because I don't agree with charging different prices for different locations.	3/26/2015 10:03 AM
125	E. Familiarity is not of concern to me. The current model is under revision for a reason, and I think people will be able to adapt to a new system without much grumbling.	3/26/2015 10:02 AM
126	Again, look at the big picture of year-round parking. Fine non-permit holders a high price for disobeying the rules. Increase them if they break the rules more than once.	3/26/2015 10:02 AM
127	C-alternative transportation isn't an option since I use my car for after work activities most days. D-I need to park everyday so this would not be useful.	3/26/2015 9:57 AM
128	Pros? Really?	3/26/2015 9:56 AM
129	B. I believe faculty & staff parking should be separate from student because students have more flexibility to not come to CSU then faculty & staff. A compromise would be to open "A" parking to students after 2pm as an example	3/26/2015 9:55 AM
130	Again, I feel this system punishes me for my job duties. The only pro for an incentive to use alternative transpo is that I will be able to utilize my permit better. However, be careful of the word "incentive". Raising prices on permits is not an "incentive". It's a punishment.	3/26/2015 9:51 AM
131	My biggest concerns are with lower income staff and staff living outside public transportation routes.	3/26/2015 9:49 AM
132	I would consider alternative transportation but I live 25 miles away and the bus system is not reliable yet and takes twice as long to get to ft fun than driving. An express between Loveland and Ft fun could work if it ran at really good times, then switch to the MAX on the south end.	3/26/2015 9:48 AM
133	I am for making it easier for PTS to manage as long as it as a direct affect on the associated costs.	3/26/2015 9:45 AM
134	I think the parking costs shouls be reflectred on the employees salary	3/26/2015 9:42 AM
135	C-I don't mind using the Max/Around the Horn, however, it is more burdensome than driving to work--others can afford to pay the steeper prices, therefore have more advantage of getting to work in a more timely fashion, and coming/going as needed.	3/26/2015 9:38 AM

Q8 Any additional advantages you would like to add?

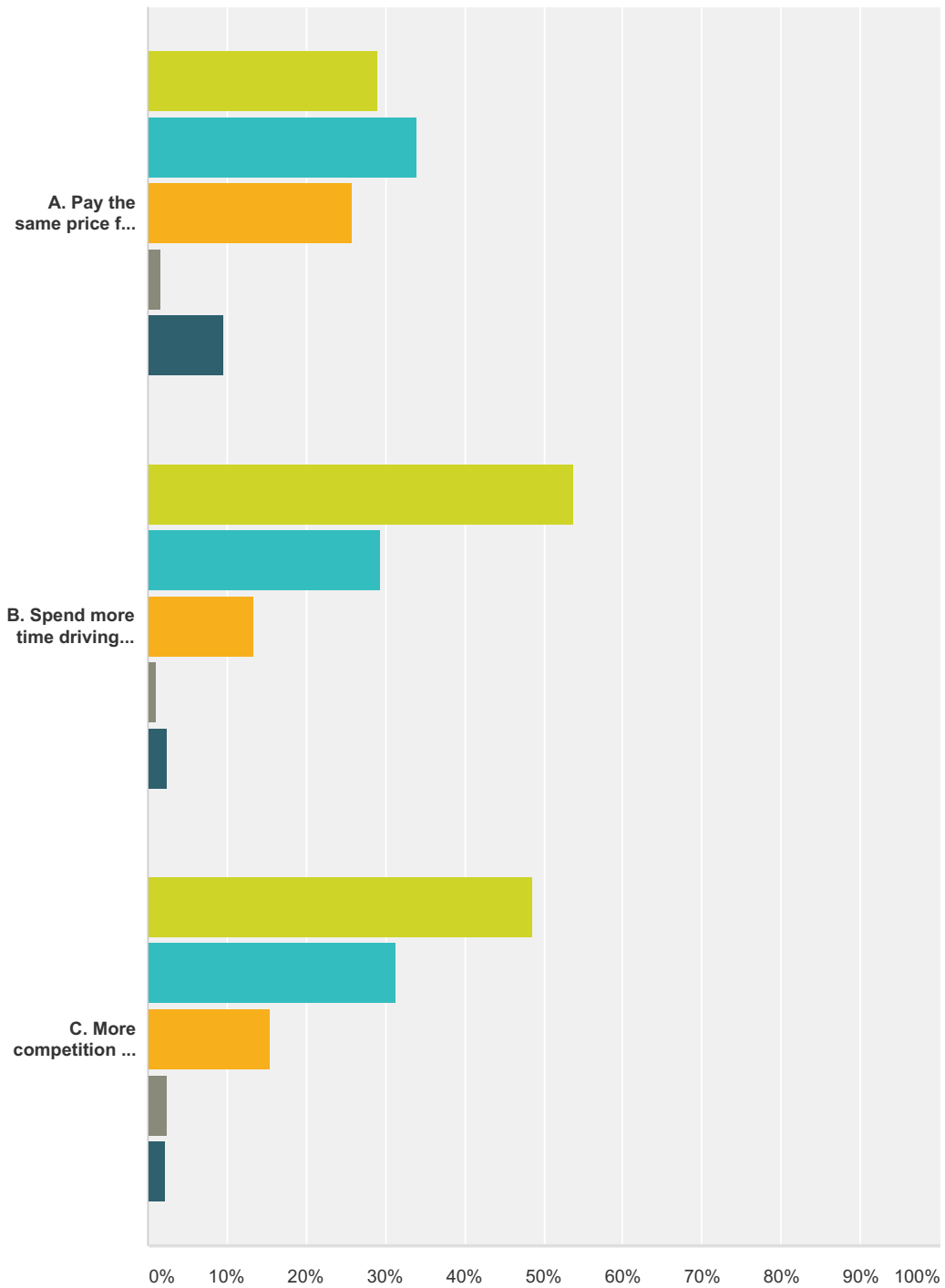
Answered: 39 Skipped: 577

#	Responses	Date
1	If I can make public transportation work, the flexibility to buy a daily permit is nice since there are days when I need to work really late into the evening	4/1/2015 4:52 PM
2	On occasion, I do move my car in the middle of the day. Having all A parking spots be equal makes it easier for me to know which parking lots I can use when searching for a parking spot near a part of campus I may not visit as often.	3/31/2015 12:16 PM
3	I like that I can bring any car to campus on my permit, as long as it's registered on the parking site. That's a great service.	3/30/2015 11:15 AM
4	Being able to park anywhere if there is no available parking closest to where you work. This option not available -- unless you are in highest tier -- with tiered system.	3/30/2015 7:52 AM
5	Any time the complexity of a system increases, more mistakes tend to happen both on the side of the user and the side of the enforcer.	3/27/2015 5:45 PM
6	I think that a \$550 A permit will force quite a few people off-campus. I suggest that the parking areas off-campus south of Prospect be priced lower so that these folks have an option. There will also need to be regular shuttle buses (every 15-30 minutes) between those southern lots and campus, as some people can't walk that far and weather can be a problem.	3/27/2015 3:12 PM
7	Part time employee permits PLEASE!!!!	3/27/2015 12:38 PM
8	Proximity is a PRO. The current parking plan is very convenient. I would not like to use off-site parking.	3/27/2015 12:25 PM
9	Allows flexibility of movement for staff who may work in multiple locations across campus, particularly those not easily served by Around the Horn or other public transit.	3/27/2015 12:16 PM
10	Having a B permit allows me to continue to move about easily. It is often required in my position to change work location several times.	3/27/2015 7:34 AM
11	People who want spots close to the bldg pay more and people who don't want to can pay less - students are here temporarily...faculty and staff longer term - don't make it hard on them	3/26/2015 7:31 PM
12	Many faculty are required to go to different areas of campus for classes and meetings, and this allows more flexibility.	3/26/2015 3:29 PM
13	It is very simple. Permit prices should be based on income rates.	3/26/2015 3:10 PM
14	Flexibility regarding where I can park.	3/26/2015 2:05 PM
15	Allows employees who work in several different buildings to park in locations based on their daily needs.	3/26/2015 12:21 PM
16	I see no advantages to this model with increased prices.	3/26/2015 12:10 PM
17	N/A	3/26/2015 12:06 PM
18	I suspect that core spaces would be used most efficiently (i.e., be full more of the time) under this model. That seems like a Pro to me.	3/26/2015 11:45 AM
19	I'm not sure where to put this on the survey but if you're considering increasing permit prices so significantly, I hope you consider increasing fines even more significantly. Right now many of my students tell me they park in faculty lots, especially on bad weather days, because the fines are relatively small - they can earn the money in one night's work. There needs to be a stronger disincentive.	3/26/2015 11:43 AM
20	n/a	3/26/2015 11:31 AM
21	\$550 is very high. Employees do not get paid enough to pay to come to work. Fort Collins does not have good enough public transportation to get everyone to work.	3/26/2015 11:04 AM

22	more bikes => less pollution	3/26/2015 10:57 AM
23	One advantage to me with parking now and having the HORN is that I am able to park on the outside of campus and take the HORN to meetings that I have at the center of campus. I don't mind paying for parking at what ever level it costs because I appreciate the convenience of the HORN and I know some of my permit money \$\$ goes to this. I also like the busses because they don't pollute.	3/26/2015 10:51 AM
24	I believe this option would allow the university to keep the electric/hybrid parking spots to encourage faculty and staff to purchase cars that are more environmentally friendly.	3/26/2015 10:50 AM
25	Allows aging faculty and staff to park nearby to their offices without a financial penalty.	3/26/2015 10:48 AM
26	Yes- facilities is allowed to park ALL of their vehicles on campus 27/7 and that takes up WAY too many parking spaces. Facilities should have to park their FLEETS of vehicles off campus and be driven out to their lots when they arrive in the morning. It is critical that the number of fleet vehicles allowed on campus overnight is decreased dramatically in order to facilitate the parking changes. Facilities should not be so "Special" they can park anywhere anytime for as long as they want with their State and Service vehicles. They can shuttle out to their vehicles like the rest of us!	3/26/2015 10:44 AM
27	None	3/26/2015 10:42 AM
28	Many students commute. Move student parking off-campus, provide a shuttle and guarantee that students are considered on-time for class (i.e. they cannot be penalized for being late) if they board the shuttle at a certain time. This would give an incentive to use the shuttle	3/26/2015 10:38 AM
29	This will allow working parents to continue to park closer to their work space to: 1. ensure they can get to and from their children in a timely manner (daycares require 1 hour between a call and a pick up and some daycares only allow for 8 hours of care) 2. parking and walking/transportation will not eat into the working hours, which for many will not be flexible due to having to pick children up at certain times.	3/26/2015 10:30 AM
30	No.	3/26/2015 10:27 AM
31	park freshmen off campus and run busses to that lot every hour so they still can use their cars to go skiing or whatever. (old football lot)	3/26/2015 10:26 AM
32	Again, I think it's very important to not lump all staff and faculty together.	3/26/2015 10:24 AM
33	Not as confusing to visitors to campus. While the current model isn't perfect, at least visitors with department provided permits can park where ever they can find a spot.	3/26/2015 10:22 AM
34	The best part about Option A is not having to compete with students for parking - that is not a reasonable thing for faculty and staff, esp with the student population continuing to rise	3/26/2015 10:18 AM
35	Any increases should be mirrored on top of cost of living. You can't raise me \$500 and then increase my parking by \$200 in the same year. Remember, my rent is going up annually too.	3/26/2015 10:10 AM
36	As I roll my eyes.....really? Advantages? What's that?	3/26/2015 9:56 AM
37	It's "fair", if everyone made the same wages and had the same job duties. Or if you never had to leave your office.	3/26/2015 9:51 AM
38	Build a large parking structure north of the student center and one at the new stadium.	3/26/2015 9:48 AM
39	D--\$8 is a bit steep if I need to drive in more than once a month--which I do. I thought the University was going to implement a service which could get us to appointments and such, if we choose to leave our car at home--is that in place?	3/26/2015 9:38 AM

Q9 Which response best fits your perspective concerning the cons to Option A.

Answered: 496 Skipped: 120



- This is a very significant concern
- This is somewhat of a concern
- This is not a concern for me
- I don't quite understand this
- I don't agree this is a "con" for the current model.

	This is a very significant concern	This is somewhat of a concern	This is not a concern for me	I don't quite understand this	I don't agree this is a "con" for the current model.	Total
A. Pay the same price for a core spot or perimeter spot – no less expensive options.	29.07% 143	33.94% 167	25.81% 127	1.63% 8	9.55% 47	492
B. Spend more time driving around looking for a spot.	53.85% 266	29.35% 145	13.36% 66	1.01% 5	2.43% 12	494
C. More competition for existing core spaces, regardless of permit.	48.57% 238	31.22% 153	15.51% 76	2.45% 12	2.24% 11	490

Q10 Any responses or questions regarding these Cons? (please mark the letter if you are responding to a specific argument).

Answered: 89 Skipped: 527

#	Responses	Date
1	Most of the cons are already issues with the current structure, so we would have the same problems but pay much more	4/1/2015 4:52 PM
2	B. It is very painful when you are paying for parking but donot get parking if you are few minutes late to campus. because some employee comes late and leaves the campus late after working hours depending on their working adjustment of schedule at home and university.	4/1/2015 3:33 PM
3	My big concern has always been the fact that CSU Facilities trucks take up numerous spots in the A parking lot I use and pay a lot of money for. I feel they should be required to either park in the lot by the Facilities building or at a remote location. The same is true for vehicles parked for long periods of time.	3/31/2015 12:02 PM
4	Parking availability usually comes down to the time you arrive on campus. I don't see that this will change, regardless of a tiered approach.	3/31/2015 11:54 AM
5	B. I teach and have an off-campus lab so the lack of parking prevents me from performing my job.	3/31/2015 8:55 AM
6	I feel the current model and this proposed change represent a very negative aspect of an otherwise wonderful position - parking and the time spent finding a place to park is a huge waste of time and expense for someone who has been dedicated to working here for 25 years and who tries to balance the needs of my work with the needs of my family - as in every minute counts!	3/31/2015 8:03 AM
7	This is how it is at South Campus around VTH currently, and we manage and know our options based on arrival timing.	3/30/2015 4:22 PM
8	None of the pros or cons deals with the issue of cases of limited mobility for faculty/staff.	3/30/2015 1:39 PM
9	same questions as above.	3/30/2015 11:40 AM
10	Again, there are many employees (single, one-income families) that cannot afford higher parking and are not living in Fort Collins for the same reason. Housing is cheaper in outlying areas.	3/30/2015 9:06 AM
11	My office is near "unpopular" perimeter A zone parking to provide sufficient space for me most of the time.	3/30/2015 9:02 AM
12	I don't think B is a "con" for this model. I think B will be more of a "con" for the tiered model as the parking available, especially if you are in lowest tier, will be less -- fewer spaces available. So, if you are in the lowest tier and happen to find a space in the top or second tier, you cannot use it. That's a bigger concern to me.	3/30/2015 7:52 AM
13	What will keep the VTH employees from purchasing permits for the new cheaper lot? If they do, that would leave fewer spots for those who work on the main campus.	3/29/2015 9:12 PM
14	B. I don't currently have a problem finding a space, but maybe I arrive at "good" times for that. A. I might rephrase this con, from my own perspective, as "Having to pay the same price for parking far away and having the extra hassle of changing modes to get to campus." (But I'll have more comments on that model in the next two pages.)	3/29/2015 1:19 PM
15	The cons seem about right.	3/27/2015 5:45 PM
16	There is free off-campus parking in some areas and not too distant from campus, so that is currently an option for some	3/27/2015 5:05 PM
17	Too much parking designated to dorm areas. Eliminate freshmen parking as other campuses have.	3/27/2015 5:01 PM
18	If the number of spaces and mix of types is done well, then these do not seem like major problems.	3/27/2015 4:25 PM
19	9A. Could there be be less expensive options if pricing would be based on household income? Let's think about how progressive tax system works vs. regressive.	3/27/2015 4:10 PM
20	(A) CSU really needs to charge lower prices for parking which is farther away from the core of campus. As we expand southwards across Prospect this becomes very important.	3/27/2015 3:12 PM

21	These are the wrong questions to ask. Why does it matter if I consider these things to be advantageous to Option A? Instead, you should give us all the information then ask: "what do you like about this?" and "what would you like to see different about this?".	3/27/2015 3:11 PM
22	Incentives for families with multiple CSU employees (carpooling)?	3/27/2015 2:49 PM
23	95% of time, I do not have trouble finding a space currently. I do not know if that is the norm or not. People complain about finding parking spots, but I wonder how frequently it actually is a problem.	3/27/2015 2:25 PM
24	Very difficult competing with students for spots. If I have an employee permit I don't have to worry about that but can't afford a full time employee permit!	3/27/2015 12:38 PM
25	This competition is already a problem.	3/27/2015 12:27 PM
26	C. if we continue to lose spaces the competition will become an even greater concern.	3/27/2015 12:25 PM
27	I understand and accept that my parking permit does not guarantee a parking space. It is a significant driver to my decision to use mass transit or ride a bike as often as possible. Losing this incentive may not reduce my alternate transportation, but it may for others.	3/27/2015 12:16 PM
28	After driving for almost an hour to get here, I need to be able to park and get in the building to work. I do not have extra time to drive around looking for a space. If I am paying for a permit, I had better be able to park close to work.	3/27/2015 11:20 AM
29	B: you have to plan ahead and, in my opinion, waste quite a bit of time to get to a meeting on main campus on time just to find parking. It bothers me to use up 2 hours for a one hour meeting.	3/27/2015 10:29 AM
30	I already drive around to find a spot if I have to leave during the day. I get to work early to get a spot close to my location. You have to be somewhat open to where to park. Wouldn't there still be competition for core spaces regardless of the pricing model? People park typically in the same area each day due to proximity of their work location.	3/27/2015 10:05 AM
31	This doesn't fix the current broken system.	3/27/2015 8:30 AM
32	Looking for a spot especially if you paid for a specific area can affect ones ability to be at work on to. What is proposed if you paid for an area but are unable to find a spot and are forced to park elsewhere or in a lower tier area?	3/27/2015 8:15 AM
33	The wording of the ratings (concern or not a concern) was awkward -- I couldn't tell which circle to check to express my view. This question structure was not well formulated for this exercise.	3/27/2015 12:36 AM
34	It's a stupid idea.	3/26/2015 5:16 PM
35	B. I am not sure why this is put this way. I have a pass now and it is not that often I cannot find a spot. It does happen sometimes but not much.	3/26/2015 5:07 PM
36	Employee parking should be free!!!!	3/26/2015 3:33 PM
37	I don't know what will be core vs perimeter, so this is hard to judge.	3/26/2015 3:16 PM
38	We are asking more people to come to campus - keep prices low.	3/26/2015 3:10 PM
39	9A - if parking needs to break even then all costs should be borne equally for faculty and staff, and for the students and their parking. There is no right for students to have parking on campus. 9c- this would not be a great concern if students were not competing with faculty and staff for parking spaces. Move student off campus and run a bus for them.	3/26/2015 2:51 PM
40	I currently hold an "A" permit and have never had trouble finding a place to park. I arrive to campus around 9 am and there are always spots available near my building.	3/26/2015 2:49 PM
41	The students and the stadium are my concerns for parking shortages not the sticker system. Take the cars and parking away from the students. When I was a student I had to walk/bike miles and rode the bus.	3/26/2015 2:36 PM
42	"Perimeter" spots depends context. Also, some parking, e.g., the library, is VERY difficult to access if you live North of campus, and cannot use Meridian anymore. So, while these may be "core" spots for some people, as I live North of campus, often "perimeter" spots are more desirable to me simply because it is very difficult to access campus from the north now.	3/26/2015 2:24 PM
43	A real issue to 'Alternative' transportation, MAX or shuttle, bicycle, is that these are Not realistic for working parents ie, if one's child has to be picked up quickly from school or there are family emergent issues. We have to keep in mind flexible, convenient, reasonable cost, parking if parents can continue to work at CSU.	3/26/2015 2:21 PM

44	Why do you feel there will be more competition for existing core spaces vs if you did a tiered system. There would still be competition for a spot?	3/26/2015 1:45 PM
45	B. At present it is almost impossible to find a space within 700ft of the building in which I work. The biggest concern for me right now is that I seem to be paying for a permit, not for a parking space, but to simply not get a ticket. (I feel like I'm not paying for a service, but to just not get a ticket)	3/26/2015 12:49 PM
46	I think those who "want" versus "need" in close parking should pay more for premium spots.	3/26/2015 12:44 PM
47	B: I think people will spend a lot of time driving around looking for a spot regardless of whether the current system or the tiered system is used. It isn't really a con because it's a fact for every parking lot, regardless of the situation: people will always drive around looking for the closest spot.	3/26/2015 12:36 PM
48	Equal pricing does not allow for people to continue to drive to campus if that is the desired option.	3/26/2015 12:28 PM
49	Limited spacing	3/26/2015 12:06 PM
50	B. Driving around for up to 40 minutes looking for a space to park when you've left for a meeting and return during the peak hours of the day is ridiculous when you pay hundreds of dollars per year for a permit. Furthermore, when it snows, ALL snow should be removed from ALL parking spaces. Often times I find that the snow has been piled into end spaces reducing the number of spots even further.	3/26/2015 11:50 AM
51	C If I take alternate transportation (such as a motorcycle) I am not able to park in the lot I paid for if it doesn't have motorcycle parking in it.	3/26/2015 11:39 AM
52	I believe student spots should cost the same as Faculty/Staff spots (in the same general area) because the lots cost the same to build and maintain.	3/26/2015 11:37 AM
53	For B, I know that parking in some areas of campus is a challenge and I take that into consideration (whether I will walk or drive there). I do like that there are short term (meaning 30 minutes) spaces where there are services that may require you to bring a car to accomplish your task.	3/26/2015 11:34 AM
54	n/a	3/26/2015 11:31 AM
55	A tiered model for cheap parking spot to expensive lots will only mean that the cheap lots will sell out first and we are again fighting for parking spots. While those that can afford the expensive lots will not have any issues. Favors the "haves" and punishes the "have nots".	3/26/2015 11:28 AM
56	A. For individuals already working on the perimeter of campus this is not a con. It is a pro since it will result in a cheaper permit compared to other permits and they keep the same parking area as they have now.	3/26/2015 11:28 AM
57	B) could be alleviated with technology: cell-phone accessible real-time parking availability status updates for each lot.	3/26/2015 11:27 AM
58	there will be far more competition for the lower priced parking spaces in a tiered system and I suspect that there will not be enough available spots vs permits issued and the drive around time will not change because you will not have the option to park in an adjacent but different tiered lot where currently you can move from A to student lots if necessary.	3/26/2015 11:25 AM
59	again this is mostly concerning foot hills campus.... but since many people already park in the road. Im willing to bet this outrageous fee would make EVERYONE park in the road.	3/26/2015 11:21 AM
60	A. I go for spots closest to my destination as I have bad knees. That does not always happen that I get one which means I search for the next best option. I think everyone should have the option. B. This issue has nothing to do with the cost of the permit or the style, it has to do with basic lack of parking spaces everywhere. C. I am sure that parking in a perimeter will result in the same frustration as to lack of parking, it will just be further away and cheaper. If I chose the perimeter option for reduced cost it would mean walking farther to most places, more time, no more advantage as to a guarantee of a parking spot.	3/26/2015 11:19 AM
61	C is phrased in a misleading way; there will be the same amount of competition as there is under the current system not more.	3/26/2015 11:19 AM
62	Please consider disallowing first-year students from bringing a vehicle to campus, as many other colleges and universities already do.	3/26/2015 11:17 AM
63	B. Unfortunately on days when I leave late I spend significant time searching for a spot that will not cause me to have to move my vehicle (when I teach from 4-7 some days) or that requires me to work a long distance in poorly lit areas.	3/26/2015 11:11 AM
64	This is extremely confusing? I am not sure these are well phrased questions.	3/26/2015 11:07 AM

65	People currently stalk the prime parking spots. It's already ridiculous.	3/26/2015 11:04 AM
66	The traffic generated with the "hunting" model is far too high! That includes (perhaps especially) the hourly parking north of LSC. Entering and leaving this parking lot is very dangerous to pedestrians/cyclists/boarders who compete with the autos and the RAM shuttle.	3/26/2015 10:54 AM
67	If people don't like the competition, they should look into alternative means of getting on campus. They certainly exist.	3/26/2015 10:53 AM
68	So sorry for those that have to park in the core area of campus. I know parking is harder there than where I park. But they could park where I park, Moby parking lot, and take the HORN. We need to have a shift in the climate and convenience of parking which we all have had the advantage of for so long. I can't imagine the stress for people having to drive into a big city and find parking. We need to have a paradigm shift in habits.	3/26/2015 10:51 AM
69	These are all huge negatives for me. The most annoying thing about the current system is the traffic on campus due to people trolling for a parking space. It isn't very "green", and more traffic reduces pedestrian safety.	3/26/2015 10:49 AM
70	The VTH is basically this model already due to the limited spaces for A lot anyway.	3/26/2015 10:39 AM
71	People that travel between foothills and main campus as part of their jobs should not be punished by having to pay for higher prices for a parking place remotely close to their buildings.	3/26/2015 10:37 AM
72	B/C - Please stop freely distributing permits to visitors. Assign a visitor parking lot and shuttle them to their event/building, or allow them to park in the metered lots.	3/26/2015 10:31 AM
73	C. If there are no spaces for faculty/staff and they live out of town then students are going to suffer and that faculty or staff is going to have to go home for the day. Not having spaces available for people who cannot take alternative modes of transportation means that they will not be able to be employed by CSU.	3/26/2015 10:30 AM
74	Con B is only a disadvantage if you get here later in the morning. I do not understand Con C. If we are raising fees to pay for increased parking structures to allow the space/person ration to stay at 3:1, how will there be MORE competition? Does this mean there is more competition than there would be for Option B?	3/26/2015 10:30 AM
75	it is very hard to find parking off campus know unless go 5to 6 blocks away and then try to cross a congested street how safe is that.	3/26/2015 10:26 AM
76	Ever considered assigning park lots to individuals based on their primary work location? Once you're on campus, there are a variety of non-car options to get around. i.e. - you work in Morgan Library, so you are assigned a permit for that lot. Lots are already numbered, so use that number instead of "A".	3/26/2015 10:23 AM
77	In general, there are already issues with competition for spaces and time spent driving around looking for a parking space so I don't see how this will change much.	3/26/2015 10:20 AM
78	B, C. Very frustrating to pay for a permit then find no parking at all nearby.	3/26/2015 10:19 AM
79	I have to balance dropping my kids at school vs. getting a decent parking spot. That seems a bit counter-productive. Also, if you have to leave campus for any reason, business-relate or other, you might as well come back an hour late because there won't be any parking at 1; you need to wait till 155 when classes are out	3/26/2015 10:18 AM
80	I'm a cyclist, so I don't use the parking, but I do ride through campus...I think anything that pushes people off-campus for parking to promote alternative on-campus transportation (bike, walk, shuttle) is great.	3/26/2015 10:15 AM
81	\$550 per year seems like a very high price to pay for staff to pay in order to attend their jobs. Honestly, I think its unfair for staff to ask staff to pay for parking at their place of employment.	3/26/2015 10:12 AM
82	you need to create incentives for folks to park on the perimeter.	3/26/2015 10:12 AM
83	These don't really make sense. You need to describe these more if you want accurate feedback.	3/26/2015 10:12 AM
84	"Competition" should not be a concern for employees driving to and parking on campus.	3/26/2015 10:02 AM
85	Any of these options seem like a lose-lose situation for employees.	3/26/2015 9:56 AM
86	B. This is a problem if I have to leave work for an appointment. It is difficult to find a space mid day and sometimes if I come late because of an appointment	3/26/2015 9:55 AM
87	The biggest con is that there are not enough spots, so you have to wander around looking for a spot. Half the time I have to park in a student lot because the A lots are full.	3/26/2015 9:51 AM

88	A tiered pricing system would cause many problems, one suggestion allot so many spaces per department in any given lot and the rest park in other places that are designated. The further you park away from your building the less one pays a month, some might choose this option to walk a bit to get to their building but doing a system by price will put the people like custodians out of the game all together cause they won't be able to afford to park.	3/26/2015 9:48 AM
89	Again, I currently walk over, so at this time, none of this truly affects me. But in the future it could.	3/26/2015 9:41 AM

Q11 Any additional disadvantages you would like to add?

Answered: 52 Skipped: 564

#	Responses	Date
1	With either model, paring for on-campus guests would be a concern...do they get to park closer and take up spots or would they need to park further away?	4/1/2015 4:52 PM
2	more cars = more delays & hassles	3/30/2015 4:22 PM
3	Parking models for the core campus should be separated from other locations.	3/30/2015 2:30 PM
4	Looking for a spot even at 8.15 am for A permit is very pathetic. Can you think about some solution for this	3/30/2015 2:20 PM
5	The cost is outrageous.	3/30/2015 1:58 PM
6	Yes: The variables of financial need and issues of physical mobility are not taken into consideration,	3/30/2015 1:39 PM
7	The new lot near VTH, is only convenient for those who live south of Drake. It would take much longer for others to get to work. Lots for the MAX aren't large enough.	3/29/2015 9:12 PM
8	It's pretty expensive.	3/27/2015 1:46 PM
9	It's not a level playing field - it's similar to if everyone payed the same income tax %, it's actually regressive. It affects those that earn more less than it affects those than earn less. It's a smaller proportion of their take home pay.	3/27/2015 1:10 PM
10	Make a part time employee permit PLEASE!!!!	3/27/2015 12:38 PM
11	There have been some concerns voiced regarding the hours of enforcement? Certain employees work shifts that overlap enforcement in strange ways - how can this be resolved/improved?	3/27/2015 12:23 PM
12	The way you phrase your 5 choices above is not very clear. I think I answered them the way I want to, but I am not sure. To be clear: I think we should pay the same price, I do not want to spend time searching for a spot, I need to be guaranteed a close spot if I am paying for a permit.	3/27/2015 11:20 AM
13	C: It is already difficult to find parking, more competition would increase both the time and frustration.	3/27/2015 10:29 AM
14	The price is very expensive for those who cannot afford the pass. It is a horrible situation to be put in when your job requires a pass.	3/27/2015 10:05 AM
15	Related to C ... more people driving around fast and recklessly trying to fight for central spots.	3/27/2015 9:40 AM
16	current pricing forces many faculty staff and students to park on the perimeter street parking. with neighborhoods fighting this and an impending new stadium, there will be less and less of this -- which appears to be a problem	3/27/2015 8:21 AM
17	See above	3/27/2015 8:15 AM
18	see above -	3/26/2015 7:31 PM
19	Why do things need to change? Because of the deficit? Does the garage need work? I have only been over there a few tomes in the last two years when I go to parking services, and that garage does not seem to be close to being full. I am sure that has to do with the location of the garage. If it were on the north side or more centrally located, I would guess it would probably be used by more people.	3/26/2015 5:07 PM
20	Again - no accommodation for salary level of full-time employees	3/26/2015 3:42 PM
21	The cost, obviously.	3/26/2015 3:16 PM
22	This model assumes that the parking needs of all employees are the same and the all employees have the financial flexibility to afford the increased parking cost.	3/26/2015 2:46 PM
23	Part-time, temporary faculty are paying more than their fair share of parking, as they do not use the spots all day, every day. Eliminating semester-length permits is unfair to faculty who are hired for a single semester at a time.	3/26/2015 2:38 PM

24	The cost of the permit exceeds the potential increase in cost of living to salaries. This makes the parking permit not accessible for some employees.	3/26/2015 2:23 PM
25	Regardless of cost time wasted hunting a place to park within reasonable walking distance wastes fuel and adds pollutants to the air as well as raising blood pressure and hostility when you lose a space to some one else after waiting any length of time.	3/26/2015 12:44 PM
26	It shouldn't be assumed that people with resources would pay more.....some don't value paying for parking and would prefer to pay less. Although those without resources now have a choice although not as desirable as in the past.	3/26/2015 12:28 PM
27	Not guaranteed a parking spot. Paying for the right to use a spot if one is available means you may pay to find on-street parking that's free anyway.	3/26/2015 12:22 PM
28	I wonder how much of a problem B will be. Most of us get used to looking for parking and know where the spots are likely to be at various times of the day. There might be a learning period for new employees, but most regular drivers get smart about this pretty quickly.	3/26/2015 11:45 AM
29	n/a	3/26/2015 11:31 AM
30	I get stuck paying cash to park because all A spots anywhere near my building (even parking garage) are taken and I'm out of time for "HUNTING". AND it's not really a hunting permit, it's a lottery ticket. The odds are more accurately related.	3/26/2015 11:21 AM
31	yeah the MAX is clogging up fort collins.... and stop trying to increase fees to pay for a stadium most disagree with	3/26/2015 11:21 AM
32	Students often park illegally in the "core" lots and just pay the citation. Too much pay parking in the core lots that should be converted to A parking.	3/26/2015 11:11 AM
33	How is it feasible to sell someone a permit if a spot may not be available? This is the airline model... That's known as overbooking.	3/26/2015 11:07 AM
34	only want to mention the cost again for families and lower paid employees.	3/26/2015 10:51 AM
35	I am going to pay \$550 to park with this option, however, if we use option B, then I pay approx. the same price and get to be in the top tier. Those who only need to park on campus occasionally have no other payment option like in Option B.	3/26/2015 10:49 AM
36	Faculty concerns seem to be the top priority with this model. They are more likely to be able to afford a higher parking rates, than say a state classified employee making significantly less money. Alternative transportation is not always an option for employees because this assumes an employee lives in Fort Collins city limits with access to public transport and/or near enough to bike or carpool to work. You are also penalizing families (those with children) because they are more likely to need a vehicle for transportation than other employees.	3/26/2015 10:42 AM
37	Employees will all be paying the same price and may not be able to even find a parking spot because of the 3 to 1 ratio.	3/26/2015 10:39 AM
38	Time wasted in finding parking places directly impacts productivity. This concern is heightened by the increased need to attend meetings at satellite campuses around town. The bus system is too sporadic to be a viable alternative to driving for busy individuals and thus does not effectively address the concern regarding lack of available parking on employee productivity. Available parking at a reasonably convenient location is frankly vital for many faculty and staff to effectively perform their job here	3/26/2015 10:37 AM
39	Once you are parked, you wouldn't want to have to go anywhere, cause you won't get parking when you come back.	3/26/2015 10:33 AM
40	This plan does not incentivize using green transportation--in fact, it disincentivizes it. If I pay \$550/yearly and drive every day, my unit cost is around \$2/day. The less I drive the higher the unit cost. That's not even including the hidden costs of cycling or taking the bus. If Parking Services is serious about green transportation and minimizing the need for parking, how about a system that actually rewards occasional-moderate green transportation use rather than fine it?	3/26/2015 10:32 AM
41	The parking fees would be so high that many employees may not be able to cover the cost of that plus childcare, which could lead to many high quality employees leaving the university. Many employees currently use all of their after tax/benefit income to pay for childcare and parking, but they work for person and professional gratification. I do not see that outweighing going into debt to pay for parking, and I do not foresee a fund for hardship cases being able to cover this.	3/26/2015 10:30 AM

42	This is a cost burden for employees who have to park here to work.	3/26/2015 10:28 AM
43	I'm not really against core vs. perimeter pricing but this can be very confusing to keep track of.	3/26/2015 10:24 AM
44	I would hope that you will look at this concerns and really think about how much stress you are going to put on faculty and staff if the parking price goes up to \$550.	3/26/2015 10:22 AM
45	Just that with the increased cost of the permit, more and more employees are going to try to find off campus parking. Thus, pushing more parking to further out in the immediate neighborhoods. If more and more neighborhoods begin having parking issues and require permits, then the options are less.	3/26/2015 10:19 AM
46	Only option for Faculty/Staff is already too expensive.	3/26/2015 10:18 AM
47	Huge price increase.	3/26/2015 10:11 AM
48	People choose between rent and food and getting to work.	3/26/2015 10:10 AM
49	Too many disadvantages.	3/26/2015 9:56 AM
50	See my earlier notes about punishing people who have to travel between campuses as part of their job duties. I wouldn't even buy a parking permit if it wasn't for this job duty.	3/26/2015 9:51 AM
51	Parking is an always will be an issue on campus, we are spoiled at CSU and have had the opportunity to park close in since the beginning of time but as the campus continues to grow parking becomes a problem, encourage the people that live in town and work on campus to walk, bike or take the MAX, work with the bus system and help improve the system, as it is now the bus system in Ft fun sucks. I have tried several times to take a bus somewhere in town for lunch and it is just impossible. The MAX helped but it is not quite there yet. For the locals provide a bus pass to use the bus, and if people use the bus system to commute from down South Longmont, Berthoud, Loveland, also work with the system to make it more effective and run at better time intervals and here again offer an eco pass. work on getting express buses put on that line with the bus system. I used to commute from Berthoud to Boulder Via RTD and never paid a dime for it, they offered an eco pass and the system was very effective. Also start the talk about a commuter train again, where did that conversation go?????	3/26/2015 9:48 AM
52	This is a significant cost increase by FY17 (about \$200/year more than the current A permit cost)	3/26/2015 9:41 AM

Q12 Basics regarding Option B: The Tiered Model
Option B involves three tiers of parking rates, based on location. Zone designations will be decided based on occupancy statistics (how many vacant spaces has been typical for that lot). Premium "A" permits would be for the lots that are currently utilized the most, C permits for the lots utilized the least, and B permits in between. FY17 costs will be approximately \$564, \$344 and \$276 for the tiers. Faculty and staff will first be provided the option to purchase permits, and then the same permits will be available to students. A limited amount of the premium permits will be sold in order to provide a high likelihood that parking would be available in those lots throughout the day. Students would only be able to purchase the premium permits if they don't "sell out" to faculty and staff first. Any initial thoughts, suggested tweaks, or questions regarding Option B?

Answered: 204 Skipped: 412

#	Responses	Date
1	I totally disagree with this model. Again, there are people who work at lower income brackets who are employed closer to the core of campus.	4/1/2015 3:55 PM
2	I like it	4/1/2015 3:37 PM
3	The concern I have with this is that there is often no parking available in the lots near the Oval. I have to go further to find parking, and I am worried that I wouldn't be able to with restricted zones. Sometimes I park far away and walk - as far as Gifford, library lots. Having to pay extra to keep this flexibility is not ideal, but I do see some benefit to having a cheaper option if there is enough parking in each zone.	4/1/2015 10:37 AM
4	This puts faculty and staff in "competition" for parking spaces with students. Prefer to keep student parking separate.	4/1/2015 9:05 AM
5	You need to account for the additional time to get to work when parking further away. This should also be a good way to create a greater divide based on pay. How many people at the Dean/VP level use alternate transportation? If you want us to do it how about you set an example? Or is your time more valuable then ours?	4/1/2015 8:47 AM
6	This strikes me as an elitist model and is incompatible with my personal values. It also neglects the needs of particular constituencies. For example, non-tenure-track faculty that do not have sufficient courses to earn a living wage at the University and must travel another campus during the working day.	3/31/2015 10:55 PM
7	Again, I feel that some staff that need to park close in, may not be able to afford the higher fees. I do feel that faculty and staff should have priority to park closer in than students.	3/31/2015 2:31 PM
8	This tiered model reflects an even higher price for the A lots than suggested for Option A. Thus I am not for it.	3/31/2015 12:09 PM

9	it is the way of capitalism I suppose, however, it is discouraging again, that after working here for so many years, and having a young family that demands I have ready access to my car, that I have to pay more if I want to have my car nearby or that people who make more money on campus are less impacted by these changes...	3/31/2015 8:07 AM
10	Students are getting SCREWED, The administration seems to have forgotten that we exist to help the student learn and get a degree. They are not sheep looking to be fleeced. The way this is being set up SUCKS.	3/30/2015 9:33 PM
11	This option requires faculty to choose their parking permit at the beginning of the year and limits options to change as needs and workload changes. This may not work for adjunct faculty, especially those of us who teach in programs with classes shorter than semesters. Also, if someone's physical needs change so parking is more important, it may be harder to access parking and permits to meet this need.	3/30/2015 6:24 PM
12	There are not many areas that would be the lower tiers.	3/30/2015 4:45 PM
13	Seems really difficult for PTS to manage, and would require added staff thus increasing the high parking cost even further and perpetually. Cost sensitive with a pricey escalating option.	3/30/2015 4:26 PM
14	What about monthly or semester options? It would be nice to see a detailed map of proposed zones.	3/30/2015 4:05 PM
15	Some buildings have more limited parking options in the first place, and pricing for those areas could easily become "premium", thus penalizing the employees in those areas.	3/30/2015 2:39 PM
16	I agree	3/30/2015 2:26 PM
17	I don't understand how enough revenue would be generated based on these prices compared to current option of \$550 for all!!	3/30/2015 2:23 PM
18	I like a simple approach, but I don't like the idea of competing with students for available parking spaces.	3/30/2015 2:06 PM
19	The cost is still outrageous but at least there are some less expensive options.	3/30/2015 2:00 PM
20	The competitive nature of "a limited amount of the premium permits" strategy invites antagonism... and, in my case, anxiety. I MUST have a "premium" permit due to physical difficulties. Anxiety, anxiety...	3/30/2015 1:45 PM
21	Should be priced in at least two tiers based on income level. Students should not be able to park in staff./faculty spaces.	3/30/2015 12:59 PM
22	Big safety concern for those of us that work late or come in early	3/30/2015 11:41 AM
23	Again, I would not include graduate students in the first group to purchase.	3/30/2015 11:17 AM
24	Please take into account that the elderly, pregnant, and people who have a hard time walking should get priority.	3/30/2015 10:13 AM
25	My primary concern is that the Field House lot will be filled with full day A-North parking, leaving insufficient space for Field House patrons who need 1-2 hour parking to use the facilities; plus the lot unavailable to those with A-South and other permits. I propose all of the Field House lot, or at least the northern half, be limited to parking for use of Field House facilities only for all permits for maximum two hours during enforcement times.	3/30/2015 9:42 AM
26	Seems that there wouldn't be enough parking for students. Will lots be built before student parking is taken away for the stadium? Where will students park while the new garage for the health center is being built? Students, who are the main reason we are here, have had to deal with construction and parking issues for years and they are frustrated with the university.	3/29/2015 9:19 PM
27	I'm curious about how the permit fees are set in this model. Would daily parking fees also be tiered in this model? Where daily parking be available in any lot, or only selected lots? I'm glad that the model is not based on distance from an employee's home building! That tends to create a system with the most displacement and most inconvenience for employees. If the pricing significantly shifts demand from "A" lots toward "B" and "C" lots, will there be enough revenue to cover anticipated expenses? As new campus buildings are built, parking demand may also shift locations, so it seems that the lots designated in those zones should periodically be reviewed so be sure that zoning still matches demand (or, what demand would be if all lots were the same price). Students are probably disproportionately affected by parking prices since they have low incomes. How would this structure affect the price that students currently pay, e.g, in lots near dorms?	3/29/2015 1:19 PM
28	Would faculty and staff who have been awarded lifetime parking privileges (emeritus faculty or long service employees) be granted the same, or would they now have to pay for a permit?	3/29/2015 11:39 AM

29	The map I have seen of this option appears that it makes a huge A lot of the entire south campus. Therefore, if a person arrives later in the day or needs to leave and return at some point during the work day, they will end up parking very far out. Also, with one huge lot, I think it is going to INCREASE the amount of time that people drive around looking for a spot. It is better to have an actual tiered approach with different zones, so that you have an idea of which lots you will be able to find a spot in.	3/29/2015 9:17 AM
30	This is the model CU Boulder uses. It does create a sort of class structure, and doesn't always lead to less driving around looking for a spot.	3/27/2015 5:59 PM
31	This makes more sense than the A model. It will have some advantages for employees working in farther out locations, but that's OK with me.	3/27/2015 3:19 PM
32	Will there be monthly/daily pass options?	3/27/2015 3:16 PM
33	See my comments below:	3/27/2015 3:14 PM
34	This doesn't seem right! Limiting the number of Premium A permits sold so there will be some spots available??? If you don't sell enough A permits to fill the premium A lots, then who will use them?? The B and C will have to go somewhere else anyway. I also see the B and C lots filling up and people not finding a parking spot. This will result in more driving around, not less.	3/27/2015 3:13 PM
35	Since almost all of the campus is tiered as A this is a mute point.	3/27/2015 3:05 PM
36	Not enough B and C options on the north side of campus.	3/27/2015 2:53 PM
37	I don't love the idea of paying more for "premium" spaces, but am in a position to pay that. I feel for those who would be financially strapped to pay for the higher cost parking.	3/27/2015 2:30 PM
38	I work on the edge of campus, and would enjoy paying the lower \$276 rate. However, the entire plan is flawed because it assumes that a significant portion of staff would pay the higher rates. The reality is that most staff will choose the cheapest option, to park on the edge of campus, and therefore make parking a nightmare for those who work there. Also, parking in "premium" areas would be under-utilized, resulting in wasted, empty spaces that no one wants due to cost.	3/27/2015 2:07 PM
39	This penalizes staff who work in the core area of campus.	3/27/2015 1:21 PM
40	I like that staff have the option to choose a less expensive permit if their needs and/or income are compatible. However, I would want to be sure there is a corresponding increase in service for staff parking more remotely including access to mass transit to get them from the remote lots to the campus core and back.	3/27/2015 12:41 PM
41	Again - it is unfair in that it suggests "if you can't afford parking close - you must have extra time in your day to ride a shuttle or walk" - that is a very sad statement. There has been a similar analogy in real estate "drive until you qualify" - can't afford to live in FC - buy a house far away - what you save in your mortgage you pay in fuel costs (perhaps higher utility costs??), etc. Not to mention the time involved in commuting from greater distances... Will you limit the number of permits sold to students? Some students have more resources than even mid-range employees - what if wealthy students buy all the permits and employees all end up on the shuttle bus - nice. For that matter - how will the selling process unfold - will it be like trying to get a ticket to the Stones at Red Rocks? He who hesitates is lost (or on the shuttle in this case).	3/27/2015 12:32 PM
42	Should have designated faculty/staff parking separate from student parking	3/27/2015 12:31 PM
43	Do not offer A tier permits to students. If I were to pay \$220 more for the higher tier, I would want less competition for those spots. Reduce the number of higher tier spots to fit only faculty needs. Why is there such a discrepancy between the tiers? A-B=\$220 and B-C = \$68	3/27/2015 12:25 PM
44	I think this is good, and would encourage a top level that includes a designated assignment, particularly for people who are on and off campus frequently throughout the day.	3/27/2015 11:59 AM
45	If you pay for A permits and they are full you must then park in an outlying area. This create a "class" society for an institution which touts diversity. Only Elite will be able to afford premium parking	3/27/2015 11:52 AM
46	After driving almost an hour to get here, I need to know I can park in a close spot to my building. \$564 seems excessive.	3/27/2015 11:25 AM
47	I guess that would be helpful, would save money but wouldn't guarantee parking anywhere near where you needed to be and thus wouldn't save any time, either have to wait for transportation to the area you need or walk, both take time out of the work day.	3/27/2015 10:35 AM
48	Option B is somewhat intriguing to me, but maybe pick a different name?	3/27/2015 10:05 AM

49	Better option. Charge more to park in a garage if it costs so damn much to build and see how many people are willing to park in it! Let those using a covered garage to pay more and don't put this cost on the rest of the system. Encourage people to park in perimeter lots ... I don't mind the short walk and less stress. Remove the pay-per hour parking in core lots and put these in remote lots, give the people who are paying for permits more spaces. You also need to find a way to incentivize people to buy a permit at reduced cost (or a shorter term or punch card type approach) to encourage them to occasionally use alternative modes ... currently the system is an either / or system (I either buy a permit and drive all the time or I bike/walk/MAX all the time).	3/27/2015 9:56 AM
50	Initial though is I like it but would need to see maps. Students should have a parking spot perhaps by dorms even if they are off campus and then walk to destination from there.	3/27/2015 8:21 AM
51	Can not comment as I do not know where the lots are different lots are.	3/27/2015 8:07 AM
52	I appreciate that the permits would be offered to faculty and staff first.	3/27/2015 7:40 AM
53	This is the model that only the higher paid employee will be able to afford the close to campus or on campus permits very eliteist	3/27/2015 7:35 AM
54	Clearly abusive of CSU people. I have more money than most others who work at CSU, so I can easily take the best parking spot! Someone who is disadvantaged with a lower wage should not be penalized in addition by not being able to park as well as the rich folk do.	3/27/2015 12:39 AM
55	would not open it up to others - let faculty have first dibs and then staff but not students	3/26/2015 7:40 PM
56	I am grateful that faculty and staff will have the first option to purchase permits, even though I plan to continue to use the free public transportation (Max) option.	3/26/2015 6:04 PM
57	As previously said, this thinking is flawed - pricing tiers are fine, as long as the pricing is CHEAPER to be CLOSE to one's office.	3/26/2015 5:22 PM
58	I do not like that students and staff are sharing the same permits. I think \$564 is too much for an A permit. So now I am going to have to park far from my office because no one uses the lots farther away?	3/26/2015 5:21 PM
59	At least it provides a cheaper option. It's clear that this is the option that will be chosen since the deck is very clearly stacked.	3/26/2015 5:21 PM
60	There is currently not alot of transportation at 5 am. It can be unsafe walking the streets at that hour too.	3/26/2015 5:17 PM
61	I'm not sure how this will work I paid for an "A" permit and many times I can't pak in an A permit because there are not places available specially is the weather is awful or if you show up after 8 am	3/26/2015 4:40 PM
62	This is not a fair model. Again, "tax bracket" would be the only acceptable tiered model- UNLESS- this plan includes more specific parking permits, such as how CU, CU-D, Metro, and nearly all other Colorado institutions have theirs (via lot numbers only, and only sell a specified # of permits).	3/26/2015 4:25 PM
63	On face value, this seems like a good idea. Although, it does privilege employees over students	3/26/2015 4:14 PM
64	Why would students tolerate this arrangement? What do I do when my lot IS full?	3/26/2015 3:53 PM
65	I like this better than Option A as it provides an option for lower rate options. I would hope, however, that consideration would be given to the parking needs of students who live on-campus versus those who live off-campus.	3/26/2015 3:48 PM
66	Still do not fully understand if the lots would be tiered in multiple locations or if a permit would be bought for a specific building or loction.	3/26/2015 3:36 PM
67	Even at \$276 per year, I would still be paying my employer to come to work. Employee parking should be free.	3/26/2015 3:35 PM
68	To react to this in an informed way, I need to know which lots I could access with C, B, A. I can't make the judgement about impact on myself without that information.	3/26/2015 3:22 PM
69	A. There is already a "class" system at CSU. Going with a tiered model for parking would only further exacerbate the class system, with the "haves" being able to afford on-campus parking, while the State Classified personnel wouldn't be able to afford to park on campus.	3/26/2015 3:16 PM
70	It doesn't make sense to have all parking available to students. The staff often come and park all day, whereas students come and go. I think CU might have a given number of faculty passes available by department. It was simple. It might make sense to have a tiered system for faculty.	3/26/2015 3:08 PM
71	You never offer students the same parking permit to compete with staff and faculty	3/26/2015 3:06 PM

72	I'd rather pay more and have a greater likelihood of finding a space near the building I need to work at or visit. In the tiered model, if the lot I use ended up being a cheaper lot, I could potentially have to park in a higher priced lot, away from my building even if I pay the higher tier, due to the demand for cheap parking.	3/26/2015 3:04 PM
73	The increase in rates for A lots is about 40% over current rates. This would be fine if I got a 40% raise to offset this. Mixing students in premium lots is a bad idea since parking cannot enforce the abuse of this system now. Why set the system up for further failure?	3/26/2015 3:02 PM
74	I'm not sure that a tiered model based on location is an appropriate model for the university to implement. Again, to me, a tiered model based on income level/salary seems more appropriate.	3/26/2015 2:49 PM
75	The numbers of Faculty/Staff will fluctuate during the year; how will a new hire get a parking spot when they're all sold? Already too manyh students park in A Lot parking due to a flawed system; this will never work in the Tiered Model either.	3/26/2015 2:42 PM
76	Not build all of the proposed parking garages, stadium etc and leave the current parking as is.	3/26/2015 2:26 PM
77	I don't like the tiered system	3/26/2015 2:06 PM
78	CSU is one of a few northern Colorado employers that charges employees for parking	3/26/2015 2:03 PM
79	I think there still needs to be strictly employee parking spaces and strictly student parking spaces	3/26/2015 1:53 PM
80	This discriminates against people who work in the central campus, and favors those who work on the fringes of campus. We don't choose where our building is.	3/26/2015 1:43 PM
81	Employees should not have to pay more to park close by their office location.	3/26/2015 1:14 PM
82	I think this model makes more sense.	3/26/2015 1:12 PM
83	We already have problems with people (employees and students) poaching parking from each other. I don't park on campus at this time as I'm currently working in a building across from main campus. However, I remember how frustrating it was to circle the business and engineering/student center lots just to lose a spot to a student. It's also terribly unfair for state vehicles to use employee or student parking when we are not allowed to use "official vehicle" parking spaces.	3/26/2015 12:58 PM
84	I like this idea. Prioritizing permits for staff.	3/26/2015 12:56 PM
85	I think this option is confusing and would take a long time for people to adjust to. I also think that it would be ineffective in some ways. Depending how far the far perimeter lots (the "C" permit lots, I guess?) are from the campus core, may people might find that it would be silly to buy a C permit and then still have to walk/bike/bus to their workplace or classes, especially if they live relatively close to campus to begin with and could have saved money and probably time by just walking/biking/busing from home to campus to begin with and not bothering with driving. This could cut into the expected revenue stream for PTS.	3/26/2015 12:53 PM
86	I like this option best	3/26/2015 12:53 PM
87	So, class-based permits.	3/26/2015 12:50 PM
88	See comments for option A.	3/26/2015 12:45 PM
89	a garage permit and a core permit would be more expensive than a surface outlying lot?	3/26/2015 12:41 PM
90	Seems very inefficient. If premium doesn't sell out, there will be unused spaces.	3/26/2015 12:34 PM
91	Me & my staff don't like this idea at all. My staff can't afford the permits now.	3/26/2015 12:33 PM
92	I like the idea that you pay for what you get and not just a license to hunt.	3/26/2015 12:32 PM
93	This approach benefits those with high salaries. The cheap permits will sell out and those people will be in same situation now fighting for limited space. While those who can afford the top tier will have no issues.	3/26/2015 12:31 PM
94	Enforcement would be a nightmare	3/26/2015 12:24 PM
95	I don't think the tiered system is very fair, as we don't chose how close we are to the center of campus in our work environment.	3/26/2015 12:21 PM
96	This option has the potential to severely oversell the outlying lots and leave the more central lots under utilized.	3/26/2015 12:18 PM
97	I like this option. I concern is with students who leave their cars parked there all week 24/7 and then I have no options. I work very early any where from 2am start to 4:30am start when students are parked 24/7 I have to park far away and walk in.	3/26/2015 12:16 PM

98	This is an interesting new model. I think the key improvement is having more certainty that you will be able to find a spot.	3/26/2015 12:12 PM
99	Will this model separate those who have higher income Vs those who have lower income?	3/26/2015 12:07 PM
100	A tiered pricing option would make it difficult for those employees required to move from one location to another during the day, probably forcing those folks to buy the most expensive pass. Mixing staff & student parking should remain as is - Z zones are both, etc.	3/26/2015 11:57 AM
101	The cost is \$200 to go from a B permit to an A permit. But it's only \$68 difference going from B to C. That difference doesn't seem equitable.	3/26/2015 11:57 AM
102	I'm okay with this -- I have a good salary and I can afford the permit. And, I'm a little concerned about how I might use outlying parking with my work bag, lunch, laptop, etc. to carry.	3/26/2015 11:55 AM
103	Initial thought is the complexity to this model to implement it.	3/26/2015 11:54 AM
104	Sounds like the students might lose out in this option since they have to buy permits after faculty and staff	3/26/2015 11:53 AM
105	I HATE this idea! First of all, you're going to oversell the spots which means that no matter what you try, there will be times when I can't get a spot in a premium lot which isn't fair if I paid that premium. Second, what happens if a faculty member joins mid-semester or after the premium permits have been sold out? They are screwed for at least a year. Third, this is creating a class-based system that doesn't fit with the university's ethics and behaviors. This is a terrible option and I really hope it gets eliminated.	3/26/2015 11:47 AM
106	I think student usage of spots is dramatically different than faculty/staff. I've seen cars that take student spaces that might not move for over a month. This type of consumption wouldn't work well with a pool of spots that must be shared among a diverse group of permit holders.	3/26/2015 11:45 AM
107	So, those that can afford the "A" permits that we currently have, will now have a guaranteed parking place. That might be worth it but it does indeed create a class system. What if most everyone who works regularly and currently has an "A" permit wants the new "A" permit? There are not enough spaces already. I can already choose the perimeter if I want the exercise.	3/26/2015 11:44 AM
108	where is option C? I would not let students buy premium permits. Some rich kid can buy a permit to park close to class while some poorly paid English professor will be walking in from the perimeter. That is wrong. Employees have to work here - they have no choice. Make parking convenient.	3/26/2015 11:44 AM
109	Not everyone purchases a permit. However, our building will now have permitted street parking, so more permits will probably be purchased, increasing the ratio of spots open to spots sold more than anticipated.	3/26/2015 11:43 AM
110	Are there any divisions concerning handicapped parking? If handicapped spaces dwindle and prices go up, I may retire earlier than planned.	3/26/2015 11:41 AM
111	Most of the people I work with cannot afford the 'premium' spots so no worries about us being among the privileged and being able to park close to the facilities where we've dedicated our lives to. I think this is a bad idea if we are a community of equality.	3/26/2015 11:34 AM
112	Overall cost increase is just so substantial; the "cheap option" is comparable to the current rate.	3/26/2015 11:34 AM
113	see comments on previous questions	3/26/2015 11:34 AM
114	I appreciate the aspects that include analysis based on usage history and that parking lots will not be over sold to help ensure the availability of spots.	3/26/2015 11:28 AM
115	I think it's a big mistake not to separate student and faculty/staff parking. These populations have different needs and usage patterns which will make the competition for places much more unpredictable and potentially acrimonious.	3/26/2015 11:26 AM
116	Premium sales should be for specific premium lots and only available to those working in adjacent buildings.	3/26/2015 11:25 AM
117	this is slightly better than option A.... but still going to make major issues.	3/26/2015 11:25 AM
118	Unless you are assigning reserved spaces, or providing a 1 to 1 ratio of permits to parking spaces for each lot, you should not open this option to students AT ALL.	3/26/2015 11:21 AM
119	What is the basis for the calculation of the cost?	3/26/2015 11:19 AM
120	I like this option better, as it would allow for more flexibility	3/26/2015 11:17 AM

121	Seems a little screwy. Sometimes you get lucky and land a closer spot than you expected. I'm not sure that making the high demand lots more costly makes sense, either. i.e., the cost of parking is based on where you work, something which most employees don't have a choice about. Paying less to park in a low-demand lot isn't very useful if those lots aren't anywhere near your assignment. Meanwhile, the McGraw Lot sits 70% empty most days because 90% of the campus would still have to walk 1/2 mile to get to work from there.	3/26/2015 11:16 AM
122	This is a good option but once again it will cut into the revenues for the transportation infrastructure when people opt for the lowest tier. Question - if they opt for the lowest tier and find that that is not working for them can they pay the difference to move to the next tier up or will their only be a first some first serve for so many permits of each tier.	3/26/2015 11:15 AM
123	this is the "better" option, I can still afford a permit and can choose how close I want to park.	3/26/2015 11:15 AM
124	Student parking should NEVER be merged with faculty parking. The employees should always take priority.	3/26/2015 11:14 AM
125	This will penalize many individuals that MUST (as part of their job duties) travel between the various campuses..	3/26/2015 11:12 AM
126	This model is gear to who ever makes more money gets a better spot. What if you can afford a \$564 but really would like a better spot closer to your building?	3/26/2015 11:10 AM
127	If I pay \$564 for a freaking parking permit, I want there to be a high likelihood (almost a guarantee) that a space will be available. If students are sold these permits, it would be a travesty if they did not pay the same rate.	3/26/2015 11:10 AM
128	Spots for faculty and staff should be separate from students. If an employee is hired after students can buy spots they may not get a pass.	3/26/2015 11:09 AM
129	Students should not be allowed to purchase the premium permits. These should be reserved for those who work on campus.	3/26/2015 11:07 AM
130	Students shouldn't have option of purchasing premium permits. If they don't sell out it leaves some spots available in the premium lots for faculty that arrive throughout the day.	3/26/2015 11:07 AM
131	What are the projected percent increases in each tier over the next five years? I would like to see a map that shows the A, B, and C lots, under this option. For the B and C permits, is the plan to sell as many permits as is necessary to satisfy demand? This does not seem fair to those who might purchase a B permit, since they are paying more. How were the costs of the three permits decided upon?	3/26/2015 11:05 AM
132	Overall, I like the plan for CSU's current population and infrastructure. My only concern is that if the lowest tier lots are off-campus or far away from the campus core (Moby) that there should be some transportation to them (i.e. maybe expanded Around the Horn) for less able people or in bad weather. That doesn't mean it has to be frequent, but every 30-60 minutes would be sufficient. Also, if CSu ever goes to the CU-Boulder model of having lots ~2 miles from campus, there will have to be transportation to those lots.	3/26/2015 11:04 AM
133	This is a way of separating us by economic class. So rich students can park in core lots and poor staff will have to park in the off campus lots. It will be plain to see who has money and who has not.	3/26/2015 11:03 AM
134	Premium permits should not be available to students	3/26/2015 11:01 AM
135	I don't think students should have access to Premium permits even if they don't sell out. How far out will the 3rd tier require me to park? what kind of access/transportation will be provided to the central campus from the remote lots? How late/often will this transportation operate?	3/26/2015 10:59 AM
136	This model is really only acceptable with the piece about faculty/staff getting first choice to purchase permits.	3/26/2015 10:57 AM
137	This appears to be based on the CU Boulder model, at least somewhat. However, in their model, it does not appear that they share faculty/staff and student lots. The faculty/staff and students each pay by zone for parking, but they are not competing for spaces. Also, based on current parking demand, where would these zones be located? It is very difficult to make a decision about either option if it is not clear where "A", "B" and "C" zones would be located.	3/26/2015 10:54 AM
138	I like this model	3/26/2015 10:52 AM
139	This option seems more fair to the people buying the permits.	3/26/2015 10:52 AM
140	Assigning high prices to nearby parking penalizes those with special needs (e.g., aging faculty and staff) who are not necessarily handicapped but cannot walk from distant parking.	3/26/2015 10:52 AM
141	If I am going to pay \$550+ for a permit, regardless of the option, than I would rather pay to be in the top tier. This leaves the lower cost options for those who don't need to park on campus all the time.	3/26/2015 10:51 AM

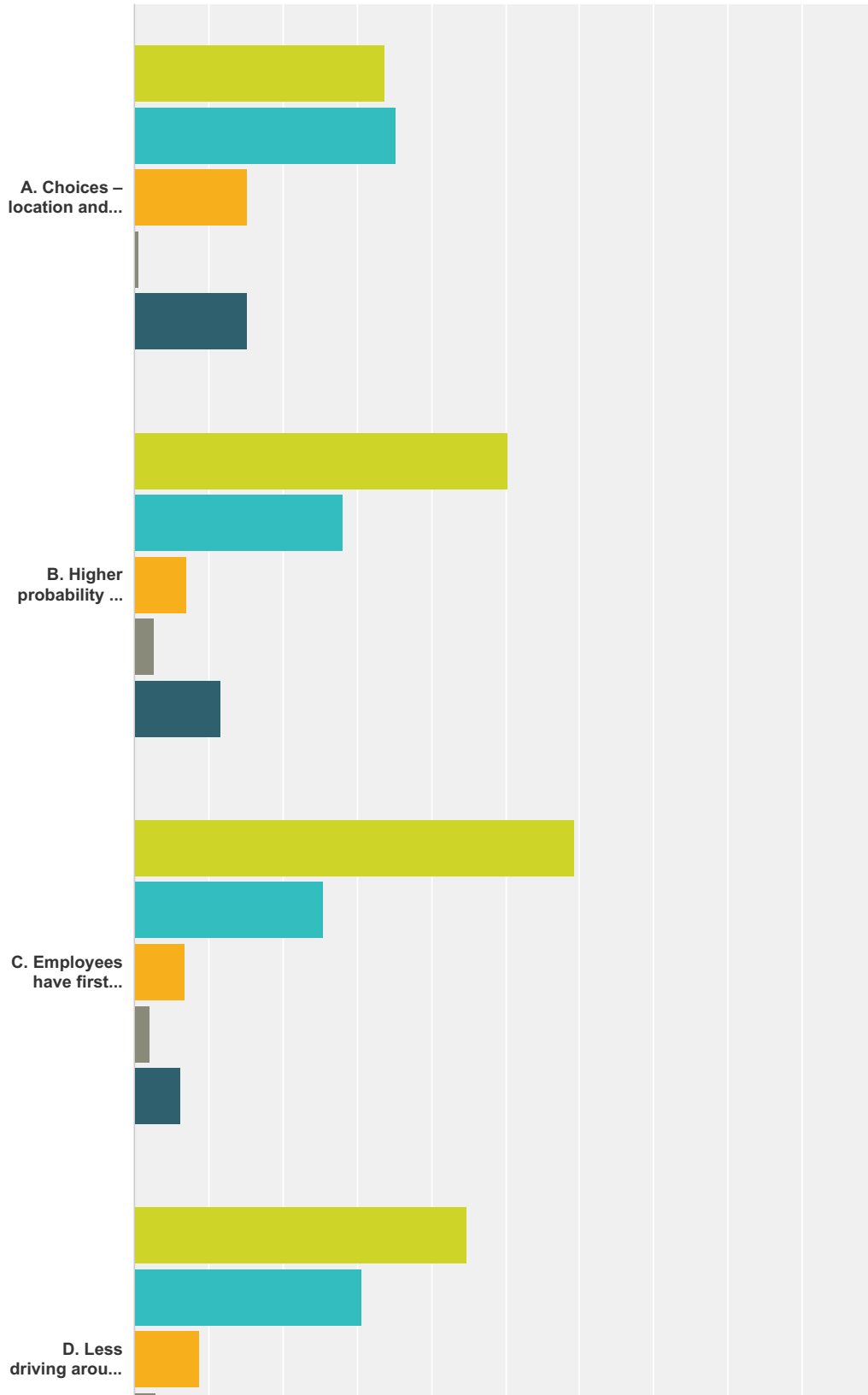
142	All are still offensively expensive. You can park off-campus and only walk a block more than you would to park on campus and pay \$276	3/26/2015 10:50 AM
143	My main concern with this option is that it will create a class system on campus whereby those with the most money park the closest.	3/26/2015 10:48 AM
144	I think the best way to serve the lower-paid employees is to reduce the lowest price permits and raise the higher priced tiers; i.e., make the prime spots really expensive and the worst spots cheaper. That is the solution instead of providing parking subsidies to employees through an application process.	3/26/2015 10:46 AM
145	I don't like this model. I agree with the con that it shows a "class system" is in place. High up deans will have the best parking, and the lower salaried workers/students will be forced to park further out.	3/26/2015 10:44 AM
146	'high likelihood' of available parking is insufficient for this model. It should include a 'guaranteed parking' option where the number of permits sold is equal to available spaces in select highly desirable lots	3/26/2015 10:44 AM
147	Like it.	3/26/2015 10:44 AM
148	Keep staff and student parking separate. If students are allowed to buy "A" parking, the employees surely won't find a parking space.	3/26/2015 10:43 AM
149	As mentioned before, people traveling between foothills and main campus will need to park on campus (unless you want a decline in productivity), and need increased compensation to cover the higher permit cost.	3/26/2015 10:43 AM
150	Interesting concept based on limited availability	3/26/2015 10:43 AM
151	Well this perfectly models how the university treats employees. Faculty and Administration are the most important and can afford any spot they want, and employees making less than \$45,000 a year are the least important and will have less options for parking and transportation on our campus.	3/26/2015 10:42 AM
152	I think parking should be priced so that people can afford to park close to the building they work in. Build more garages to accommodate this!	3/26/2015 10:42 AM
153	How does this apply to state vehicles? Do state vehicles have to have permits as well?	3/26/2015 10:42 AM
154	at Braiden and other lots I see cars that sit there all week and only move on week ends and take up spots from staff and then we have to park farther away and cross unsafe streets.	3/26/2015 10:39 AM
155	It sounds like parking still wouldn't be guaranteed with a "premium" space, especially since faculty and staff tend to park in a space most of the day rather than the intermittent student schedule. How will Parking Services determine which areas are premium? I'd like to see a map for that before deciding if this makes sense.	3/26/2015 10:38 AM
156	Students should never be able to buy premium spots. This once again puts students ahead of faculty and staff, it also makes it hard for faculty and staff to be able to afford a premium permit if they need it. Parking off of campus is not always available for people that do not have another option. Unless CSU wants to only hire people that live in Ft. Collins this is going to be a problem especially at the VTH.	3/26/2015 10:37 AM
157	Would like to know what is considered an A, B and C lot specifically - how are visitors going to know where they can park with a visitor permit? If I understand it correctly, this is slightly better than the initial thought of having a north/south and other tiered system. How are the non-main campus lots going to be labeled?	3/26/2015 10:32 AM
158	I actually think this is a good concept, but without seeing a map of the proposed "tiers" I don't know if I really want this option.	3/26/2015 10:31 AM
159	I think this option provides more options for those of us with financial concerns. Also, there is never any competition to find a parking spot on the Foothills Campus. Therefore, permits out there should be \$276.	3/26/2015 10:31 AM
160	Make the top tier more expensive.	3/26/2015 10:29 AM
161	better than A, but there are so few spots at my building currently that undoubtedly it will be a premium lot	3/26/2015 10:28 AM
162	If I want a premium "A" permit there is minimal price difference between the options. In the parking garage, I could pay a premium price and still end up on the top floor. That is not premium parking	3/26/2015 10:27 AM
163	This model concerns me. I will absolutely want a premium A permit and since a limit number will be sold, I'm concerned I will not have access to the parking permit of my choice.	3/26/2015 10:27 AM
164	I like this idea best, except I do not want to compete with students for parking. Students will park in a spot and may not move for a few days since they live here on campus, or very close. That means that spot would not be available no matter how early you came in.	3/26/2015 10:27 AM

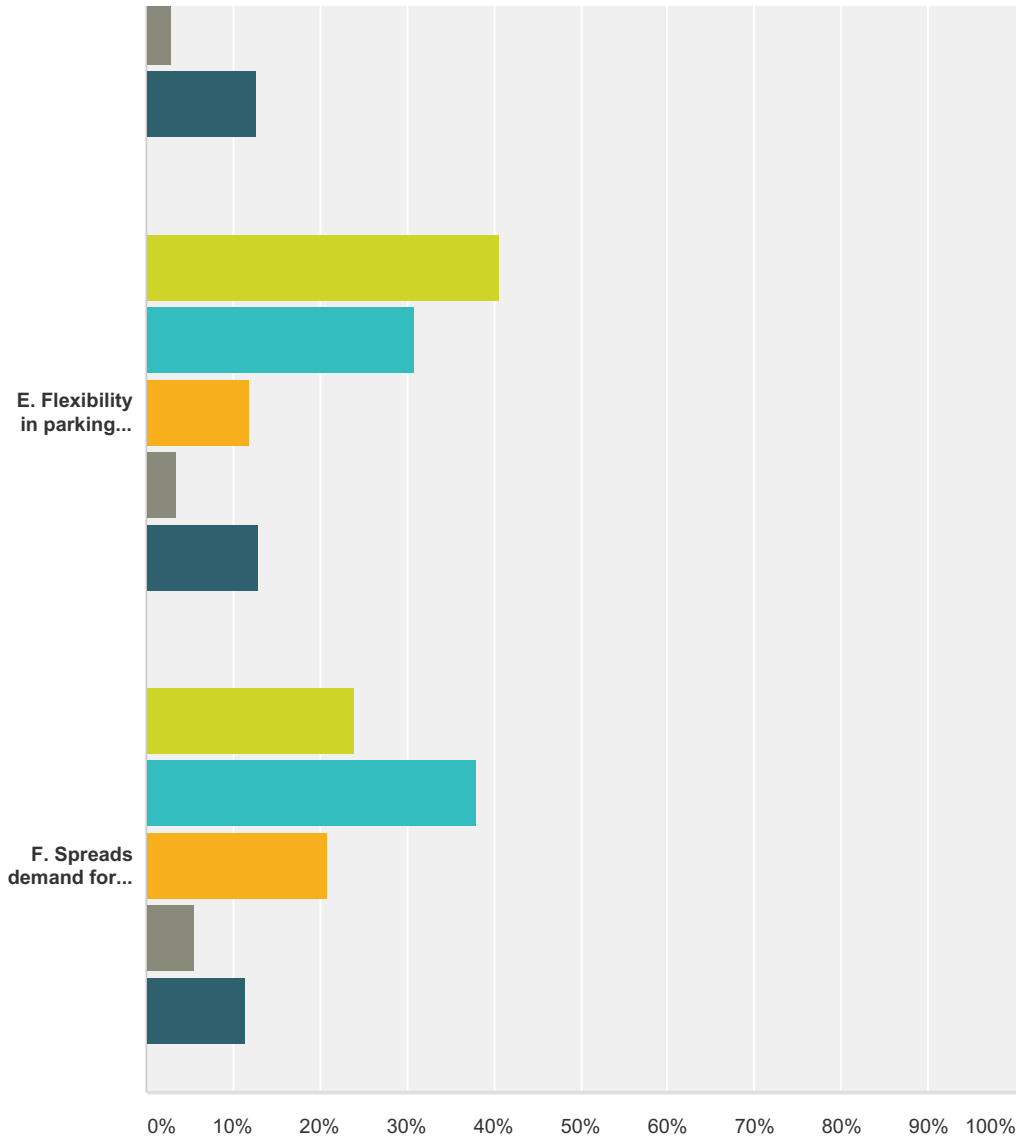
165	Good idea, but might make first come, first serve harder to manage for the highest tier.	3/26/2015 10:26 AM
166	Again, I think that tiered systems could work but they can be very confusing. Maybe instead of using "A" , "B" and "C" lots could be designated "student parking only" or "staff parking only".	3/26/2015 10:26 AM
167	I think this is the best option. To me, it is a level playing field because everyone has the same options available and which option they choose is their decision.	3/26/2015 10:26 AM
168	Students that live on or near campus should be limited to certain lots so as not to displace employees.	3/26/2015 10:24 AM
169	While an inconvenience to students, this could be beneficial to staff and allow them more ease of parking. Would premium permits be able to park in the other lots as well?	3/26/2015 10:22 AM
170	Again, not thrilled with this option...It just give the higher paid employees a leg up on the closer parking spaces. I prefer the "first come, first served" option.	3/26/2015 10:22 AM
171	The tiered system is good but the prices are very high --like I said before -we have not had that good of raises to incur such high prices to park	3/26/2015 10:22 AM
172	Love it!	3/26/2015 10:21 AM
173	There should be a difference in treatment for students living on campus and those who commute.	3/26/2015 10:20 AM
174	Much preferred to fit individual budgets	3/26/2015 10:19 AM
175	like this idea	3/26/2015 10:19 AM
176	Still too expensive.	3/26/2015 10:18 AM
177	I would be willing to pay the 564 if I was guaranteed a spot, and it was for staff only. students should not be given the option of the premium parking, that should be reserved for staff.	3/26/2015 10:17 AM
178	I do not want to share lots with students, even for the lower tiers.	3/26/2015 10:16 AM
179	Separate Faculty & Staff, or better define staff. I don't like competing for a parking space with a grad student on a GRA .	3/26/2015 10:15 AM
180	This seems reasonable, though it will create a class system based on salary/affordability.	3/26/2015 10:15 AM
181	Yes, huge thoughts. It is really unfair to employees who work in certain buildings to have a higher permit than those who work in other buildings, especially for employees who make much less than the leaders of the department/building. For example, I am expected to use my car to drive across campus on numerous days so I have no option but to park close to my office. I can't use a bus service because it will take too long to do my job, yet, I may be penalized by Option B for trying to do my job efficiently and because my office is located in a more popular area.	3/26/2015 10:15 AM
182	Is this system going to be re-initiated at the beginning of each school year? If so (which seems fairest), do the existing premium permit holders have the first chance to renew?	3/26/2015 10:14 AM
183	These prices don't make sense relative to the prices quoted for option A. Seems like option A prices should work out to average of option B prices.	3/26/2015 10:14 AM
184	Again, cost is an issue but so is location.	3/26/2015 10:13 AM
185	since the campus is so spread out this does not seem doable with what I have seen. not enough of the lower tiered lots and main campus should not be divided	3/26/2015 10:13 AM
186	Love this even if it segregates campus with the white upper class administrators and working class.	3/26/2015 10:12 AM
187	Would this apply to the IDRC were parking is sufficient, so all spots are technically close? Would this mean that all of the spots here would be the highest price, even though the IDRC parking lots are not maintained by CSU at the moment?	3/26/2015 10:11 AM
188	This is great, but it caters to those who earn more money, not to those who need to travel throughout the day. While I know faculty and administrative heads have multiple meetings around campus and need to travel, so do some state classifieds. Also, it will foster resentment if A spots are open, and B spots are full, and creates a "caste system" for those who can afford to pay more than others.	3/26/2015 10:10 AM
189	This plan feels like it is catering to the "upper class," those that can easily afford to pay a higher amount for a parking pass. I still think a sliding scale would be more fair to all than this plan.	3/26/2015 10:10 AM
190	I don't like the idea of having to fight students who will pay the top tier price for space	3/26/2015 10:09 AM

191	I think this will be the most egalitarian option. If you want a premium, guaranteed parking space, you should also be willing to pay for it.	3/26/2015 10:08 AM
192	No--this is a class system.	3/26/2015 10:04 AM
193	I like having a choice of what to purchase	3/26/2015 10:03 AM
194	This is a way better option than A	3/26/2015 10:02 AM
195	To be clear, students would be able to park in the same spaces as faculty/staff with this option?	3/26/2015 10:02 AM
196	This is not convenient. Upper administrators are the only ones who will be able to afford to park near their building. Everyone else will be stuck parking at the farthest tier and this is not convenient and will take up more of our time getting to and from work.	3/26/2015 10:00 AM
197	Premium "A" permits should be allowed to park in both the "C" and "B" lots in the event that the "A" lots are full.	3/26/2015 9:56 AM
198	Very bad idea, just putting the rich in front of the poor there are so many staff that cant afford parking as it is and then put a tiered system in place will only make things so much worse, the class system just is a very bad idea all around. And we all know that the Faculty would purchase the higher tier due to the fact that they have so many other obligations than anyone else and they need access at all times, most faculty are not on campus full-time and are just wasting those spaces when someone else could use them.	3/26/2015 9:53 AM
199	This punishes those people, mostly the lower paid, who have the unfortunate luck to work in more densely populated areas of campus.	3/26/2015 9:51 AM
200	Tiers should be based on campus core. If you want to park in the core you pay more, the farther away you get the less you pay.	3/26/2015 9:50 AM
201	I like that staff is offered first as we HAVE to be here daily.	3/26/2015 9:43 AM
202	I work on the Foothills Campus. Where would the A, B and C lots be located? We do not have much parking out here as it is	3/26/2015 9:42 AM
203	awful	3/26/2015 9:41 AM
204	Good...	3/26/2015 9:40 AM

Q13 Which response best fits your perspective regarding the list of pros to Option B?

Answered: 473 Skipped: 143





■ This is very important to me
 ■ This is somewhat important to me
■ This is not very important to me
 ■ I don't quite understand this
■ I don't agree that this is an advantage of the tiered model

	This is very important to me	This is somewhat important to me	This is not very important to me	I don't quite understand this	I don't agree that this is an advantage of the tiered model	Total
A. Choices – location and prices. Presents a range of permit pricing, depending upon user preference and need. Can pay less for parking and take transit to the center of campus.	33.90% 159	35.18% 165	15.14% 71	0.64% 3	15.14% 71	469
B. Higher probability of finding a space in your designated area – saves times and frustration.	50.32% 236	28.14% 132	7.04% 33	2.77% 13	11.73% 55	469
C. Employees have first opportunity to purchase permits, increasing odds of getting a permit and parking in desired area.	59.35% 276	25.38% 118	6.88% 32	2.15% 10	6.24% 29	465

D. Less driving around campus = reduced congestion, reduced odds for vehicle vs. pedestrian, bike, skateboarder safety issues, reduced vehicle emissions.	44.97% 210	30.62% 143	8.78% 41	3.00% 14	12.63% 59	467
E. Flexibility in parking "down" if one cannot find available space in designed permit zone (for As and Bs).	40.69% 190	30.84% 144	11.99% 56	3.64% 17	12.85% 60	467
F. Spreads demand for parking spots (today some spots are not used).	23.91% 110	38.04% 175	20.87% 96	5.65% 26	11.52% 53	460

Q14 Any responses or questions regarding these Pros to Option B? (please mark the letter if you are responding to a specific argument).

Answered: 129 Skipped: 487

#	Responses	Date
1	F: will enough premium spots be purchased to truly alleviate some of the parking problems in the "lower" lots	4/1/2015 5:07 PM
2	I still don't believe there is enough parking, and am not yet convinced that zoning would help with congestion and probability of finding spaces in each area.	4/1/2015 10:37 AM
3	This is obviously the plan you want, but people go upset and now you are trying to sell it. Good luck.	4/1/2015 8:47 AM
4	E & D--if I were to pay a premium rate and then be unable to find a premium spot, I'd have to drive around for a bit to find a less desirable spot. This means that I'm driving around more (D) and mad that I'm paying premium rates for "downgraded" parking.	3/31/2015 11:12 PM
5	While I may not share this option as a core value it is an option that must be considered. I feel that at this stage we need more options rather than fewer options.	3/31/2015 10:55 PM
6	I feel that its major flaw is that it assumes everyone has the same wants and needs to park on campus and has the same ability to pay, which is certainly not the case.	3/31/2015 2:31 PM
7	A. Costs in A parking would be higher than in Option A. B. I don't think this plan will change availability. Availability will still be dependent on how early in the morning you arrive. C. Same reason as stated for B - I don't think Option B will address this problem.	3/31/2015 12:09 PM
8	D. I don't know that there would be less driving as the lots aren't all in the same area especially if you have to park "down". Also, people might not want to park "down" so they would keep circling hoping for a spot to open. E. If this happens often, could I exchange my permit for a "lower" lot? I wouldn't want to keep paying for a "premium" space and never be able to utilize it.	3/31/2015 10:28 AM
9	E. I'm glad to see the option of parking "down"! :)	3/30/2015 6:24 PM
10	E. If I must park down due to volume in lots, why the heck pay for the expensive pass?	3/30/2015 4:26 PM
11	F. I think we would all like to know where those unused spots are.	3/30/2015 4:05 PM
12	Think of the buildings on the edges of campus. At Scott, there are already very few spaces. Where is an alternative for them? Glover, Engineering alternatives? These are the buildings I am most familiar with, and there may well be other instances of these examples. Tiers only work when there are decent options. D. Parking anywhere that that is exiting onto Shields is not an emission or congestion saver as the exit itself can take 15 minutes.	3/30/2015 2:39 PM
13	Parking "down" takes spaces away from those lower-tier employees.	3/30/2015 2:06 PM
14	'A' is the only 'pro' that begins to address "needs", both physical and financial.	3/30/2015 1:45 PM
15	"A" permits in Lot 305 and LSC parking lot, and LSC metered parking all exit out of one eensy, weensy exit, out the north end of the LSC parking lot onto Meldrum, but this flow is backed up because the same lane has the option of turning right onto Laurel, and this traffic is usually backed up past Howes when school and work lets out at 5pm. Please open traffic flow through the bus depot onto Plum and/or think of other creative exits to avoid backups!	3/30/2015 1:21 PM
16	I think transit needs to continue to improve significantly for this model to be viable.	3/30/2015 10:59 AM
17	A - The idea of this sounds nice, but even though it is offering price variance, it does not diminish someone's need. I am already strapped for time and on my evaluations have been written up for being late and therefore need a parking spot close to my office where I do not have to take extra time to commute in on a transit system. I will need to pay for the premium spot, and yet I do not have the net income to cover it.	3/30/2015 10:48 AM

18	A) I like choice, but I don't like this model. D) They are kidding themselves. E) So the privileged can take the less privileged's parking spaces, too?	3/30/2015 10:00 AM
19	I am not convinced that the probability of finding convenient parking within A-North and A-South will be higher. Factors other than number of passes sold for each zone affect availability for preferred spaces.	3/30/2015 9:42 AM
20	E. Parking down is unfair to lower income employees. They could end up being the ones hunting the streets for empty parking because "higher income" employees take their spots. F. If some parking spots are not being used now is the ratio really 3 to 1? Is there really a need to charge exorbitant prices if there are now vacant spots?	3/30/2015 9:17 AM
21	I don't understand F. I rarely see parking spots not used, unless they are very far afield -- for example, South Campus.	3/30/2015 7:55 AM
22	F. There are empty A spaces in the Library lot because it is so time consuming when you leave campus because the traffic is so backed up.	3/29/2015 9:19 PM
23	Best option.	3/29/2015 10:21 AM
24	I think that if you create one HUGE A lot that expands for half of the campus (A north, A south) that it is going to INCREASE the amount of time people drive around to find a space. One will go to the nearest lot, then the next nearest, etc etc. If you have more of a tiered system where people KNOW that they should park in a certain small lot, that will decrease the amount of driving around search for a space.	3/29/2015 9:17 AM
25	B/D: I did not observe this at CU Boulder. E: Seems like that would be irritating and cause more driving around-"I paid for A, I want to park in A!" type thinking. Could lead to road rage even more than now.	3/27/2015 5:59 PM
26	E. If I pay for more expensive pass, I will expect availability in my area - not just more revenue for parking services. I will expect better enforcement than currently exist in A lots with respect to students and visitors.	3/27/2015 5:09 PM
27	13B. This is theoretical; the mixing of student parking needs with employee needs could look different in practice. 13E. This feels like pure "spin" since there are so few B lots on campus with this model.	3/27/2015 4:17 PM
28	This plan will suite my needs as a part time employee!	3/27/2015 3:49 PM
29	This makes the most sense overall. Of course, there will be considerable wrangling over which lots command which prices.	3/27/2015 3:19 PM
30	These are the wrong questions to ask. Why does it matter if I consider these things to be advantageous to option B? Instead, you should give us all the information then ask: "what do you like about this?" and "what would you like to see different about this?".	3/27/2015 3:14 PM
31	Seems like Pro C could be a benefit of the "hunting license" plan - why couldn't employees have first dibs?	3/27/2015 2:53 PM
32	For the difference in cost between Options A & B, it would be worth it to me to go with this option.	3/27/2015 2:30 PM
33	I don't agree with the premise that tiered rates would make parking easier, unless staff have no choice. It is based on a flawed assumption that most staff won't choose the cheapest tier and just walk to their designated workplace. Parking will become a nightmare for those who work on the edge of campus, and more spaces in the premium areas would be under-utilized. I would agree with tiered rates if the staff don't have an option to choose which tier they get. It should be based on primary location of their workplace, rather than preference.	3/27/2015 2:07 PM
34	D. this is important to me because I care about reducing emissions. Not for safety nor for assurance of a space. There might be technology options to inform drivers where available spots exist... F. this is a big assumption. It doesn't spread demand - it defines "affordable" or "acceptable" or a personal fact/reality. The number of permits sold in each of the tiers will not reflect a true "demand" for a given location or price point.	3/27/2015 12:32 PM
35	I believe that if I pay for a "premium" parking space, I should be able to find a space in a "premium" lot. How much "over-booking" of "premium spaces" will be allowed in this model?	3/27/2015 12:21 PM
36	has a study been done on the loss of time and effort of the campus community going to and taking the public transportatio? This may amount to a considerable Loss to CSU. E Why would one like to Park Down if they paid for Premium parking?	3/27/2015 11:52 AM
37	I need to know I will have a space, I don't have time to drive around.	3/27/2015 11:25 AM
38	The proposed tiered parking plan should maintain both faculty/staff (A permit) and student (Z permit) spaces in EACH ZONE/TIER. This maintains equity for all involves and enables faculty and staff to have sufficient parking to get to work. Otherwise, one risks series inequity issues where any one who could afford it parks close while others have to park off campus. Again, the tiered system could work but KEEP SEPARATE FACULTY/STAFF AND STUDENT SPACES IN EACH ZONE!!!	3/27/2015 11:10 AM

39	Needs to be very clear on what the options are, and still see some problems with major events - everyone will need in the same area.	3/27/2015 10:35 AM
40	The fact that you use the term "odds" in finding a place to park when I don't live in Fort Collins, and are required to have a personal vehicle close to my work area are in direct conflict.	3/27/2015 10:28 AM
41	I wouldn't say there is a higher probability of finding a space in a location of all the permits for that location are sold. The same people that currently park in those areas will most likely continue to park in those areas due to the proximity to work location. What happens when two employees from the same building try to buy a permit and one gets it for the desired area and one doesn't? That seems to create "competitiveness" among employees to get the best permit. People will chose to drive around campus in order to get to meetings, drop off items, pick-up staff, etc. so it won't reduce driving around campus - people will still need to drive to their parking area, which they already do! Bike riders and skateboarders need to understand traffic safety. They need to be taught how to be aware of surroundings and STOP AT STOP SIGNS! Reduced congestion won't happen as people are still driving to the parking areas on campus just as before and taking the same route to get to them. Also, why is it an advantage to park "down" when you pay for a particular area that is meant to have a space for you? You end up paying more money for a space that isn't intended for you and is less expensive for other people. The reason why some spots aren't used on campus is because they are located on the perimeter of campus and not close to employee work areas - ex. Moby. Why park at Moby when you then have to take a 10-15 minute bus ride to your work location? This isn't convenient to those needing to get to their work or meeting location quickly, especially with back to back meetings somewhere.	3/27/2015 10:17 AM
42	Let the parking garage, if built, be funded fully by the people who park in it ... do your cost estimates on that and see if it is viable option to build ... don't put that cost on everyone else.	3/27/2015 9:56 AM
43	Not knowing where the A, B, and C lots are, I can't be sure the pricing model would be any advantage to those of us that move around a lot. We might have to purchase the higher priced permit, even though our main office is off campus.	3/27/2015 7:40 AM
44	it the pricing of the spot ft collins has a good deal pay 1.00 and after that it 50 ct	3/26/2015 11:23 PM
45	(D) I never drive across/around campus during the day - how much of this really goes on by employees?	3/26/2015 5:22 PM
46	B. This is not going to save time. I would be parking further away and then walking or taking other transportation to my building. I am sure there will be a waiting time for that as well. D. How is this less driving around? I currently drive directly to my lot and park.	3/26/2015 5:21 PM
47	I probably shouldn't even respond to this survey since I'm not buying a permit anyway no matter what you come up with. I'll pay a private resident money to park in their driveway before I would give you one red cent to park on campus once you implement this new plan.	3/26/2015 5:21 PM
48	would still want to have hourly or daily rates for employees that work by the hour (part time, intermittent)	3/26/2015 5:18 PM
49	Option D is a gross assumption, and I would like to understand how you have decided that this is a reasonable assumption.	3/26/2015 4:25 PM
50	Item E is silly. One will have to park down under either option A or B, when desired space is full. Item F is simply wrong: More spaces would be unused under the tiered plan, since people with "inferior" permits would not be able to park in available "superior" spaces.	3/26/2015 4:24 PM
51	I hadn't thought of many of these pros. They seem legitimate	3/26/2015 4:14 PM
52	D: I would need to see data suggesting this difference is meaningful. F is compelling.	3/26/2015 3:53 PM
53	I am not at all impressed with Option B. I think it does little to resolve the problem just add complexity.	3/26/2015 3:50 PM
54	If this option is chosen, intentional thought needs to be given to the needs of those employees who arrive very early in the morning (such as some of the Bakeshop Staff who arrive at 2:30am) and those end there shift very late at night.	3/26/2015 3:48 PM
55	I think the pros are important, but I do not believe that this system will deliver all the proposed advantages. I think this will be a harder model for faculty and staff coming from Foothills Campus or other areas to use.	3/26/2015 3:36 PM
56	Employee parking should be free!	3/26/2015 3:35 PM
57	Parking remotely (south of the Hilton for example) and taking a bus in, is a really undesirable option. So much time.	3/26/2015 3:22 PM
58	B. I can't see how driving to a remote lot, then catching public transportation would save time. I think it would likely add up to 20 minutes to my commute.	3/26/2015 3:16 PM

59	Tiered parking does not make it easier to find spots. Based on experience in other places.	3/26/2015 3:06 PM
60	13c - first opportunity does not equal a space. What if a student purchases an A permit and parks there for 3 months solid? What a great idea.	3/26/2015 3:02 PM
61	I do not spend a lot of time driving around campus looking for a parking spot. There are always spots available in the "A" lots I use.	3/26/2015 2:53 PM
62	E. While this is a 'benefit' for folks with A or B permits what does this look like for someone with a C permit? If folks with A or B permits decide to park in the C lot does this mean there will not be enough spaces for those with C permits?	3/26/2015 2:27 PM
63	I don't understand how it spreads demand for parking spots for the spots not used. It seems to me that most of the spots that are not used are the spots that would cost the most for permits and so would have less demand and would still be empty.	3/26/2015 1:49 PM
64	As long as there are sufficient handicap parking spaces available for handicapped employees near their work space and handicapped students have sufficient parking close in I have no problem with how other parking spaces are handled. I do think it's risky mixing student and employee parking though as there are already hard feelings when both groups compete for limited open spaces.	3/26/2015 12:58 PM
65	B: I don't understand how it would be easier to find a space in your designated area under this model unless only as many permits were sold as there were spaces, in which case then yes, it would be easier. This point should be made a bit clearer. D: There is enormous congestion on campus and vehicles are only part of the problem. Regardless of how much driving people are doing on campus, there has to be better traffic direction at key intersections. Most vehicle drivers know how to wait for bicyclists and pedestrians. The problem is bicyclists who do not follow traffic control signs and particularly stop signs. I have multiple times been inches away from being run over by a bicyclist who failed to stop or yield when I, the pedestrian, clearly had the right of way and the bicyclist even saw me walking past. The stop sign at Meridian where the bike lanes cross from the Rec Center toward Lory is the worst. I never see CSU police patrols out at this intersection. They should be out helping to direct traffic flow particularly in the morning hours and cite bicyclists, skateboarders, and pedestrians who fail to observe signs and traffic laws.	3/26/2015 12:53 PM
66	If you have a "premium" permit, can you park in all "premium" lots, or just a specific one? If you can't find a "premium" space, can you park in a "non-premium" lot?	3/26/2015 12:50 PM
67	This method allows you to buy what you can afford. In the other method, everyone pays the same which may be out of a lot of people's price range.	3/26/2015 12:40 PM
68	Lots of bonuses in this model. Those employees who come into work early and get the best spots for the least are disadvantaged in this model but they have choice to pay even less.	3/26/2015 12:32 PM
69	Benefits the rich, the poor lose out.	3/26/2015 12:31 PM
70	Perimeter locations should have transit to campus. The waiting area for that transit should be sheltered from weather.	3/26/2015 12:29 PM
71	Same issue will exist no matter if it's tiered	3/26/2015 12:24 PM
72	B. I never have difficulty finding parking in the lot I use (by Morgan Library) in the current model. There are always plenty of spaces, no matter the time of day.	3/26/2015 12:23 PM
73	N/A	3/26/2015 12:07 PM
74	I see a problem with this model based on location of buildings throughout the campus. If you work in a building that is located on the periphery of the campus, this model then implies that your parking costs would be less as opposed to those of us that work in a building that is located right in the middle of the campus. We don't really have much choice on the location of our offices. There is some inherent discrimination based on this model.	3/26/2015 12:02 PM
75	this is all hypothetical as right now I have terrific parking right by my office. When this lot goes away, who knows where I might be able to park???	3/26/2015 11:55 AM
76	How will permits be handled in the summer? How will hourly parking be handled?	3/26/2015 11:53 AM
77	Concerned about the students needs. They are they reason we have a university and a job.	3/26/2015 11:46 AM
78	E. I thought the "A"s would have a high likelihood of having a space. I want the elite option of having a space reserved, so to speak. If the same situation of lack of available parking, then why bother paying more.	3/26/2015 11:44 AM
79	Letter F suggest that PTS has not been smart in where they have built parking lots. Maybe that is the problem.	3/26/2015 11:44 AM

80	I like F.	3/26/2015 11:36 AM
81	3 people to one spot negates any of the proposed pro's in either model really. It's catch as you can with a 30% of finding a spot.	3/26/2015 11:34 AM
82	I think these pros sound great in theory, but again, I believe the cons outweigh the pros. I don't think it would work out to be very great	3/26/2015 11:34 AM
83	C. so would there be a mad rush on opening morning of 2017 permit purchases? This seems to contradict Con E. D. I believe this will be a problem with either Option as it is now.	3/26/2015 11:29 AM
84	I'm not convinced of point B; the opening suggested that we would retain a 3 car per spot average, will that average be less for the premium spots? If so what will be the targeted ration? D and E seem misleading: the flexibility spoken of in E is actually a lack of flexibility in parking up compared to the existing model and D presumes that usage patterns will change without accounting for the fact that even among the premium lots there will most likely be more and less desirable locations.	3/26/2015 11:26 AM
85	E. Having to park in a lesser lot due to congestion is not an advantage. I end up in Z lots already... and it's not helpful.	3/26/2015 11:25 AM
86	B) you are assuming that people remain in one designated area throughout the workday - this is often not the case. If I am paying to park on campus, I don't want to be waiting for public transportation in -5 degree weather when it's snowing -- or in 100 degree weather.	3/26/2015 11:21 AM
87	B: is there any chance this approach will look like overbooking airline flights? "Higher Probability of finding a space" - shouldn't it be guaranteed? Why not just have 100% reserved parking?	3/26/2015 11:16 AM
88	lots of unanswered questions regarding option B has great benefits but significant concerns that may not work out as recommended. I see that this would not work as well for me as Option A. I see that this model is going to need a lot a reworking to get the bugs out of it before it is implemented especially if that is something that the campus community likes better. It seems like there should be another Option which is in between the two extremes but I don't know what. Could there be some cluster parking that would be for some who have specific responsibilities on campus, like me! Those who have many places they have to go on an off campus during the day to get things done. I would need to have a car on campus at least several days per week. Idea: Off the top of my head--- someone could do cluster parking close in two or three days per week and then the remaining days must use outlying. This would mean they would have to do some extra planning by the parker. This could be like the parking down but they would be limited to park in one of the step up lots up to two days per week and then the remaining must park outlying. This would allow them to go to the doctor or dentist or park close if they were not feeling well that day and thought they might have to go home or like me on the days I need to go places off campus. This would be more flexible rather than all or nothing. Parking in cluster lots could be limited to some signage. Entering a lot could count as one car and the lot would only allow something like 3 cars per spot per day when spots are available. Could put counter on the outside of the lot. something like "10 spots currently remaining and 48 additional vehicles until lot expires". This could be varied by usage counts. When the lot expires for the day it could be used for open parking. I will think about this more and if another idea comes to mind I will sent it over.	3/26/2015 11:15 AM
89	I have never had to "drive around" looking for a spot...	3/26/2015 11:15 AM
90	If this model is adopted then premium payers should have a guaranteed spot-- not a "chance" at a spot.	3/26/2015 11:14 AM
91	If again, parking services can sell more permits then there are spots available, then I do not understand this model either. How can you charge someone for 'premium parking' if that parking space may in fact be over sold and not available?	3/26/2015 11:12 AM
92	Regarding F: what parking spots go unused? Those on the perimeter of campus?	3/26/2015 11:10 AM
93	Does any evidence exist that a tiered model would result in less driving around campus? Would it TRULY spread demand for parking? Will "A" spot permit holders be GUARANTEED a spot? If not, then it's not fair for them to pay so much money for an "A" spot.	3/26/2015 11:07 AM
94	The parking "down" option does not seem fair. That is, if a person pays for a B permit, a person should be guaranteed a spot in a B lot.	3/26/2015 11:05 AM
95	D. There is no proof that the accidents that occur on campus happen because the driver was frustrated trying to find parking. Our drivers are impatient and are frequently distracted with cell phones so this will NOT improve with Option B- or get worse with option A- bad drivers will always be an issue. C. Employees presently have the first opportunity to purchase permits- this will NOT increase the odds of getting a A permit.	3/26/2015 11:03 AM

96	Maybe there will be less driving around - are you sure of this? And I think that people will be angry if they have to park down - not sure if this is a pro.	3/26/2015 10:57 AM
97	Pro A is only an advantage if shuttles to/from peripheral lots are timely. Based on current busing, I would be concerned about this. I do not understand Pro B. In one of the assumptions on the first page of this survey, it was said that parking ratios would be kept at 3:1. How would this option improve that? Pro C is an artificial advantage, as the only reason Faculty/Staff need early access is they are competing with students over spaced in Option B. This is not the case for Option A currently, so it seems like this isn't actually an advantage for Option B. If these parking zones are not based on proximity to the center of campus but are demand based, how is Pro D actually a Pro? Couldn't there actually be more driving around if you can't find a spot in a lot close to your building? Wouldn't this mean I could possibly end up parking very far away from my building, because some other building tends to have high demand for the lots near it (even when that lot is not close to my building)? I question Pro E. So, if I consistently cannot find a space in my Zone that I paid over \$500 per year for, I can then park in a much cheaper lot? That means I am not getting value for money? And I have to wait until the following year for these zones to be reassessed on demand? Pro F suggests that if some parking spots are not used currently, we do not have a demand issue.	3/26/2015 10:54 AM
98	I will need to attend one of the informational sessions to understand how this system reduces congestion.	3/26/2015 10:48 AM
99	I don't agree that it will lead to less driving around, I think that is a made up pro, to make it sound like a good idea. How does this affect south campus with two lots, essentially in the same lot with the same distance?	3/26/2015 10:44 AM
100	B. The 'higher probabality' versus a 'guarantee of a space' issue may not be sufficient. Parking Services will likely get numerous complaints (that frankly are very valid complaints) if folks pay premium prices for premium parking spaces and are routinely not able to park where they desire.	3/26/2015 10:44 AM
101	A - Longtime employees are going to have a hard time adapting to the idea of parking on the perimeters and taking transit into campus. Some will still have long walks from the transit drop off to their offices.	3/26/2015 10:43 AM
102	Parking needs to think about the working parents on campus. NONE of the altenative transportation is close to the public schools in this town so parents MUST drive their children to school. Parents also need to have quick access to their vehicle for emergencies, I can't tell the school it will be an hour before I can get there because I have to wait for the bus to get to my car. How does this option effect the VIPS time alotment, will it go up to accomodate the added travel time?	3/26/2015 10:43 AM
103	For B, this only applies to premium "A" locations since those are the only locations with a limited number of permits. So this is only an advantage for those who can afford the higher priced permits.	3/26/2015 10:42 AM
104	What happens if everyone wants to pay for the smallest tier price?	3/26/2015 10:42 AM
105	E) so whit that said then you should not charge more for close in parking because you might be in a B or C lot anyways	3/26/2015 10:39 AM
106	Why should anyone other than an employee have the ability to purchase a permit where employees park? Perhaps this is the root of the parking issue.	3/26/2015 10:39 AM
107	E. If students take up all of the spaces in certain areas then there is no parking down.	3/26/2015 10:37 AM
108	E - won't this limit parking for people who purchased lower tier permits?	3/26/2015 10:33 AM
109	D) if everyone would actually obey the "rules of the road" this wouldn't be as much of a problem. A & E) I like the idea that only enough permits to match the number of spaces would be issued.	3/26/2015 10:31 AM
110	I park in an underutilized A lot. I don't want student competition for this lot if that's possible. Student use increases the likelihood of fewer spaces available during the working day.	3/26/2015 10:30 AM
111	D. How does anyone know there will be less driving around campus especially with the construction on Lake St. B. It does not really increase the odds of parking in my desired area. That is totally dependent on my arrival time on campus	3/26/2015 10:27 AM
112	E. I do like the idea of parking "down" if a premium A permit is purchased.	3/26/2015 10:27 AM
113	If we continue to grow the university as expected, there will be several thousand more people on campus so there will still be a lot of hunting for parking - unless the total number of passes does not exceed the number of parking spaces	3/26/2015 10:27 AM
114	If there is flexibility in parking "down," how does that impact people who purchase C permits? Based on the number of permits you are going to sell, are they subject to not being able to find parking anywhere?	3/26/2015 10:27 AM

115	Initially, this sounds like a decent idea. You get what you pay for, and staff are happier, but that cost is a couple hundred more than we pay now.	3/26/2015 10:22 AM
116	C. Faculty/Staff first access to premium permits is a must.	3/26/2015 10:22 AM
117	All of these pros make perfect sense to me and cause me to prefer Option B to Option A.	3/26/2015 10:20 AM
118	Choices is what this is all about. I can decide how I spend my money.	3/26/2015 10:16 AM
119	I still think there should be faculty only lots.	3/26/2015 10:16 AM
120	B and D are the same question.	3/26/2015 10:15 AM
121	lots will still be over sold so I see no advantage to this system.	3/26/2015 10:13 AM
122	very thoughtful.	3/26/2015 10:12 AM
123	(A) Again, for parents, it is important to be able to get to a car quickly. Taking public transit to the perimeter of campus may not be an option. For example, my son's daycare closes at 4:30, and my department is not flexible about when I leave. I cannot leave before 4:15, and there's no way to make it to daycare by 4:30 if I have to wait for public transit and then drive to the daycare.	3/26/2015 10:12 AM
124	This might end up in underutilizing parking. I know I sure as heck won't pay \$500 (again, about a quarter of my take home pay) on a premium spot. However, I might be forced to take the B lot (depending on where you put it) just to do my job. Hopefully I won't be forced to buy an A one.	3/26/2015 10:10 AM
125	Concerns about time required to get form peripheral parking to where I need to be on campus, especially at certain times of day.	3/26/2015 10:09 AM
126	Pros? Hmm...	3/26/2015 10:00 AM
127	I don't see how this spreads the demand for parking	3/26/2015 9:53 AM
128	Night time? Many of our lowest paid arrive and leave for work in the dark. I know it's been discussed, but this needs to be SERIOUSLY looked at!	3/26/2015 9:51 AM
129	Sell by the lot rather than the permit letter	3/26/2015 9:50 AM

Q15 Any additional advantages to Option B you would like to add?

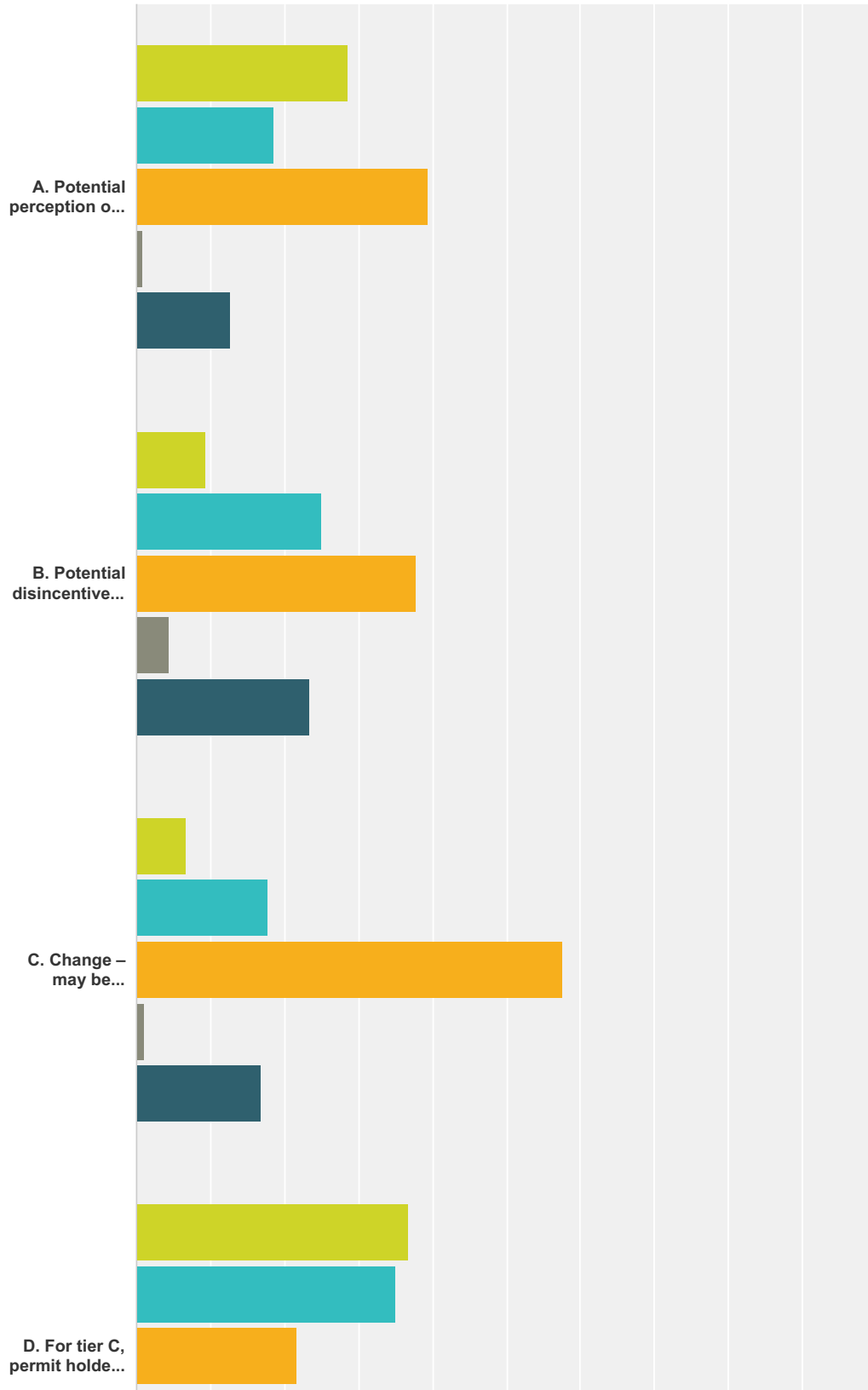
Answered: 26 Skipped: 590

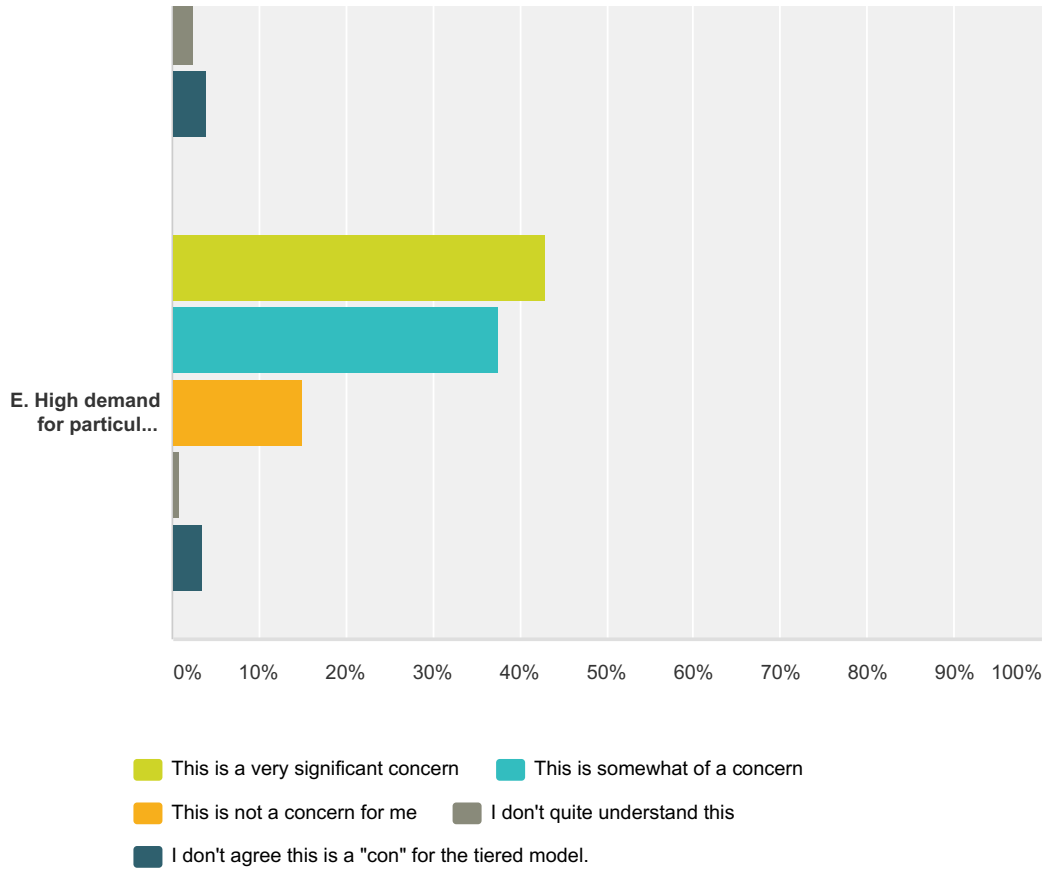
#	Responses	Date
1	Like being able to park in student parking if A is not available.	3/29/2015 9:19 PM
2	NONE.	3/29/2015 9:17 AM
3	A tiered rate can only work if staff don't have the choice to choose which tier they get. If they have the choice, the majority will choose the cheapest option and make parking a nightmare for staff who work on the edge of campus. Thinking otherwise is wishful thinking, with all due respect.	3/27/2015 2:07 PM
4	Only if you lower the prices.	3/27/2015 11:25 AM
5	People who have to be at work deserve to have the ability to park their car!!! What other service runs whereby they charge and don't deliver a product?	3/26/2015 7:40 PM
6	Reduces cost if a C or B lot is by my building...but I don't know.	3/26/2015 3:22 PM
7	There are no advantages to option B	3/26/2015 3:02 PM
8	Like this idea a lot because CSU already has free transit in place for students and employees.	3/26/2015 12:29 PM
9	None	3/26/2015 12:24 PM
10	N/A	3/26/2015 12:07 PM
11	Not much except cheaper. The significant difference with a perimeter option would be that I would no longer have any option for parking closer if needed. Well I guess I could use the meters or get a pass for the day on top of my already existing permit, including the time involved.	3/26/2015 11:44 AM
12	n/a	3/26/2015 11:34 AM
13	see comments above in 14	3/26/2015 11:15 AM
14	E. We have the flexibility to park "down" now! So why is this only a pro for option B? F. Even with option B there will be spaces that are not used. The only pro for option B that is true is A. the others are unfounded and apply to option A as well. VERY WEAK argument for option B but it looks like that IS THE ONE YOU HAVE ALREADY CHOSEN!	3/26/2015 11:03 AM
15	GREAT and NECESSARY! This safety risks associated with continuing the "hunting" model are FAR too great.	3/26/2015 10:56 AM
16	People who choose to pay the highest tier get an advantage over Option A where you are paying \$550+ for any spot no matter where (or if) you get a spot.	3/26/2015 10:51 AM
17	I think this is the wave of the future.	3/26/2015 10:43 AM
18	F) not a lot of empty spots on the north side of campus if so where are they	3/26/2015 10:39 AM
19	Helps reduce burden to staff.	3/26/2015 10:34 AM
20	This option does not mean there will be less hunting, it just limits people from parking in places they haven't paid for	3/26/2015 10:27 AM
21	It would be great if there was a park and ride option on the outskirts. However, it would require more from PTS to enforce those remote portions of property.	3/26/2015 10:26 AM
22	I do like the pricing options, though, because the flat \$550 option is out of our price range. With my husband in graduate school and me working as an Academic Support Coordinator, we simply cannot afford to pay that much in parking fees.	3/26/2015 10:12 AM
23	Advantages aren't clear until mapping is done. If C spots are off campus and require a shuttle, that's not an advantage to me.	3/26/2015 10:10 AM
24	Advantages? Hmm...	3/26/2015 10:00 AM

25	Another thing that really bothers me, no matter what lot you park in on any given day, I can count sometimes 10-15 CSU service vehicles in those lots taking up spaces that could otherwise be used by people that need to park, don't these vehicles have their own lot somewhere to park at night and on the weekends, they also get to park on the sidewalks and whatnot so why are they in parking spaces that people pay for.	3/26/2015 9:53 AM
26	Option for a lower cost parking is great-but those "into campus" transports better be reliable and often.	3/26/2015 9:51 AM

Q16 Which response best fits your perspective concerning the Cons to Option B.

Answered: 471 Skipped: 145





	This is a very significant concern	This is somewhat of a concern	This is not a concern for me	I don't quite understand this	I don't agree this is a "con" for the tiered model.	Total
A. Potential perception of class system (based on what level employees purchase)	28.60% 133	18.49% 86	39.35% 183	0.86% 4	12.69% 59	465
B. Potential disincentive to use alternative transportation or monthly passes.	9.39% 43	25.11% 115	37.77% 173	4.37% 20	23.36% 107	458
C. Change – may be confusing to learn a new system.	6.70% 31	17.71% 82	57.67% 267	1.08% 5	16.85% 78	463
D. For tier C, permit holders potentially may get less flexibility in terms of movement during their day and added time to their commute (flexibility if they need to leave campus unexpectedly, for example).	36.80% 170	35.06% 162	21.65% 100	2.60% 12	3.90% 18	462
E. High demand for particular zones may result in waitlists.	43.10% 200	37.50% 174	15.09% 70	0.86% 4	3.45% 16	464

Q17 Any responses or questions regarding these Cons? (please mark the letter if you are responding to a specific argument).

Answered: 110 Skipped: 506

#	Responses	Date
1	A & D & E: I think this creates a hierarchy in who can have easy access to campus. It preferences higher income earners, which doesn't always account for some of the lower income earners who would most benefit from easy and close parking. Forcing lower income earners to walk further or spend significant amount of time commuting on public transportation to/from work might decrease efficiency or job satisfaction. Another concern is for working parents who need to be able to get to their children easily. Forcing longer commutes to/from the office may mean that people have extra charges for daycare. Some offices allow employees to come in earlier in the day which allows those folks to have better parking options, in this option those pros would be negated.	4/1/2015 5:07 PM
2	b. Not everyone wants to use public transport. Parking needs are not going to go away just because buses are available. d. What about employees who need to work at or travel to more than one location on campus? What about people who have to carry something heavy or transport equipment around? The tiers of the lots available might cause a lot of extra running around, and make it difficult to park close to the building you're trying to get to with all the heavy stuff you're carrying. e. If there is the potential for waitlists, does that mean finding a spot will really be easier under this model? I think that outcome is good, but what happens if you discover that certain zones are resulting in longer waitlists? Will you reconsider the zones or try to add more parking in those areas?	4/1/2015 10:37 AM
3	The class system has nothing to do with where you park, but what you are paid. You have designed a system that benefits those who make more at the expense of those who do not. Kind of like a monarchy.	4/1/2015 8:47 AM
4	I find it interesting that I wrote my comments before reading the list of cons and find him to be somewhat aligned.	3/31/2015 10:55 PM
5	What if not enough people want to buy the expensive tier A permits? Will we have empty spots close in?	3/31/2015 12:03 PM
6	If the higher tier cost is high enough the waitlist problem may go away.	3/31/2015 10:04 AM
7	D. I'm confused about the location of these perimeter lots. These would be on the perimeter of campus, right? I hope you are not talking about MAX lots and commuting on the MAX here.	3/30/2015 6:24 PM
8	E. would there be a lottery system for premium zones?	3/30/2015 4:05 PM
9	A. parking price should not be differentiated based on permit type. It should be based on how much salary one employee gets. Higher the salary higher the parking permit.	3/30/2015 2:26 PM
10	At a former university I worked at, some lots required a key card to get in. It protected against people parking there without a permit.	3/30/2015 2:06 PM
11	Parking structure on the north end of campus	3/30/2015 1:21 PM
12	"Disincentive" is a personal issue and can't be perfectly predicted/designed into such a program.	3/30/2015 12:59 PM
13	E. Are waitlists necessary? If a zone sells out that means no more available, period. Other zones must be used. Question: If someone has a Tier A permit, is there any assumption they will continue to have that tier in future years or are all permits up for purchase each year with no guarantee you will continue in the same Tier as previously?	3/30/2015 9:44 AM
14	With students eligible to take vacated spots, I think A-North and A-South permit holders will have problems finding available parking upon return to campus from necessary travel off campus during the day (for meeting or medical appointment, for example). Not just C permit holders. Also, movement during the day is usually planned rather than occurring "unexpectedly."	3/30/2015 9:42 AM
15	Don't forget the little guy! I feel that this option could be a good one if the A and B permit holders stay in their lots and don't have access to lower paying lots.	3/30/2015 9:17 AM
16	I agree with D. This is my major concern with the tiered system. I think, for those in this tier, there will be more driving around looking for a space, rather than less -- because there will be fewer spaces available to those individuals.	3/30/2015 7:55 AM

17	Many employees may not be able to afford higher price permits. Many of those work odd hours when safety is a concern.	3/29/2015 9:19 PM
18	I think that B is hard to evaluate without knowing which current lots would be zoned as "A", "B", and "C" lots. If C lots are far enough away to take transit between the lot and an employee's destination, so those people may convert some of their personal vehicle miles to transit miles, while also paying a lower parking cost.	3/29/2015 1:19 PM
19	Cost of permits should be somewhat tiered to employee pay-maybe one of the changes would be in benefits with a "parking: allotment starting at 50-80% of costs of high cost permits for the lowest paid and then decreasing for higher paid employees, dropping to zero supplement at some amount.	3/29/2015 11:39 AM
20	It's been my experience to see many staff/faculty with higher incomes preferring off-campus parking and walking or biking rather than parking on campus, so I don't believe there would be a class-system perception with this option.	3/29/2015 10:21 AM
21	Having experienced this system, agree with the cons. However, B might actually be incorrect. People may use alternatives MORE if they have to park far away anyway, esp if the bus stops or bike racks are closer and more convenient.	3/27/2015 5:59 PM
22	B. Not a concern because I do not have the option of using public transportation since I live in Weld. This incentive does not take into consideration employees who live outside the city.	3/27/2015 5:09 PM
23	16 B. I don't think this will really have much impact. People who strive to use alternative transportation or for whom it is an easy option will use it. For others it will be a forced inconvenience. FoCo is not yet set up adequately with bus service to really accomplish this. 16E. Are we really going to make our students less of a priority for campus parking?	3/27/2015 4:17 PM
24	Learning a new system simply comes with life. Things change and people have to learn the changes.	3/27/2015 3:19 PM
25	These are the wrong questions to ask. Why does it matter if I consider these things to be advantageous to option B? Instead you should give us all the information then ask: "what do you like about this?" and "what would you like to see different about this?".	3/27/2015 3:14 PM
26	For Con B, having several external commitments and meetings each day, I need to be able to get back to campus and park quickly - this is an issue related to culture.	3/27/2015 2:53 PM
27	E: I think the high demand that will take place in specific zones is under-estimated currently. Parking will become a nightmare for staff who work on the edge of campus.	3/27/2015 2:07 PM
28	I'd like to reinforce that A is a huge concern - those with more resources have more options!	3/27/2015 1:11 PM
29	D. The added time to my commute is significant.	3/27/2015 12:45 PM
30	Having worked at a number of colleges and universities, I am familiar with tiered parking options as a standard practice. My concern at CSU is the proposed tiered system here may result in those who can and choose to afford parking will be the faculty/staff for whom it is most affordable and convenient. Staff who cannot afford to live in Fort Collins or other areas with limited/absent access to mass transit will be hit the hardest. Plus, if parking revenues decrease, that could, currently, negatively impact the subsidies paid to maintain/improve mass transit options. I don't expect to be able to park conveniently at all times. While that may be a bummer on occasion, it makes me plan ahead and is strong incentive to catch Around the Horn or ride my bike.	3/27/2015 12:41 PM
31	Could Tier C be congested? Too many permits and not enough spaces because people do not want to buy higher tiers.	3/27/2015 12:25 PM
32	D. If they want more flexibility, they can pay more like the rest of us.	3/27/2015 11:25 AM
33	The proposed tiered parking plan should maintain both faculty/staff (A permit) and student (Z permit) spaces in EACH ZONE/TIER. This maintains equity for all involves and enables faculty and staff to have sufficient parking to get to work. Otherwise, one risks series inequity issues where any one who could afford it parks close while others have to park off campus. Again, the tiered system could work but KEEP SEPARATE FACULTY/STAFF AND STUDENT SPACES IN EACH ZONE!!!	3/27/2015 11:10 AM
34	E. I am very concerned about this potential problem. Employees, staff, and faculty needs are much different than students. If students have the ability to "buy into" the A lots or premier parking, they most like will, and those lots will fill even more than they are today.	3/27/2015 11:04 AM

35	If there is a new tier system parking signage will need to be changed which is an added cost that is not needed. That added cost will eventually be reflected in parking fees and most likely will drive the cost up in order for parking services/operations to not lose money. For all tiers there will be less flexibility during the day not just for C. It would be awful to be placed on a waitlist when my position needs to have a parking permit close to my work location to fulfill my job duties.	3/27/2015 10:17 AM
36	It is only a class system if you don't allow someone to purchase a certain permit level (i.e. only Faculty can purchase the top-tier parking permits). As far as B goes: find a way to incentivize having a parking permit but also using alternative modes at least some of the time (a discount and a number of required days to use alternatives or something). C is ridiculous ... if we can learn to use the MAX and the current parking system I think people can learn to use a new system. D can't be any longer commute than using the MAX or biking or parking on a side street in an adjoining neighborhood. To alleviate this possible issue, do a better job of determining the peak hours for core parking lots ... maybe they can be opened to any permit holder after 2 PM or something more realistic based on actual use, especially on Fridays and when students are not on campus.	3/27/2015 9:56 AM
37	I didn't understand "B" in question 16	3/27/2015 12:39 AM
38	Yes, lets make the students and the lower income folks feel even more discriminated against than they already do.	3/26/2015 5:21 PM
39	I could see a tiered system creating additional confusion when visiting an area of campus in which you do not normally park on a daily basis.	3/26/2015 4:18 PM
40	D: if cross campus biking were improved this might be less of an issue (biking would include skateboards and scooters). E. is compelling.	3/26/2015 3:53 PM
41	Employee parking should be free.	3/26/2015 3:35 PM
42	A. See my comments above regarding class system.	3/26/2015 3:16 PM
43	D already exists as an issue	3/26/2015 3:06 PM
44	I currently work in a location at the edge of campus where parking is easy in a faculty lot. Occasionally I need to park near LSC or another building for a meeting or event where I transport teaching supplies. If I interpret correctly, with a tier C permit likely, I would not be able to park in an interior lot. I would not like this.	3/26/2015 2:53 PM
45	Central parking is very useful for part-time faculty, who don't use the spots all day, or every day. Remote parking would add significantly to my commuting time. My parking spot is actually available for other people most of the time.	3/26/2015 2:44 PM
46	same as previous response for option A working parents need flexible, convenient, safe parking at a reasonable cost. the current parking cost and options for parking work fine; please consider keeping what we have. and moving construction, new building etc., and new lots off campus.	3/26/2015 2:26 PM
47	D. The biggest concern here is many of the "lower" paid jobs due to the nature of their job have less flexibility when it comes to work schedule.	3/26/2015 2:04 PM
48	A: Generally speaking, you snooze you lose. If you don't get a premium permit soon enough, they'll be gone. But I suppose it could be possible that this system could foster a class system because many employees will simply not be able to afford a premium permit. They should not be penalized for their financial hardship, and so this issue should be addressed, perhaps by holding a few premium permits each year to be distributed at a lower price via lottery system to hardship applicants. B: I think this is a potentially irrelevant concern. I think the tiered system would actually prompt more people to use alternative transportation. Only those who are lucky enough and on the ball soon enough would get the premium permits, so other people might find that alternative transportation makes more sense considering how far they'd have to travel from outlying lots to get to their workplace.	3/26/2015 12:53 PM
49	Again it would be great if people could by monthly passes including the high dollar ones, only for the really cold months. I usually walk or bike and htere is no public tranist between my house and CSU, so I drive when it is really cold out.	3/26/2015 12:53 PM
50	People take public transit for many reasons but mostly due to cost and convenience if it is convenient for them....or a desire to be more sustainable. Fort Collins is not a great transit city and people are going to drive because they NEED or want to drive. I don't think a parking permit change will alter transit engagement.	3/26/2015 12:32 PM
51	There is already a perception of class; change happens; we all must search for a spot if we leave campus during working hours	3/26/2015 12:24 PM
52	Regarding E. I would rather be on a waitlist for a permit, than drive around looking for a place to park.	3/26/2015 12:12 PM

53	N/A	3/26/2015 12:07 PM
54	I don't believe students should have an option to purchase Tier A spots.	3/26/2015 11:58 AM
55	what, are you suggesting I may not get the permit I need/want/am willing to pay for?	3/26/2015 11:55 AM
56	B. I think if employees don't get their choice proximity lot that those closer to bus routes will choose that over paying for a lot further away from their office.	3/26/2015 11:54 AM
57	Related to E, depending on how many spaces you sell per lot, either spaces won't be used efficiently (some will be empty) or lots will fill up and people who paid more will have to park in farther-away lots anyway.	3/26/2015 11:50 AM
58	These cons are right on. This is a HORRIBLE idea - please don't implement it.	3/26/2015 11:47 AM
59	I think this approach would be very difficult to include students into the purchase pool given that then come to campus almost 2 months after the start of the parking permit year.	3/26/2015 11:45 AM
60	I don't really see how any of this line of reasoning eases any of the problems. It just spreads it out more. So I go to the perimeter be where I will encounter the same problems with lack of parking, just father away. I guess the real winners in this proposition are the ones who can afford the "A" ticket.	3/26/2015 11:44 AM
61	People want to use public transportation because it is an environmentally good thing to do but they do not want to be forced into it because they can afford to park where they need to or can't find spaces. i believe they will use it because it's right for them- in regards to either model. Price gouging to create that movement creates an uncomfortable atmosphere.	3/26/2015 11:34 AM
62	previous responses allude to this = class system. CSU already has issues related to equity of faculty and staff, so let's not create more intentional ways that the institution can discriminate against certain folks	3/26/2015 11:34 AM
63	A. a class system was put in place when 'reserved' parking spaces were added to lot 350! B. again, if alternative trans is available, it will be used regardless of Option chosen. E. contradicts Pro C above.	3/26/2015 11:29 AM
64	For 16A, it could be marketed as a class system, in which case it would be a big problem. Or it could be marketed as a health incentive: park farther away and walk to increase health. Then it wouldn't be class system.	3/26/2015 11:29 AM
65	A) There is a class system inherent in any of these models, as there is a class system in the U.S. in general - the more money you have, the more choices you have. D) and E) are serious concerns if you want to retain quality employees who are willing to go above and beyond to help students succeed.	3/26/2015 11:21 AM
66	see comments above in 14	3/26/2015 11:15 AM
67	Regarding A (class system): There already exists much dissatisfaction among state classified concerning lower status, lower salaries, worse benefits, fewer raises and general mistreatment. Do you really want to demoralize us further?	3/26/2015 11:10 AM
68	What kind of parking permit is issued to those with handicaps? Will handicapped drivers be required to purchase the "A" price?	3/26/2015 11:07 AM
69	Con D is an important one that must be addressed if CSU offers this system. And it must be addressed in a reasonable manner. That is, if faculty and students are permitted to move their cars closer to the buildings in which they have late afternoon/evening classes and night classes, then the times when they can move their cars must be approximately 1 hour before these late afternoon, evening, and night classes begin. And, while I have heard talk about night class considerations, I think I want the university to also allow faculty and students who are in classes that run from 3 to 6 p.m. to also have the option of moving their cars. There are some months of the year when it is dark by the time these classes end.	3/26/2015 11:05 AM
70	To me, none of these are negatives. Concerns C, D, and E are kind of ridiculous. Yes, I'll probably not choose the highest tier permit unless there is a waitlist, but I realize by paying less I'll be making a few sacrifices. I really don't see my use of public transportation being any different with a tiered structure.	3/26/2015 11:04 AM
71	With all of the construction on campus- Lake street closing because of the stadium construction and Pitkin becoming the construction entrance CHANGING the entire parking system will create havoc! People will be circling around in frustration because streets are closed and lots are closed and everything has changed. Not good timing to make the parking more confusing.	3/26/2015 11:03 AM
72	A. This is exactly what will happen with this system. It's not bad it's not good, own it, and address the culture around this issue.	3/26/2015 11:01 AM
73	A higher probability of finding a spot doesn't translate into everyone finding a spot. I think that there will be a lot of complaints from people paying for a premium spot, only to not be able to find one.	3/26/2015 10:57 AM

74	Regarding Item "D," install meters in all tier A and B lots, to allow a tier C or tier B vehicle to "buy up" if necessary. This may also eliminate any wait lists.	3/26/2015 10:55 AM
75	Con A is a significant concern to me, and probably most working parents. We would need to park closer to our buildings to ensure we can get off campus quickly if needed (this is related to Con D), which puts us at a disadvantage. This also may mean that we are all competing for the closer (Con E), more expensive lots simply because we have to, thus we don't really have a choice. It seems that the zones would change yearly based on demand for individual lots. This could be incredibly confusing having to figure out what lots you can park in every year (Con C). I do not see Conc B as a con. Public transportation is currently free at CSU, which is a lot less than even the lowest parking fee.	3/26/2015 10:54 AM
76	The perception of a class system is not good on the surface, however it is a fact of life. When you pay more, you get more choices. It's really not offensive since you have the lower cost options available for those who don't need to park on campus regularly. Not everyone has public transportation as an option. Learning the system may be confusing,,this is a University after all...it's no more complicated than now where you have to be aware of the signs for designated lots.	3/26/2015 10:51 AM
77	A: Unfortunately, the reality is that we already exist in a class system at CSU and in America. There is no wage equity. We have low & high wage earners on campus & we can identify who these people are based on their position. In response to A, some low wage earners cannot afford to buy a parking pass under the current system. With the new system, if the pass is within their budget, these folks may have the opportunity to purchase a pass. This system will at least give more pricing options to lower wage workers or those who don't feel the need to pay a premium for parking.	3/26/2015 10:48 AM
78	In regards to E, what if everyone wants the highest convenience/most expensive permit? Who gets it? How is it determined who gets it if it is very popular? As the price of it would be the price of the faculty parking right now, wouldn't most people opt for it?	3/26/2015 10:47 AM
79	E: Consider charging higher prices then for high demand zones. Let demand dictate the price as it does in the marketplace.	3/26/2015 10:44 AM
80	E - this is the first I heard about waitlists. If adopted, users must have confidence that the waitlist is fair with no special priveledges for anyone.	3/26/2015 10:43 AM
81	Really? A waitlist for a parking permit??? Does that mean I don't need to come to work since I couldn't get a permit. If so how does my work get done???	3/26/2015 10:43 AM
82	You are building on a class system you already created with the high price of parking on this campus. You penalize employees based on salary, on family, and on location of their homes.	3/26/2015 10:42 AM
83	Faculty already have a very demanding job. I think relieve the stress of finding parking spots will help in our overall happiness.	3/26/2015 10:39 AM
84	Will there be enough C spaces for everyone? I can see this becoming a huge mess for employees who can't afford the premium passes--busses are late, spaces are hard to find, and people are late to work. It makes the people to can afford premium parking look like better performers.	3/26/2015 10:38 AM
85	D. As a staff memeber, if I have to leave the VTH durring the day, it is hard enough now to find a place to park let alone if this happens. I just don't go back to work then?	3/26/2015 10:37 AM
86	A) Just look at the fancy reserved spots near Admin - there is already a "class system". B) Since most alt. trans. is free, this isn't really an issue. C) it really isn't that hard or confusing - it's like selecting your seats at a concert.	3/26/2015 10:31 AM
87	We really need to address the difference between commuter parking needs (staff and students) and residential parking needs. Res parking needs should not be in optimum spaces	3/26/2015 10:29 AM
88	A. That is a ridiculous comment. Why should anyone care?	3/26/2015 10:27 AM
89	D, E: Instead of everyone feeling the burden, the C permit holders could feel the brunt of reduced parking availability. Parking should be as fair and open to as many faculty and staff as possible.	3/26/2015 10:27 AM
90	I think that if someone has a problem with changes, maybe they should get their head out of the office more and see what has been happening on campus. Gotta change to survive. Especially in parking.	3/26/2015 10:26 AM
91	Again, this does not appear to be a fair option to all employees.	3/26/2015 10:22 AM
92	I am not concerned about a perception of a class system but I think individuals who value parking close to campus may not be able to afford it and then it becomes an equity issue.	3/26/2015 10:21 AM

93	C. should not be counted as a concern. It would be a temporary inconvenience for people that would, over time, become a non-issue.	3/26/2015 10:20 AM
94	I think the idea of class-ism when it comes to parking locations is silly. It's a pretty clear trade-off in value vs. cost. If I was the highest paid employee and lived far away, I'd still choose to park far away. It all depends on how much value people assign to parking.	3/26/2015 10:19 AM
95	C. I don't see how this would be confusing since in our current system, Z permit holders cannot park in A lots, but A permit holders can park 'down' in Z lots in addition to A lots. D. This doesn't seem a concern since it would still be more flexibility than waiting to ride the bus to your vehicle which is the case for MAX riders. The reduced cost of the permit would balance out the increased commute time.	3/26/2015 10:17 AM
96	For D. if one chose the C tier then that is part of what comes with a cheaper price, those that pay more should get more of a benefit.	3/26/2015 10:17 AM
97	Re: A I believe this is totally bogus! We must make choices everyday based on our financial situation. Do I give up my double shot skinny vanilla latte so that I can park closer to my office? I'm not sure, but at least I can make that choice!	3/26/2015 10:16 AM
98	How will the waitlist be constructed? I see this as the most important issue.	3/26/2015 10:16 AM
99	There already are different "classes" of workers	3/26/2015 10:15 AM
100	A - if a class system and hurting feelings is the concern charge an employee based on their salary. everyone pays .3% of their salary if they want a parking pass	3/26/2015 10:13 AM
101	a. I disagree with your language. This is not a perception--it is a class system.	3/26/2015 10:13 AM
102	A - you already have classes: people who can afford permits and those who can't. E - these should be priced to balance supply and demand	3/26/2015 10:13 AM
103	I must leave during the day to pick up my child from school when school is out or if he is ill; I do not want to have to be late for my job because I cannot find a place to park	3/26/2015 10:12 AM
104	Your con of "disincentive to use monthly transportation" is a direct manipulation of a survey question. You're saying making a reasonably priced permit disinclines people to use public transpo. The reason I don't use transpo is because transpo doesn't go where I need it to go in a timely fashion.	3/26/2015 10:10 AM
105	In response to D, in my experience there already is no flexibility of movement during the day. If I move my car for 15 minutes the space is taken and I have to park across campus.	3/26/2015 10:10 AM
106	I'm worried about our students and their parking needs. As a staff member I believe I have more flexibility than a student.	3/26/2015 10:10 AM
107	In response to A -I believe that allowing users the option to pay for a permit they can afford is a significantly better solution than pricing them out of a permit at all, as in the first model. In response to C - for the sake of progress of the University and of its staff, people must be willing to try a new system rather than not trying it out of fear of change.	3/26/2015 10:08 AM
108	Tiered parking is just a stupid idea and again puts the rich in front of the poor	3/26/2015 9:53 AM
109	Again, punishing those that make less money. they will be forced to pay the cheaper permit prices to make ends meet, then get to have limited flexibility with their time. Often, they are the ones that get charged with transporting papers/other things in personal cars for better paid superiors, losing parking spots, then being later picking up kids from daycare at an additional cost.	3/26/2015 9:51 AM
110	B. I do not see this as being a disincentive. Even with the lowest permit, the person is still paying over \$200/year. People will still use alternative transportation to omit this cost.	3/26/2015 9:45 AM

Q18 Any additional disadvantages you would like to add regarding Option B?

Answered: 57 Skipped: 559

#	Responses	Date
1	The maps that I have seen show the A (premium) divided into north and south. I'm not sure I like this. If you work near the dividing line and you have an A south permit but all the close spots are gone but there is a close A north spot, you couldn't park there and might have to park at a distant A south spot.	3/31/2015 10:28 AM
2	For those of us who use (and appreciate) the monthly permit option (and park off campus when the weather improves), this option seems to severely limit this kind of flexibility. In addition, it seems like it would almost nullify the daily parking permit option, as the allotted permit numbers for given areas of campus may have already been reached. The current day /month options allow flexibility and cost-savings.	3/30/2015 6:24 PM
3	Hopefully, people with disabilities (that don't qualify for a handicap sticker) are being considered. It could be more of a hardship on them if they can't afford the higher-priced lots and they aren't able to walk a great distance to reach their workplace.	3/30/2015 2:06 PM
4	no system is perfect. This system would be better than what we have.	3/30/2015 12:59 PM
5	Giving the option to "park down" means that if you have a lower tier permit, you are less likely to find a parking spot because all A and B permit holders can fill the spots ahead of you.	3/30/2015 11:42 AM
6	Incorporating the Field House lot into A-North will result in it being filled with full day parking (due to good access to central campus via the tunnel under the tracks), leaving insufficient space for Field House patrons to use the facilities for 1-2 hours during the day. Plus, those without A-North permits will be unable to park in the Field House lot to use the facilities. I propose all of the Field House lot, or at least the northern half, be limited to parking for use of Field House facilities only for all permits for maximum two hours during enforcement times.	3/30/2015 9:42 AM
7	ditto from 17	3/30/2015 9:17 AM
8	Please see my questions above regarding daily parking.	3/29/2015 1:19 PM
9	There is definitely an emotional component to the feeling that you paid extra for a certain lot or level and when you cannot access it, that creates a decreased sense of loyalty to the University, lower morale, etc. Not a way to keep good talent and even though it seems like a small thing, small things often matter when it's a perception issue.	3/27/2015 5:59 PM
10	Paying for a more expensive space may not really improve parking situation if most people select the more expensive option. It will only generate more revenue for Parking Services.	3/27/2015 5:09 PM
11	Loss of flexibility would not only be for tier C - splitting campus into restricted north and south parking would add to this issue.	3/27/2015 4:17 PM
12	Here's what will happen if a tiered system is put into place: the majority of staff will choose the least expensive option and simply walk to their destinations. They will sacrifice 10-15 minutes of walking time to save \$200-\$300, and parking will become impossible in areas on the edge of campus, where the cheaper zones are. I would be for tiered rates if the staff had no choice. People who have to drive somewhere during the day, in the cheaper areas, will never find a space when they return, due to the influx of new staff who park there. It's hard enough now. This has the potential to effect work, because there is the literal possibility that staff in the cheaper areas will never be able to park if they have to leave for a meeting, etc. A tiered parking system, where staff have the choice where to pay, is not a realistic solution, and any perceived positive benefits now will be erased when the plan comes into place.	3/27/2015 2:07 PM
13	Higher permits must be allowed to park in lower lots.	3/27/2015 11:10 AM
14	Move the hourly pay spots to perimeter lots and allow permit holders to park there if needed, but there should be a need. Provide fast an convenient perimeter lot transportation to the center of campus using fast on/off modes (fancy golf carts or smaller vehicles than the current AroundTheHorn under-used bus system.	3/27/2015 9:56 AM
15	I think the potential is higher for the perception of a class system among the students when some students buy their way into better parking.	3/26/2015 10:30 PM

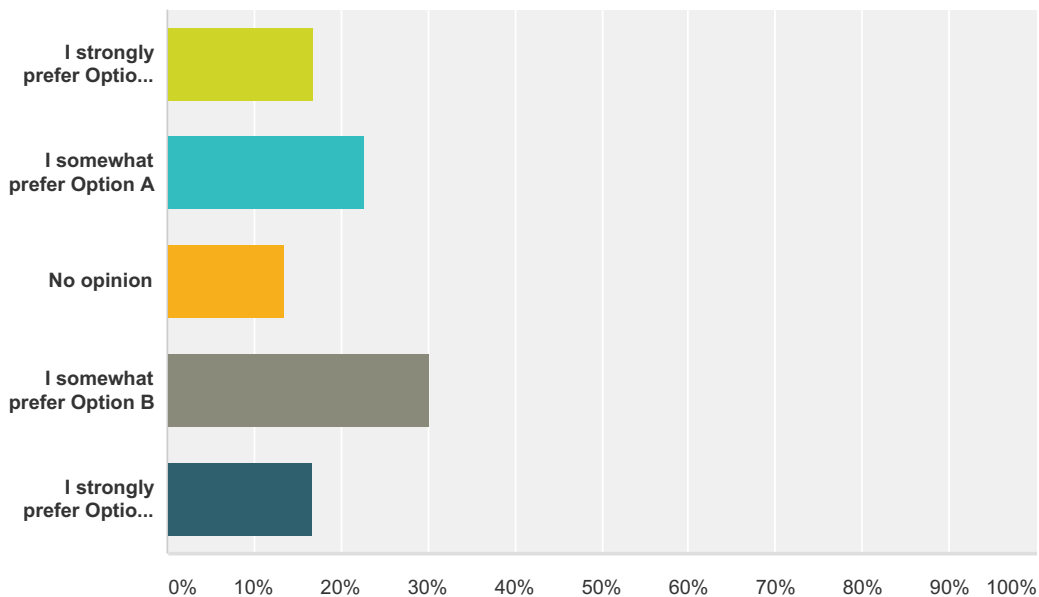
16	The whole plan is an insult to my idea of fair play. Just put in a bunch of parking meters so the students will learn to go to class and leave campus as soon as possible. We're sending them the message that they don't belong here anyway.	3/26/2015 5:21 PM
17	Around the Horn does not currently service all of campus (i.e., Academic Village/Ramshorn Dining Center) If parking is tiered at a higher rate than what is purchased, there may not be a guarantee of alternative transportation to where a person needs to go during the day	3/26/2015 4:04 PM
18	My understanding of this makes it seem like movement between areas on campus or foothills will be more difficult and time consuming.	3/26/2015 3:36 PM
19	As I referenced above, both options presented ignore the issue that individuals at CSU have different levels of parking needs. For individuals who commute to campus and don't have the option to use Fort Collins alternative transportation or working parents, it may be more of an issue to have readily available access to their vehicle.	3/26/2015 2:49 PM
20	Replacing semester-long parking permits with only year-long permits is not fair for temporary faculty, who are only hired for one semester at a time.	3/26/2015 2:44 PM
21	How would passes be distributed amongst employees-first come-first serve, or would there also be a tiered system that would give advantage to certain employees over others in terms of buying? i.e. would department heads be allowed to purchase passes ahead of other employees?	3/26/2015 2:27 PM
22	I am concerned with the park "down". Is this going to make it impossible for C permit holders to find places because of all the parking "down"?	3/26/2015 2:26 PM
23	I think there will be premium spots left unused because they are so expensive. This would be silly to have people walking or riding public transportation when there are close-in spots left empty.	3/26/2015 2:16 PM
24	After reviewing the memo, and seeing some of the changes of wording in this survey, I think I am more in favor of a tiered model and a model overall that encourages more use of public transportation. I think that long term using more public transportation is good for our community. The challenges we are facing with the ability to really encourage and have employees take advantage of public transportation are: lack of frequent routes east and west in town in general, lack of public transportation directly to and from park and ride spots, lack of willingness/training/technology that would allow some work from home or more "flexible" scheduling, and even jobs in the AP system that are less than 40 hours but with some benefits allow more flexible work schedules for staff to encourage and accommodate the use of public transportation.	3/26/2015 2:04 PM
25	Our low paid employees, in particular Adjunct Faculty, will be punished more by needing to park far from their work. This is especially troubling if they are also teaching at other institutions, which is quite common.	3/26/2015 1:43 PM
26	If my job required me to get from one place to another- going from multiple campuses, meetings, trainings this means that I need to pay more, not by choice, but by job description.... I don't see this as fair. I would need to pay more so that I can get to locations quickly and find a spot near by.	3/26/2015 1:19 PM
27	I think I've covered most of my concerns in other remarks. However, I do think "parking down" when the purchased level of parking isn't available will create additional problems when those who purchased permits to park in those areas are unable to find parking in their authorized lots.	3/26/2015 12:58 PM
28	A true fair system is one permit for all parking space. Pricing for permits should be based on person's yearly salary. If you make more you should pay more, if you make less you should pay less. But no premium parking spaces.	3/26/2015 12:31 PM
29	none	3/26/2015 12:24 PM
30	N/A	3/26/2015 12:07 PM
31	Let's consider age of employee, as well as salary/wage level in determining priority for premium parking	3/26/2015 11:55 AM
32	CU Boulder has this method. I could see this being very difficult for Parking Services to implement and enforce. Some offices don't have close parking lots. What if the closest lot is still a distance away? Does the employee pay the highest rate because it is still the closest lot? Requires a lot of signage to clearly mark every lot number which we don't do now. Requires custom permits for each scenario of primary and secondary lot for the employee. Just feels like a lot more expenses and I think you're assuming that people will pay the highest rate. I wonder if this model would really get Parking enough revenue to cover expenses.	3/26/2015 11:54 AM
33	And if people with A and B permits can park in C lots, that could result in no spots available for people with C permits. I dislike the fact that students have to wait until faculty and staff buy permits, what if they don't get a permit?	3/26/2015 11:53 AM

34	Our staff often drive to run errands on other parts of campus. They have A permits and there are A spaces pretty much everywhere. This plan will make that more difficult - people who work farther out won't purchase the expensive permits, but then will have problems running errands to places closer in. A problem particularly for folks who are elderly, sick, or disabled.	3/26/2015 11:50 AM
35	Upon review of the map of the proposed "tier" lots, there are not many choices for the lower price level. Also, some of the higher priced "tier" lots to me are not that convenient/close. Maybe you should consider making some of those a lower tier cost so there are more options for those who may not be able to afford the higher tier. I foresee that there would not be enough spaces in the lower tier because most people are going to want those.	3/26/2015 11:42 AM
36	see comments above in 14	3/26/2015 11:15 AM
37	Students should not have access to prime spots. Also, pricing differences will disadvantage those making less than other faculty/staff. Unfair system to many.	3/26/2015 11:14 AM
38	I don't see how this option will support CSU's current practice of providing select spots for faculty and staff who drive electric/hybrid cars. CSU should continue to encourage faculty/staff to purchase electric/hybrid cars. Could CSU provide an incentive through lowering the parking permit costs for people who drive these cars?	3/26/2015 11:05 AM
39	There will definately be be waitlists- and my guess is a lot more people will apply for medical permits because of the increased distance from the actual workplace. EXPECT a lot more handicap permit requests with this tier system. They can pay the lowest price and yet park the closest!! People are very clever!	3/26/2015 11:03 AM
40	This parking fee structure does not explain what will happen to daily and metered parking. Will these options be available? What will these cost? This may encourage employees to discuss flexible working schedules/locations to avoid paying for parking.	3/26/2015 10:54 AM
41	I already spend about 9.5 hours on campus at work, parking off site and taking a bus will only add to my already long day. I get paid for 8 hours.	3/26/2015 10:43 AM
42	It seems to me this system would penalize employees for something that is beyond their control. Employees don't typical have a choice as to which building they work in. If they happen to work in a building next to a "premium" lot, they will be forced to pay a higher price, or increase their commute time by parking further away and walking or riding the bus to their building (which the current Around The Horn route does not service all the parking lots or buildings on campus and would have to be expanded).	3/26/2015 10:42 AM
43	In general, these "choices" are no choice at all.	3/26/2015 10:38 AM
44	If I pray for a premium spot and can't find one, I will be angry.	3/26/2015 10:35 AM
45	There is a "class" system at CSU so pretending it doesn't exist is inane. Students can go to school here without having a car. Employees can't work here without having a car unless they are the few that can take advantage of public transport.	3/26/2015 10:34 AM
46	I have a huge concern about visitors to campus - people from outside the university already think it is impossible to visit campus. If we go to a system that is not visitor friendly or requiring permits on weekend (I REALLY DO NOT want this to happen!!), it will only cause more friction between the university and the community. I am also really concerned about pricing classified staff out of a permit to park on campus - asking them to move their car in the evening if they work late is a HUGE inconvenience - we have dorm employees who work late into the evening after dark and asking them to use their break time to move their car if they want it closer when they get off is just stupid. I wouldn't mind parking further away from my building and walking, but I work late a lot and many times need to have my car handy to take lots of stuff home to work on and lugging it across campus is not my idea of fun. I also do not live where it is easy to access public transportation (Wellington).	3/26/2015 10:32 AM
47	I would like to have a punch card system, for those days when I need to bring my car onto campus. What about designated car pool spaces?	3/26/2015 10:29 AM
48	The amount of extra needs that PTS will require to enforce the remote parking areas.	3/26/2015 10:26 AM
49	The cost!	3/26/2015 10:22 AM
50	Having to park farther away when arriving very early or very late could be dangerous for female commuters.	3/26/2015 10:22 AM
51	For the safety and convenience, I would like to see the enforcement hours for the "prime" spots end at a time that allows movement for employees/student who work late.	3/26/2015 10:16 AM
52	Major con - sharing lots with students.	3/26/2015 10:16 AM
53	D. This assumes a single employee; I am part of a family that works at CSU. I often need to swap cars with my partner to go get our children. This system seems to make that impossible. Very disappointed in the two options.	3/26/2015 10:13 AM

54	IDRC- how would parking be teired where all spots are pretty much equal? What price would be paid?	3/26/2015 10:11 AM
55	Again, I have a job responsibility that requires me to travel between campuses. If I get put on a waitlist, I can't do my job efficiently.	3/26/2015 10:10 AM
56	Option B sucks.	3/26/2015 9:53 AM
57	parking is a hot topic. It's tight, it's difficult, and it just keeps getting worse. Personally, I would eliminate all parking on campus, put up garages around campus, and make campus pedestrian or bike only.	3/26/2015 9:51 AM

Q19 Considering all the above, what is your current perspective regarding the two models?

Answered: 463 Skipped: 153



Answer Choices	Responses
I strongly prefer Option A (the current model)	16.85% 78
I somewhat prefer Option A	22.68% 105
No opinion	13.61% 63
I somewhat prefer Option B	30.24% 140
I strongly prefer Option B (the tiered model)	16.63% 77
Total	463

Q20 Beyond the choice of these two options, any additional suggestions or concerns about our parking system you would like to share?

Answered: 219 Skipped: 397

#	Responses	Date
1	If there was a central off-campus parking lot that had safe, and reliable transportation to the main campus, I would consider it. The lot would have to be no more than 15 minutes from campus for easy access for employees that are parents. I think Around the Horn could be used more effectively than its current route and may be a solution for transporting employees (and possibly students) to and from the lot. While I think students should have fewer spaces than employees, I don't like the idea of creating a tiered model that lets the wealthiest of students to have access while leaving lower income students struggling for "access" to campus	4/1/2015 5:11 PM
2	Sliding scale permits based on income for employees, need-based for students.	4/1/2015 3:55 PM
3	I feel that the tiered model would allow more flexibility for individuals who do not make very much money. If they still wanted to purchase and one campus permit, they could opt for a less expensive one and still be able to afford it. By making all of the permits the same, high, price it would completely eliminate that option for lower income individuals.	4/1/2015 3:37 PM
4	The only think I might mention is specific to the daily passes for employees - these are a very significant fraction of the cost of a monthly permit; Given that a monthly permit buys you about 20ish days of parking, I would expect that a daily permit should be on the order of 1/20th (or perhaps 1/10th) of the cost of the monthly permit, not neatly one quarter. For a day pass, this seems exorbitant Cheaper day passes would do far more to encourage flexibility and accommodate your employees' emergency needs then a complete reorganization of the parking model.	4/1/2015 12:45 PM
5	I hope that CSU considers developing parking options a priority instead of just thinking everyone will take the bus or ride a bike. I am still undecided as to which model is likely to be better. The current parking situation is not great, so changes are needed. But I don't know if the tiered model is the answer. We need more parking, period. Reorganizing what already exists is not enough.	4/1/2015 10:40 AM
6	First, I have suggested the use of vehicle size as a method for optimizing parking space. In all candor, driving around trucks with only a driver or at best one passenger is wasteful of gasoline. Additionally, many of the vehicles commonly known as "cars" are in fact small trucks. Consider organizing the parking spaces in terms of the length of the vehicle or the weight of the vehicle. Using these as quantifiers would serve additionally as ways to reduce gasoline consumption which is consistent with the stated goal of alternate transportation. An argument that this scheme with this advantage a particular segment of the University community is no different than the other options which would do the same but to a different segment so this cannot be a different used as a differentiating argument.	3/31/2015 11:01 PM
7	offering a free/discounted parking permit to long time employees - 20+ years of service or something like that.	3/31/2015 12:04 PM
8	Faculty need to have the highest priority so that we can effectively do our job. Ensuring, for example, that students are not using the A lots would be a good first step.	3/31/2015 11:46 AM
9	Maybe employees who live within two miles of campus and want to park on campus should have to pay a greater rate than those who live further out. It is much harder to utilize alternative transportation (carpools unavailable, bus systems unavailable or incredibly time consuming) if you live outside the city. Encouraging commuters to drive partway and utilize the Max might cause other issues (parking lots filled, overcrowded buses).	3/31/2015 10:33 AM
10	what about parking fees related to what you make as an employee? What about a closed campus with parking structures that are free to employees? Seems like these are more "fair" balanced approaches. How will you better address the safety issues for any of these as more of us are walking to our cars further distances from our offices?	3/31/2015 8:10 AM

11	Neither plan is thought out well. Go with either one and watch students, staff and faculty flee this institution. These plans are like taking a 4 inch paint brush to the problem when a detail brush was what was needed. There are serious problems with each plan that no one has tried to address, or possible thought about. Student, staff don't have extra hours everyday to drive around looking for a parking space, ride the bus and the extra time that takes. The bus system does not work for many people. There is no bus. stop with in miles of my house, If I drive to the closet stop there is no place to park my car for the day. With out parking near the building it will be impossible for the people in my office to do their jobs. Watch our productivity fall through the floor. With the present construction, closed roads it is off the charts difficult now, these plans will make it worse. Pull your heads out of your ass, and do it quickly before we are past a point of no return.	3/30/2015 9:49 PM
12	Again, I'd like to see permits remain a reasonable cost for non-tenure-track adjunct faculty, who comprise a significant volume of the teaching faculty here at CSU. I can appreciate that permits cannot all be pro-rated, yet would like to see a couple cost tiers based on salary. Adjunct faculty's changing schedule needs and class loads should also be considered.	3/30/2015 6:26 PM
13	It would be nice to defuse the looming conflict between unaffordable campus parking and congested neighborhood street parking before it gets as bad as in Boulder. Maybe PTS could be doing a better job of letting us know where parking is going unused.	3/30/2015 4:07 PM
14	Students should pay more for parking rather than staff	3/30/2015 2:47 PM
15	The prices other institutions charge is totally irrelevant, as is the price of gas in California. It doesn't factor into the discussion, only what needs to be funded is a factor. Adding services adds cost, perhaps the place to start is to evaluate the services being provided.	3/30/2015 2:41 PM
16	For me personally I am most concerned that there will still be a close parking lot to the Education building where I work, given all of the new construction - and that getting on and off campus is still relatively quick and easy	3/30/2015 2:33 PM
17	Maybe more carpool parking spots would help as well!	3/30/2015 2:23 PM
18	Consider having some key card lots for the more premium lots and also have limits for the number of spaces that can be sold in any level. Not quite fair to pay for a parking pass and then not be able to find a space anywhere close to your workplace.	3/30/2015 2:09 PM
19	Since employee opinions are always asked for at CSU and are then conveniently ignored, I probably just wasted my time.	3/30/2015 2:01 PM
20	Nothing I haven't already noted. I'd only hope that the concerns voiced here, and by others doing this survey, will be actually listened to (not just heard) and seriously considered.	3/30/2015 1:48 PM
21	No student parking on campus. Build a parking structure first, with low cost parking, so we have a place to park. Very much coincides with the stadium.	3/30/2015 11:43 AM

22	<p>I'll copy a note I sent earlier here. My primary concern is that we show that we care about our employees. Hi Angie, As we talked about at the Health Fair, at long last, here are some thoughts on parking at CSU. There are two overarching stressers in regards to parking: A) it's hard to find and B) it's expensive Both of these affect overall employee morale and the perception of a lack of caring for employees by the administration. A) A place to park is hard to find. Parking could be used as a way to improve the work environment at CSU. But I think there is one primary assumption that does just the opposite: employees are able to use alternative transportation to get to work. In many cases, this is simply not the case because 1) Northern Colorado does not have a robust public transportation network. Employees who live outside of the main bus lines do not, in most cases, have access to appropriate or timely public transportation. 2) Many employees, especially parents, do not have a work schedule that lends itself to the public transportation that does exist. Day care and school drop-offs and pick-ups mean parents (often moms) do not work regular 8-5 hours. 3) Parents of children of all ages have varying schedules before, during, and after work: i) before school activities sometimes mean that parents arrive later to work, ii) parents of smaller children, in particular, often need to leave and return to work in the middle of the day, iii) after school activities mean parents sometimes leave early or stay late to provide transportation or attend events. While all employees are affected by the prevailing assumption (that we should use public transportation), parents (usually moms) are most affected because parking is hard to find if you arrive at work after 7:45am and very hard to find if you have to leave and return in the middle of the day. I know that there are plenty of available parking spaces in outlying areas. But for parents who need to be available for children, and for employees for whom long walks are a challenge, distant parking is a tough option. B) Parking is expensive Yes; we've heard the argument that it's cheaper here than elsewhere. But the hard reality is that our lowest-paid employees are hit hardest by the fee. And because parents are often early in their careers and paid less, the cost of parking hits young families the hardest. I understand that parking fees will likely increase. I've heard that employees will be given the opportunity to pay a higher price for a guaranteed spot. But it's not necessarily the employees who can afford the guaranteed spot that need it. In my building, it's the single moms and young parents. What do we do? It feels to me that the primary question has been, "How do we pay for parking?" when I think the primary question should be, "How do we take care of our employees?". They are not mutually exclusive questions, of course, but the shift in focus is important. With that shift in focus, the university could consider the following: i) reserve close-in parking exclusively for faculty and staff and push all student parking to the perimeter, e.g., lots 165, 170, 310, and 425 all allow student parking close to where employees work. ii) stop providing graduate students with "A" permits (by allowing existing students to keep that status until they graduate, but no new ones). iii) If close-in spots remain, allow students to pay a premium to pay for a close-in spot. I'll acknowledge here that I have a daughter who is a student at CSU. She wants better parking for students, too. Yet, students are here short-term and our employees are here long-term. My take would be to take care of our long-termers first and foremost. - Mark</p>	3/30/2015 11:19 AM
23	<p>My undergraduate used a tiered model, which I generally think worked well - but I think our transit system in place at the institution was far better.</p>	3/30/2015 11:00 AM
24	<p>I struggle with picking which option is best as I see both of them having challenges that hit me hard. On either plan, I HAVE to pay \$550-\$564 (the most expensive option) due to my need for accessibility to get to my car for my children. Additionally, as noted in my earlier comments, my salary covers my family's insurance premiums, my current parking permit, and only a portion of our daycare costs. Daycare costs continue to go up every year, though my salary does not go up at the same percentage rate. The increased costs associated with me working at CSU (daycare & parking permits) will have to be paid by my husband's salary. There is something wrong with this...</p>	3/30/2015 10:59 AM
25	<p>More parking garages!</p>	3/30/2015 10:13 AM
26	<p>I think Option B should be given a chance once the weaknesses are address regarding (a) students filling vacated A spaces, thus complicating necessary movement during the day, and (b) reserving space within Field House lot (such as northern half) for all permits for maximum two hours.</p>	3/30/2015 9:43 AM
27	<p>Don't sell more parking spaces than 2 to 1, If that is the plan, stick to it.</p>	3/30/2015 9:20 AM
28	<p>I would like to also see faculty/staff able to "buy" a specific spot that is always their spot. This is especially important for those who have to come and go during the day.</p>	3/29/2015 4:22 PM
29	<p>I'd like to see the development of a satellite parking area with regular shuttle service to/from the campus.</p>	3/29/2015 3:47 PM
30	<p>Making sure that ALL lots are enforced equally. I don't see enforcement in a small lot next to our building as strictly as the larger Z lot just to the east of us. All lots should be enforced no matter how hard they are to get into for the parking vehicle.</p>	3/29/2015 3:36 PM

31	<p>Much of my perspective comes because I have a long commute, and participate in a carpool. Because my drive is already an hour, I do not want to park at a distant lot and spend more time to get to campus. So I want access to spaces close to my building. I only found out a couple months ago that parking permits may be shared by multiple vehicles -- that is, my carpool could share one permit. (Permits are currently cheap enough that we don't care about this and each hold an individual permit.) **However**, in Option B, we may decide that we should share a permit. But it's not clear from these descriptions what that would mean on days when someone needs to drive individually because their schedule doesn't match that of the rest of the members of the pool. (This happens for us, on average, 2-3 days/month.) Does that person have the option to park close -- for a reasonable fee -- on those days? Also, most people I know who have long commutes have already made choices about their driving and parking habits in ways that reduce demand for parking spaces and lower driving emissions. For example, - some come to campus only 3-4 days per week, and work from home on the other days - one has an apartment in Ft. Collins, and keeps this schedule: Drive to Ft. Collins on Monday, stay in Ft. Collins Monday night, return home at the end of Tuesday. Stay home Wednesday. Drive to Ft. Collins on Thursday, stay in Ft. Collins Thursday night, drive home at the end of Friday.</p>	3/29/2015 1:19 PM
32	<p>Maybe having some spaces reserved for carpoolers that are closer in?</p>	3/29/2015 11:40 AM
33	<p>I work at the library. There are times when we need to work late--9:00-10:00pm. Running out to move our cars in the middle of the day is a terrible use of our time. Also, please keep in mind that we have students who work until midnight (sometimes 2:00am). Even if you SAY that you are providing some sort of RamRide for these students, you know that they won't always use it. They are tired and will want to get to their cars ASAP. I also realize that you don't consider community patrons, but we have many members of the community who use our library when parking becomes open (after 4:00 on weekdays, weekends).</p>	3/29/2015 9:21 AM
34	<p>See comments under Option A regarding some type of punch pass to increase the incentive to use alternatives more often.</p>	3/27/2015 6:00 PM
35	<p>I want incentive to bike to work because I only use my parking permit about half the year, but I pay the same price....</p>	3/27/2015 5:16 PM
36	<p>I prefer the option not considered here. Eliminate freshmen lots or increase their costs to discourage use and rezone accordingly. If option B is implemented, space need to really be more available and not just generate revenue.</p>	3/27/2015 5:12 PM
37	<p>I selected that I somewhat prefer option A only because I think there are more points that need to be worked out within the tiered model before moving forward. I would recommend CSU wait a year and engage more in fine tuning the details to make this model fit our institution better.</p>	3/27/2015 4:49 PM
38	<p>The university needs to provide sufficient options for students so as not to incentivize them parking in city residential areas. People use cars not just to get themselves to campus but also to move equipment/supplies, for example for research purposes; moving parking to the perimeter does not serve that use well.</p>	3/27/2015 4:38 PM
39	<p>If committee work has been done to explore other options, perhaps someone could explain why some of the other ideas were eliminated and never presented to the campus community. By presenting only these two options (status quo or drastic change) it feels like the decision has already been made and this is a process of social engineering to make the choice for tiered parking feel okay.</p>	3/27/2015 4:19 PM
40	<p>Parking is expensive. Let's make it work for everyone. A more flexible, tiered model would do this.</p>	3/27/2015 3:50 PM
41	<p>These options, as they've been presented are not acceptable. First of all, CSU needs to fund the replacement of ALL parking spaces they remove to erect new structures. PERIOD! [To say they cannot do that is unacceptable. If they can borrow money to fund a stadium we don't need, they can find the money to fund the parking that we do need.] After that, I think the current model (A) with moderate, gradual increases (not exceeding 8% at a time) as necessary could be accepted but only if rates are proportionate to salaries. Should an employee earning \$125,000 really pay the same to park as someone earning \$25,000? If anything is tiered, it should be the permit prices based on one's salary. A 75% increase in price to provide a product that is not improved but worsened, is egregious! In response to these two options I have heard: - It sucks to work here. - If it takes an hour to get from home [south side of Fort Collins] to my office I might as well commute to a real job in Denver. - If that happens, I can't afford to work here. - Welcome to the new CSU; stadium? parking? nobody cares what we think.</p>	3/27/2015 3:25 PM
42	<p>As parking expands south of Prospect, shuttle buses will be needed to move people to campus. That probably just means expanding the current Around the Horn routes.</p>	3/27/2015 3:22 PM
43	<p>Do all you can to change the funding model! Just because it is Auxiliary, doesn't mean it can't be changed! Get on it! Add to this whole parking discussion the fact that the city is changing their parking regulations around the north side of campus, and this will just add to the parking problems for the CSU workforce in the next few years. There has to be a better way to get funding other than just the parking fees and fines. The workforce can only pay for so much, there has to be more cash coming in from somewhere else.</p>	3/27/2015 3:18 PM

44	Flexibility in enforcement and the appeals process. It's getting close to a militant approach with no exceptions... Incentivize employees who carpool.	3/27/2015 2:55 PM
45	Option A would likely influence more people to explore public transportation and other developing ride share options, etc. The long term benefit could positively impact parking across campus. A tiered model, where staff can choose the cheaper option, will make those lower-cost areas a nightmare to park in - I believe it's underestimated how many staff would choose this option, which has no real benefit. Also, this option would not encourage alternate transportation as much as option A, but would only make parking miserable for those who actually work on the edge of campus.	3/27/2015 2:12 PM
46	I would not support either option unless all subsidies to "free" transportation were eliminated.	3/27/2015 1:22 PM
47	Why not have an third option that parking permits are a percentage of your salary based upon income and everyone can park anywhere?	3/27/2015 1:13 PM
48	Keep it as it is. When raising permit fees, kindly recognize that lower wage earners should not be treated as lower class employees who have different needs. By the way, the language in this survey was nebulous.	3/27/2015 12:47 PM
49	Seek alternate sources of funding for infrastructure O+M. Seek alternate funding sources for alternative transportation programs - do not expect permit revenue to fund all of these things. Because it is our current practice - doesn't make it our only option (regarding funding structure) does it? Thanks for the opportunity to provide input.	3/27/2015 12:34 PM
50	Faculty/staff parking connected to proximity of workplace (ie, working in Eddy should give you priority in certain lots like the upper level administrators have now). Parking increases should be BELOW average raises for faculty/staff else the system will price itself out.	3/27/2015 12:33 PM
51	To pay for the spot that I currently park in which would be a faculty tag in tier A, Option B would be more expensive. I currently have no issues finding a parking space near my office. So the Option B would have no advantage in giving me a better chance at finding a parking spot. I would rather see a gradual increase in the fees as necessary rather than a sharp mark up if Option A is implemented.	3/27/2015 12:28 PM
52	CSU might revisit the options, consider unpaved lots, consider the staff and students more than the monetary benefit to CSU	3/27/2015 11:52 AM
53	The current model is fine, the tiered model I understand. I think over \$400 for annual parking permit is excessive, I didn't even like paying more than \$300 this year.	3/27/2015 11:27 AM
54	best option is not being considered, setting price at % of salary.	3/27/2015 11:22 AM
55	The proposed tiered parking plan should maintain both faculty/staff (A permit) and student (Z permit) spaces in EACH ZONE/TIER. This maintains equity for all involves and enables faculty and staff to have sufficient parking to get to work. Otherwise, one risks series inequity issues where any one who could afford it parks close while others have to park off campus. Again, the tiered system could work but KEEP SEPARATE FACULTY/STAFF AND STUDENT SPACES IN EACH ZONE!!!	3/27/2015 11:10 AM
56	Somewhat prefer option B because it is less expensive, still not sure it would meet my needs of only parking on campus occasionally, I guess it may if the transportaton from outer to inner is consistent and frequent.	3/27/2015 10:59 AM
57	How about soliciting campus input for options beyond A or B?? This survey seems to be soliciting input on A or B but didn't give much flexibility to provide input on ideas beyond what Amy has come up with. There are a lot of smart people on this campus that may have other suggestions that don't fall into either A or B.	3/27/2015 10:30 AM
58	I DON'T LIKE EITHER OPTION - Both are extremely expensive. Option B is even more expensive and will cause a lot of additional issues. Seems like something needs to be done to give some funding to parking services so that they can cover the costs of their new parking areas and to pay for the new license plate reading cars.	3/27/2015 10:19 AM

59	You have designed and "Either / Or" system that does not fully incentivize people to use alternative modes at least some percentage of the time. I live 5 miles away and enjoy biking or riding the MAX normally but would like to be able to park on campus at least some of the time ... I would prefer to have a punch-card or permit that allows me to park for so many times on campus. I would especially prefer to drive during mid-winter when I don't enjoy biking. How about allowing us to buy monthly permits at 1/12 the cost of the regular permit fee rather than at a premium as it currently is priced. Or provide a discount to people who pledge to use alternative transportation at least 25-30% of the time (or something like this) this could be set-up on a trust basis and followed up data analysis of how many times a person's car was recorded as parked on campus. You need to do a better job to allow people to park on campus but take alternatives occasionally at a reduced rate. It would also seem that this year with the start of the MAX that there was less demand for parking, so the need for a parking garage does not seem justified ... do a better job of getting people to use existing spaces...	3/27/2015 10:04 AM
60	I am not opposed to taking public transportation to campus, however I often need access to my car because I have a young child. I need to be able to drop off/pick up from daycare, which is not feasible with the bus. I also like to have my car on campus in case of emergency and I need to get to my child quickly. It seems crazy to me that I have to pay hundreds of dollars in order to be able to drive to my job and have reasonable access to my vehicle.	3/27/2015 9:57 AM
61	Parking in and around CSU is becoming a bigger and bigger problem all the time, but instead of truly fixing the problem by creating ample parking, the solution is always to get more revenue out of the people. There will still be a parking issue whether option A or B is picked.	3/27/2015 9:02 AM
62	Some sort of tiered model is necessary to relieve congestion in prime territory.	3/27/2015 8:34 AM
63	why is some CSU parking free at all times -- like at Atmos/ERC -- exempting those employees from fees main campus employees are required to pay if they drive to campus?	3/27/2015 8:25 AM
64	Offer more option to telecommute for employees that have that ability which will free up spots for those employees that do not have that ability. Continue to offer options for daily use versus monthly passes to allow options. Daily use rates should be more than monthly.	3/27/2015 8:23 AM
65	What will you do about faculty on campus a limited basis ? Again, hard to comment on as not sure all the lots you are referring to in option B	3/27/2015 8:16 AM
66	Again make the permit prices based on percentage of Income.	3/27/2015 7:35 AM
67	The clear solution is maintaining the current system, with the cost of new parking construction accounted for correctly in the cost of reallocating current space to new buildings.	3/27/2015 12:40 AM
68	Everybody can shared the parking lot	3/26/2015 11:25 PM
69	Stop adding residences that do not have parking anywhere nearby. Stop destroying parking spaces to build structures that the university cannot really afford. Stop growing beyond our means.	3/26/2015 8:17 PM
70	At businessess like VTH there need to be enough spaces for all -	3/26/2015 7:42 PM
71	Until there is further information provided regarding the two models, I cannot say which I would prefer. Option B might work better for me - depending on how they labeled the lots. But it could be bad news for others. You want it to be a win-win for everyone.	3/26/2015 5:26 PM
72	I do not like wither option. I think this is a huge % increase in a short time. I would prefer a smaller increase or a cost of living increase to help cover the cost.	3/26/2015 5:23 PM
73	Question 19 is poor - I only prefer the previous model, because I do NOT agree with the proposed model. I believe a better model than either exists.	3/26/2015 5:23 PM
74	Oh, yes, but they're not fit to print. I'll leave that to your imagination.	3/26/2015 5:21 PM
75	would like an hourly or daily rate for employees that is discounted from student rates.	3/26/2015 5:18 PM
76	Not sure that either options will work specially because the rapid growth of population at CSU and the demand for parking spot compared with parking lot availability that over the lat few years was reduced considerable.	3/26/2015 4:44 PM
77	Please re-open Meridian avenue. There is wide-spread feeling on campus that the closure is an undesirable nuisance. Thank you for the opportunity to comment.	3/26/2015 4:28 PM
78	Tax bracket tiering!	3/26/2015 4:25 PM
79	Around the Horn, either way, should service all of campus. Right now it does not service anything south of Moby or west of the lake street garage. This includes many residential halls and a major dining facility.	3/26/2015 4:10 PM

80	If you want faculty to be in their offices 5 days a week and get grants with Fort Collins federal agencies, do extension work off campus, host visitors to our campus for god sake provide parking.	3/26/2015 3:58 PM
81	I've said it all earlier - and would be happy to talk further about any of my comments if you'd like.	3/26/2015 3:57 PM
82	Are more on campus garages possible (I know that is a big question, money, space, time, this is more rhetorical.	3/26/2015 3:54 PM
83	Neither. Both options require that I pay my employer to come to work. These options have been proposed as a one-size-fits-all policy. I have a 30 mile commute. Public transportation is not feasible. I have a varying work schedule. Carpooling is not feasible. I will not pay my employer to come to work.	3/26/2015 3:37 PM
84	I don't care about what other campuses charge for parking. don't create problems and then try to solve them with my money. Some people can't ride their bike to campus every day due to their life or physical situations - kids, school, work errands. Do whatever you can to avoid this drastic rise in parking costs. I just want to come to work easily, do my job, and not feel like I'm getting screwed by an institution that I really do like. I'm not sure that's been demonstrated on this issue.	3/26/2015 3:35 PM
85	Definitely would like to have the option of purchasing either daily or monthly permits. This will encourage use of alternative transportation for most of the days. And on days when one needs to drive, there is an option of buying permits. Would also like to know what options are there for emergency transportation. What if I get a call from my kids school and have to rush. If I have come to work via the bus, what options do I have to reach my kids school and tend to the emergency	3/26/2015 3:20 PM
86	I think a parking permit should be paid for by the university for all employees.	3/26/2015 3:17 PM
87	Reopen Meridian drive so that it is easier to check different parking lots when some fill up.	3/26/2015 3:11 PM
88	I am disappointed that this is all you are worried about, how to pay for the low amount of spots available. B is a good system. But you either need to double the parking or quadruple the transportation to solve the underlying problems.	3/26/2015 3:10 PM
89	I also think that neither model provides a long term solution. Add parking costs into new buildings to reflect the real cost of the building. The stadium is a perfect example. huge peak demands and no additional parking. Move student parking off campus entirely and bus them to and from campus from Hughes.	3/26/2015 3:04 PM
90	Would there be an option for employees to apply for parking scholarships given financial needs? How are students being encouraged to utilize alternative transportation to campus?	3/26/2015 2:50 PM
91	Please consider semester-long permits for temporary faculty, and/or reduced prices for half-time faculty. We play an important role at the university. Please make sure central hourly parking remains available for those of us teaching fewer classes.	3/26/2015 2:48 PM
92	Improve the current model!!!	3/26/2015 2:42 PM
93	My concern or suggestion is to re-look at the horn. I think it is a great idea but I think the size vehicle being used may make it cost prohibitive. When it was first suggested I was thinking you meant a smaller transport something like the tours on campus use. If we used these small less expensive vehicles perhaps we could work on covering more areas and more frequently.	3/26/2015 2:32 PM
94	Perhaps having a lot further away from campus (Hughes Stadium lot in the future) that Around the Horn stops at and brings students/faculty/staff to campus and is much more affordable is something to look into.	3/26/2015 2:29 PM
95	do not invest in adding to building on campus -- more lots, buildings and structures. keep current parking lots as is. And keep current buildings/footprint etc. as is	3/26/2015 2:28 PM
96	Again, no matter which way we go: I feel we should stop offering free parking to eligible retirees (I think free public transportation would be a much better benefit replacement), find a way to ensure all employees "pay for parking" regardless of office location to be fair, offer "reduced" parking permit rates for employees that "qualify", get more lighting on campus for safety reasons, continue working with the city to find ways to have more participation in public transportation including getting a "van/bus" to go from park and rides directly to campus or max station, and add more parking at the north and south max stations not only for staff but to help with game days and campus events that will be held in the new stadium.	3/26/2015 2:10 PM
97	Neither option is viable.	3/26/2015 2:04 PM
98	Make first and second year students not be able to have passes. Make them use outside lots.	3/26/2015 1:57 PM
99	Get funds from the Athletics Department.	3/26/2015 1:43 PM

100	It would be nice for those who bike or take other alternative transportation methods to be able to purchase short-term parking passes or be able to pay for a specified number of days parked in advance. For example, if someone bikes when the weather is good (not snowy/icy/slushy), but drives and parks when the weather is bad. It would be nice to pay (maybe a slightly higher price per day than what is paid for an annual pass) for 1-3 months worth of parking without having to pay for the entire year.	3/26/2015 1:42 PM
101	Perhaps parking discounts could be offered to employees through the benefits program. There should be less metered parking closest to office buildings - ie. Clark. There needs to be loading zone parking in Clark parking lot.	3/26/2015 1:16 PM
102	I think that other CSU campuses (Foothills, Denver, etc.) and even different lots in these areas (e.g., CSFS lots on Foothills Campus vs. Equine Center vs. Atmospheric Science) should be evaluated separately in this entire exercise, due to very different variables in those locations. These include decreased demand, lack of public transportation, etc.	3/26/2015 1:15 PM
103	One comment - I live out of town and have no access alternative transportation (bus, max) so must drive to work, and require a parking pass. I have no choice.	3/26/2015 1:14 PM
104	My biggest concern is the availability of handicap parking for employees and students regardless of where it's located. Persons who need to park close to their workplace or classrooms should not be forced to compete for a spot in the open lots.	3/26/2015 1:03 PM
105	Please consider not allowing students in dorms like Allison or Braiden and Newsom to buy permits (the dorms that are closest to the center of campus). Dorms with their own parking lots can still give permits to their students (summit, the towers, Edwards, Ingersoll, AV. That way parking in the center of campus will be far less congested. And the parking further out will be used closer to capacity. Thanks for reading!	3/26/2015 1:03 PM
106	I think I've made most of my comments throughout the survey, regarding improving lighting throughout campus for safety, working with Transfort to improve bus routes so that buses run more frequently, and CSU police doing a better job of cracking down on bicyclists who fail to observe traffic signs and laws. I also have some concern over PTS using SUVs and scanners to patrol parking lots and issue citations. I wonder how much this costs versus the old manner of checking permits and issuing citations by foot? Why SUVs and not a more efficient and sustainable option like golf carts? I think faculty and staff should be provided with a cost assessment and ROI for the different models of parking patrol. If PTS is spending more money now than they used to because of the use of SUVs as patrol vehicles, then that would make me very upset that employees are having to make up the difference through increased permit rates. Some transparency and communication about this would be very helpful.	3/26/2015 1:00 PM
107	I still believe that this is a main campus issue and that the Foothills Campus should not require permits, as it has always been. Our remote location does not afford the same convenient access to in-town amenities, we have a longer commute in many cases, we would receive little/no benefits from the rate increases in terms of new lots and maintenance of existing lots, and we currently are under no parking pressures that would make even the tiered system attractive. For these reasons, it would be best to address this as a main-campus modification.	3/26/2015 12:56 PM
108	The price increase will be a work tax for lowly paid faculty.	3/26/2015 12:56 PM
109	How about not allowing freshmen to have cars on campus? That would open up a lot of parking and/or green space. Or, let them only buy permits for Ingersoll or Westfall or other more outlying lots. It may not be worth bringing a car to campus (a win for CSU since we're the "green" university). Or is it about permit revenue? If we're going to be paying such a premium for parking, are there plans for a parking garage on the north side of campus? Also, if we're paying for a "premium" lot, there should be LOTS of enforcement and a high penalty for parking there without the proper permit.	3/26/2015 12:51 PM
110	tiered method and increase alternative transportation ideas	3/26/2015 12:42 PM
111	Permit pricing should be based on salary, those who make more pay more, those who don't make much pay less.	3/26/2015 12:32 PM
112	Flexible parking passes should be more cost effective for employees than they are. Many faculty don't need the passes in the summer months, for example. It seems silly to pay for something I won't use (annual pass) because it is somehow cheaper than buying monthly or daily permits.	3/26/2015 12:24 PM
113	Parking sucks	3/26/2015 12:24 PM
114	I don't care for either model. I think there are some major flaws with our parking system that need to be addressed beforehand. our campus is too congested and too few ways to get in and out of the parking areas. I don't think the students have much incentive to use alternative forms of transportation.	3/26/2015 12:23 PM

115	What about the Foothills Campus and other similar areas where there is one parking lot? Would these areas get stuck with the Model A?	3/26/2015 12:08 PM
116	Can permits in option B be upgraded during the year if necessary?	3/26/2015 12:04 PM
117	What happens with monthly or daily passes? Would those also be a tiered price depending on the location of the lot? Would you be able to purchase a monthly or daily pass for a particular lot?	3/26/2015 12:00 PM
118	I only prefer option B if I can get a premium permit, and find parking close enough to my office. Please continue MAX access and I may use around the horn sometimes, too.	3/26/2015 11:56 AM
119	I strongly prefer it Option A, but I will say I'm not a fan of the price for it. Those that commute, like myself, might have no other choice than to pay it. I would say you need to take into consideration employees that don't have a lot of discretionary income based on their pay and see if there is something you can do for them as far as a lower rate. Something scalable to the pay.	3/26/2015 11:56 AM
120	I think I have said enough, but the lack of consideration for other variables such as living outside of Ft. Collins, health restrictions are also a concern. Even if I join a commuter option being presented in Wellington, I have to get to the other side of college, once dropped off in the middle of campus somewhere. I have to shop once a week for special dietary needs, which I do before going home so I need a car. You can throw all the alternative options at me, I have looked at them all and cannot find a way to make it work. I gave up paying for a marginal parking spot years ago when the State of Colorado decided we did not need wage increase, for like 5 years.	3/26/2015 11:54 AM
121	Personally I mostly bike to campus. When I drive I only use the hourly metered spots. Neither plan mentions what will happen to those spots. I would like to receive more information on the availability of hourly parking. I would also like to receive information about the hours when these permits would be enforced and how the permits will be handled in the summer.	3/26/2015 11:54 AM
122	Metered lots give people a financial incentive to drive less often; permits encourage more frequent driving (to get your money's worth). Expanding the number of metered spaces or raising the cost of metered spaces less than the cost of permits might provide the right incentives.	3/26/2015 11:53 AM
123	I'm hesitant to prefer Option B because I see too many unknowns about how Option B would work...not knowing what lots would get premium pricing and how small the pool of economy permits available will be. I believe most lots will be premium priced to cover costs or people will be forced into the premium permits even though they will only park in economy because of the number of economy permits available.	3/26/2015 11:51 AM
124	I don't like either!	3/26/2015 11:50 AM
125	Possibility of offsite parking (CSU parking only) and transportation into campus?	3/26/2015 11:48 AM
126	As mentioned before, please consider implementing higher fines/fees for illegal parking. This would create a much stronger disincentive for people to park illegally (freeing up spaces for legitimate users) and it can help offset some of the cost of parking management.	3/26/2015 11:48 AM
127	Please see my comment about enforcing the extended hours lots. Early on cold and snowy mornings, I've seen dozens of violations go unenforced. This could dramatically increase revenue to the parking system.	3/26/2015 11:47 AM
128	Don't build a stadium on campus.	3/26/2015 11:46 AM
129	What other options have been considered? Sliding salary scale option? Has funding alternative transportation separately been considered? How much are we investing in alternative transportation? Maybe this is not the best investment. Show us the numbers!	3/26/2015 11:46 AM
130	Again, the ratio will be increased since our building is losing street parking. We would need an additional row of A lot parking taken from the Z lot behind our building to accommodate the changes.	3/26/2015 11:45 AM
131	Option B might be more feasible IF, there were more of the lots that would be designated for the lower-priced tier and fewer that are the higher cost tier.	3/26/2015 11:44 AM
132	campus parking always has been, is and always will be a challenge. And while I prefer the current option A, I cannot agree with the pricing proposal for option A - it is out of my budget and yet would I have another other choice? But I also strongly disagree with the inequality that will be created with option b. Not much help but I wish I had a solution other than use what will work best but keep the cost attainable to all.	3/26/2015 11:41 AM
133	If option B, it just seems like the Around the Horn needs to be extremely effective. I'm not sure how well it works now, but parking at a distance and shuttling in requires the shuttle service to be frequent and extremely reliable.	3/26/2015 11:35 AM

134	If you want people to choose alternative transportation, you should think more about the needs of people who fully commit to alternative transportation. For example, someone who is willing to bike to work everyday might not be willing to bike to work on icy days. Can there be a parking permit for icy days only? At one point, there was talk about restricting parking at all times, and not just before 4pm. This also works strongly against people that choose alternative transportation. Sometimes we need to drive to work even if we always bike. Restricting these times to after 4pm means these spots are available to regular drivers the rest of the time, but gives the alternative folks an opportunity as well (such as when a vehicle is need to transport something and it takes longer to set-up than a 5 minute courtesy loading zone would allow). Plus, no one wants to pay for the costs of ticketing after 4pm. The plan does nothing to accommodate the needs of parents with young children, especially mothers who are nursing and need to go to their child's daycare from time to time throughout the day. This is a small but important part of our community, and making exceptions to those who are already having to transition the distribution of their funds to accommodate the incredibly high prices of childcare by giving them good parking at low rates would make a huge difference in how CSU supports its women.	3/26/2015 11:34 AM
135	can you just leave foothills campus out and not charge us. please.	3/26/2015 11:25 AM
136	I am not sure why a new stadium is receiving so much funding assistance, when parking and classroom space are so clearly much more needed and important to the mission of the university.	3/26/2015 11:22 AM
137	The dramatic price increase is unacceptable, and reflects poor planning at a high level. The costs are being driven by strategic decisions to increase enrollment and infill campus. If the current laws are too restrictive, work to change them. The costs of building new parking facilities should be included in the cost of new construction that displaces lots.	3/26/2015 11:19 AM
138	The issues raised here have bypassed the over-reaching concern that the need for NEW parking in the first place is in fact a direct result of university-driven infrastructure changes (i.e., building a new football stadium). Current parking seems completely adequate. Costs are similar to that of premium parking in major metropolitan medical centers (UT Southwestern Medical Center, Dallas, Texas) and the request for higher parking fees to be paid by staff and students to make up for loss of existing parking (which is wholly adequate) to other university causes seems to not be addressed by either model...	3/26/2015 11:17 AM
139	stop being ridiculous with your rate increases... 200.00 is not reasonable.	3/26/2015 11:17 AM
140	I am sure I will have more thoughts but at present can afford the increase in the permit price due to convenience.	3/26/2015 11:16 AM
141	CSU should move to a car free campus for non-employees. Many Universities require students to park off site and take a bus in. Faculty and staff should be the only group with access to "inside" parking. Hughes stadium would be a good location for off-site student parking with bus transport into campus. Very few pay spots should be available and they should not allow students to park in them long enough to attend class. They should be for visitor purposes.	3/26/2015 11:16 AM
142	Cost. Keep in mind the number of employees that do not currently make the average state wide salary for their title and then they have to pay for parking too.	3/26/2015 11:14 AM
143	I don't feel all options have been explored. I'd like to see a sliding rate for Option A based on salary.	3/26/2015 11:13 AM
144	motorcycles and mopeds should be free to entice their use, most of these spaces are unused.	3/26/2015 11:12 AM
145	Find substantial and regular ways to reward those who bike, walk, or take public transportation.	3/26/2015 11:12 AM
146	Will the foothills campus still get to park for free? Why is that? Doesn't CSU pay to maintain those lots? What about ARDEC? Does CSU pay to maintain that lot too? We need to start charging for any lot we maintain. NO MORE FREE permits!! There are too many retirees!	3/26/2015 11:07 AM
147	I think we need at least 3 parking structures strategically positioned on our campus. In the long run, having parking garages will a) keep the cost down and b) prevent PTS from having to revisit this issue again in 10 years. \$550 is a lot of money to expect any faculty, staff or student to pay, and you will wind up just separating the rich from the poor. Thank you for this opportunity.	3/26/2015 11:06 AM
148	Regarding the budget shortfall projected, I don't have a problem raising rates at the rate of inflation, but if option A moves forward, that increase is ridiculous. I would suggest additional enforcement and fines for violators. Every day in the Engineering lot, I see people who can't find parking in the "metered" area and are clearly students, look for parking in the A lot. Based on how often I see parking enforcement there, I imagine someone parking illegally for an hour will get a ticket less than a quarter of the time. So that ends up being ~\$10 per violation, which isn't that much differential from the pay-to-park. I think more enforcement would free up a lot more A lot spaces across campus. Of course the violators need a place to park as well, but that's a different issue. Another thing I've noticed is that on some days parking is harder to find. For me, it is always hard to find a space on Wednesday afternoon. Maybe permits could take that into account.	3/26/2015 11:05 AM

149	Offer bikes or zip cars for those of us who need to leave campus in the middle of the day. Once you leave your parking spot, it is impossible to find another spot later. although your assumptions say you will maintain the ratio of parking to people, this is unrealistic. Build more parking garages.	3/26/2015 11:03 AM
150	Build parking underground, utilize the land to the fullest.	3/26/2015 11:02 AM
151	With the current information we've been given, I find it impossible to make a decision on which model I prefer. I question why faculty/staff are shouldering the burden of the parking issues while nothing about student parking fee increases has been discussed. It seems to me that students may have much more flexibility in when/if they decide to park on campus or take public transportation as many of them live close to campus and do not have childcare issues to attend to. At many of the peer institutions I looked into, students were not allowed at all to park on campus, and were required to park in peripheral lots. And even still, faculty/staff and student fees were not as high as what is being proposed. Other institutions had very complex fee structures wherein garage parking, for example, was much more than other parking and faculty/staff had the option of paying for reserved parking (and these fees were on par with our highest fees proposed). While I do understand that parking fees need to be able to cover current and planned additions and renovations, I wonder why 1) we have not been given more information about what went into the development of these two options compared to other options, and 2) it appears the faculty/staff are shouldering the greatest burden for parking. I am very concerned that situations like this will mean CSU cannot compete as well to recruit high quality employees with other industries actually pay for their employees to park. Essentially paying to park on campus is a salary reduction, not a benefit, as we have and want to be here.	3/26/2015 11:01 AM
152	Not enough information to make a decision. Don't know the logistics, locations of areas that are being considered for each tier. I think student parking needs to be a part of the picture	3/26/2015 11:00 AM
153	not related to these assumptions, but I work at the vth and there needs to be a way to provide more client parking with a way (maybe validation provided at reception desk) for those to exit the lot with no charge but provide severe penalties to staff and students who abuse this lot. It is disappointingly common for even faculty to park in the client lot, which they don't pay for, which drastically limits parking for clients, and is infuriating for those of us who pay a large amount for a permit and still have to walk 3x as far. Please look into this as well... thx	3/26/2015 11:00 AM
154	This survey presents a false choice to the campus community. The primary question should be how much are we willing to spend to provide truly adequate nearby parking? This decision has been taken off the table before the campus community was allowed to provide feedback. Why are we already planning to build parking garages near Whole Foods without considering the views of the campus community? Why are we not honest about the fact that parking permit fees are being used to subsidize construction of campus buildings (because the funding for those buildings does not pay for replacement of existing parking that they demolish)? It's very frustrating to be consulted on questions that are beside the point and not consulted on the questions that define the issues. Overall, campus planning including parking needs much better options and a stronger commitment for community involvement.	3/26/2015 10:59 AM
155	The traffic into the north lot by the LSC must be managed, and pedestrians/cyclists/boarders need safe way to get from the area south of the CoB to the area near the Admin/Admissions buildings. Thanks!	3/26/2015 10:58 AM
156	Metered parking. Everywhere.	3/26/2015 10:51 AM
157	I am required to use my personal vehicle for work so if parking becomes a disaster, I will ask for a department vehicle because it will save the hassle of the permit and not take a toll on my vehicle at my expense. So while this may work for me, it really doesn't solve problems for others. The other thing about taking mass transportation - it really isn't practical for our employees who have families and have to pick up their children from daycare or take their elderly parent to doctor appointments, especially if you don't live in Fort Collins because there is no affordable housing. The most current addition to the mass transportation, (Mason Street Corridor), works for those who have no obligations outside of the "Mason Corridor", especially since they have now banned carrying your bike on the bus. Once you get off the Mason street location, you need to walk blocks or miles to your destination -really?	3/26/2015 10:49 AM
158	With regards to the Foothills campus, would all parking be considered high end because of its relative closeness to buildings as compared to campus? If so, this doesn't seem fair, as Foothills commuters have significantly fewer transportation and parking options than those on campus.	3/26/2015 10:49 AM
159	Build more parking garages on the perimeters with around the horn access through the middle of campus where it currently does not run.	3/26/2015 10:48 AM
160	I believe that local residential neighborhoods now have the legal option of restricting parking on their streets to residents. As more neighborhoods choose to do this around the campus perimeter (in response to the stadium, etc), this may put significant added pressure on parking around campus that is not anticipated by current models.	3/26/2015 10:47 AM

161	It would be interesting to know about models used in downtown FC, downtown Denver, and other universities and community colleges in NoCo so people have a better concept for comparing data. I picture an interactive online map online with mouse hover info for each location.	3/26/2015 10:46 AM
162	Make parking affordable and accessible to ALL CSU employees. Parking costs should be based on salary. Parking is basically a tax on the employee (if we work under the assumption employees need to be able to arrive and park at their place of employment); therefore, a progressive parking permit would be the most fair.	3/26/2015 10:45 AM
163	with the medical center moving that would be a great spot for a parking garage very well centered to campus north and south	3/26/2015 10:45 AM
164	Provide more options to get across campus	3/26/2015 10:45 AM
165	These two options are still no option. They are both ridiculous and do not really take into consideration how parking works at a university. I have been a student at four different schools. I know that being a student you have much more flexibility with parking than faculty or staff. You have the ability to schedule your day. As a staff member I do not have the ability to schedule my day. I also work at the VTH, these parking models do not really take that into consideration. There is no other place to park at the South end of campus for employee's. There is no reason why there cannot be enough spaces for Faculty/Staff and the senior students. Other students that need to come to the VTH can take public transportation. Your faculty and staff should have a higher priority. The school does not run without them. We should not have to compete with students to get to work. That being said, no able bodied person that lives within a mile of the campus should be allowed to have any type of permit unless they can show a specific need. If I lived in town I would not be so vocal about this.	3/26/2015 10:44 AM
166	Build garages that are on periphery and let people walk the shortest distance to their assigned building.	3/26/2015 10:43 AM
167	Far more than car parking I would welcome better bicycle parking (less damage/weather risk to the bicycle) opportunities, in particular faculty-only bike parking close to departments,.	3/26/2015 10:43 AM
168	My concerns continue to be with regards to our student employees that work evening positions on campus and the critical services they provide to the university community. I supervise and manage student employees in Morgan library, and our primary service point desks are staffed by students in the evenings. These students are paid an hourly wage which is not very much. If students will have to pay for parking in the evenings, I anticipate that not many students will be willing to work in the evenings. This has the potential to impact the services we are able to provide to the university community.	3/26/2015 10:42 AM
169	Again, I think students need to park off campus as much as possible. Students tend to live closer to campus with better access to public transit due to a variety of circumstances. In addition, their schedule is typically much more flexible than faculty, who have a very demanding job often with multiple locations of work.	3/26/2015 10:41 AM
170	I prefer a system with a sliding scale for permits based on income.	3/26/2015 10:41 AM
171	Ever considered setting it up like the toll road? Issue an "EZTag"-type thing and scan upon entering and exiting a parking lot - charge by the hour, with some lots (like at the airport) having a higher per-hour rate. Once your account reaches a minimum, it gets charged back up.	3/26/2015 10:39 AM
172	These aren't choices. They're the same bad money-making schemes. I don't think I'll buy a pass in the future because I don't like the business practice.	3/26/2015 10:39 AM
173	It must be possible to enter campus on one side (say the south) and exit on the other (north). I understand the desire to banish cars to the perimeter, but the campus should not become an impenetrable barrier (as it almost now is)	3/26/2015 10:37 AM
174	While if limited to 2 options I prefer option B I still think other options should be considered like not letting freshman bring cars to campus for example and having the football program subsidize the parking garage since it because of them it will be built.	3/26/2015 10:36 AM
175	Parking could be greatly eased if Transfort ran 7 days per week and at least 18 hours per day. Many people may prefer to use the bus if it had more hours. Some folks may be able to take the bus to work; however, with a lack of service in the evenings, may not be able to use the bus to return home.	3/26/2015 10:35 AM
176	Really keep in mind visitors to campus - we don't want to alienate them with a system that is so confusing, no one can figure out where they can park.	3/26/2015 10:33 AM
177	Please see previous comments.	3/26/2015 10:33 AM
178	Keep supporting the Alternative Transportation Director to come up with more ideas to get people out of the individual cars - so many benefits to everybody when anybody does that.	3/26/2015 10:32 AM

179	Commuter needs vs residential needs must be addressed. Long term parking should be away from campus to free up much needed spots. What coordination and planning is happening between CSU and the City? Example- # of parking spaces available at Max park n rides?	3/26/2015 10:31 AM
180	Put a big parking lot in a remote site (MAX accessible would be good) for students who are living in dorms and don't need daily campus access using their cars.	3/26/2015 10:31 AM
181	Please review my note in response to working parents with young children at the beginning of the email. I think more thought is needed on solutions beyond these two models.	3/26/2015 10:31 AM
182	Parking garage near the Howes Street buildings. Around the Horn stop near the Howes Street buildings.	3/26/2015 10:30 AM
183	Understand you are self-funded and have not seen any fiscal efficiency information on your internal operations.	3/26/2015 10:30 AM
184	I do not live in Fort Collins (too expensive and too congested for my taste and financial situation) so I commute 30 min to campus. Therefore, I cannot take advantage of the alternative transportation. I arrive early to get a close parking space because sometimes I have supplies that I need to bring into work. I do not support option B as it does not feel like a fair option for everyone. It caters to those who have time to jump on the close permits and/or those who make a higher wage and can afford the more expensive options.	3/26/2015 10:29 AM
185	A variation on Option B where the students would have their own zones and faculty / staff would have theirs. Maybe with some areas of overlap. Paid parking, make it so that those with an A parking permit may park in pay parking when A lots are full	3/26/2015 10:29 AM
186	I think the idea of remote parking locations (like northern FC) and then using mass transit to get to campus is a great idea. I drive from Wellington and even just parking at a location where I can stop then hop on a bus to CSU main campus is intriguing.	3/26/2015 10:28 AM
187	I don't really like either model. The stark differences in salary between different types of employee need to be taken into account. An adjunct who is making 18K a year should not pay the same price as an administrator making 100k.	3/26/2015 10:27 AM
188	However this goes, the idea of 24/7 enforcement is very concerning for the safety of vulnerable students and staff late at night. Also, I think PTS should consider raising parking ticket fees to increase revenue. Finally, it needs to be easier for visitors to find parking. We go to CU frequently and their system seems much easier. Thanks.	3/26/2015 10:25 AM
189	I like the current model as it's currently cheaper. Otherwise, I like B, but don't want to pay almost twice as much for my parking permit.	3/26/2015 10:23 AM
190	I really think its crazy to ask employees to pay 500 to park at work. Students have more options, private employers in Ft Collins rarely charge for parking at work. I handle HR in our department and its one of the biggest complaints I receive. I know its a revenue source for the University but its one of those things that really fires people up and I would work to monitor the balance between revenue and employee morale.	3/26/2015 10:22 AM
191	I think it would be more feasible to move more and more people off campus if the on-campus transportation plans were rethought. Walking and biking are both great, but that doesn't work for everyone. Around the Horn is also great, but it would need to hit more locations on campus. I could see a circular path winding through campus, touching the off-campus parking. Alternately, I think having a bike-share program at the off-campus parking spots would be great. Not sure of the specifics...would it be possible to add a bit to the price of parking, and allow those people use of a bike share bike to get to and around campus during the day? Then, they wouldn't need to bring a bike. A cheaper way would be to have secure bike parking at off-campus parking spots, allowing people to store their bikes there, so they drive in, park, and ride their bike into and around campus.	3/26/2015 10:22 AM
192	I'd be more able to form a stronger opinion if I could see potential A/B/C zone maps. Not sure how far away you're talking about, to measure the cost vs. inconvenience factor.	3/26/2015 10:20 AM
193	None of the options are viable. The pricing has reached critical mass and the whole system should be reviewed to find and eliminate waste.	3/26/2015 10:19 AM
194	I like option B but only if I can get an inner pass and there is no information on what the probability of this will be, nor the ratio of permits to spots that will be sold.	3/26/2015 10:18 AM

195	I strongly feel that neither parking model accommodates for parent needs. There needs to be a straightforward appeals process for employees and students who have legitimate needs for a car on campus (not just convenience--we would take the bus if we could, but we cannot) but cannot afford a permit. Furthermore, I think having a sliding scale for permits, based on employee salary would be more fair than asking everyone to pay the same flat rate (or even the tiered model which asks us to sacrifice time in order to pay less). I am frustrated by the impossible situation that this puts us in. We cannot afford to have a parking permit, and we cannot afford not to have a parking permit (in terms of time and money since our childcare places charge us for being late). The FAFSA will not accurately reflect our financial situation because of the amount we are paying for childcare, so even if you base your fee waivers on the FAFSA, we would be unable to qualify.	3/26/2015 10:17 AM
196	I think you should base price on address. The furthest commuters pay the least. Those that live close to campus pay more. Students and Staff alike.	3/26/2015 10:17 AM
197	Please consider keeping things as is with a non-tiered parking area, separate for faculty & staff and students, but with the necessity of increasing the cost, please consider a sliding scale for cost of parking permit.	3/26/2015 10:16 AM
198	If there was a lot at the outskirts of campus (like across the street from Palmer) for employees on the northside of campus, I would use it. With all the construction the garage on the southside is less accessible and not on my driving route (Prospect entrances without turn signals/lanes are ridiculous for driving flow during rush times in the morning and afternoons). But remote lots with transport in and out with reduced costs would be my ideal. Thankyou for your thoughtfulness of this. And please consider parking increases in accordance with salary % increases.	3/26/2015 10:16 AM
199	These options are still too expensive for staff. I support incentivizing alternative transportation and making the parking system efficient, but the staff should not be asked to subsidize the expansion of campus. Construction the removes parking spaces should help pay for the costs of replacing them.	3/26/2015 10:16 AM
200	I don't prefer any of these models. Why is is not an option to choose this???? I have an opinion, which is not a correct answer, but there's no other option to choose.	3/26/2015 10:16 AM
201	I don't see any discussion for handling needs of individuals who work at multiple locations during the day, such as foothills, south campus, and central campus in option B.	3/26/2015 10:15 AM
202	I am disheartened that there is no acknowledgement that often 2 employees work on campus from the same household and that this new system significantly burdens families.	3/26/2015 10:14 AM
203	With wages stagnant why would this not be a recruiting opportunity where parking was part of the salary negotiations	3/26/2015 10:14 AM
204	How would Option B be applied to the Foothills campus, particularly in regard to the IDRC parking lots? Would different areas be designated as A, B or C?	3/26/2015 10:13 AM
205	Encourage alternative transportation by incorporating a system where you only pay for the days you use parking: pay less to drive only a couple days a week. The current "daily permit" system does not work to encourage alternative transportation due to inconvenience and high price.	3/26/2015 10:13 AM
206	I am very concerned by a few of the "moms group" participants on campus. As a mother, I do NOT echo how they are feeling. I do not believe that as a parent I have the right to park closer and pay less. That is absurd to me and absolutely sends a very privileged message. I could come up with a reason for EVERY group on campus as to why they should get cheaper, closer parking. Please know that a few opinions do NOT represent that group of individuals.	3/26/2015 10:12 AM
207	I would love to see an option to take the payment for passes out of paychecks over a period of time instead of having to pay the entire amount all at once. I am a part time employee, but have to pay the full amount for a pass and all of it at once. I do not live in Fort Collins, so the public transportation options for me are not feasible.	3/26/2015 10:06 AM
208	Most of my comments were back on page 1. My concerns are listed there.	3/26/2015 10:05 AM
209	I think we need to offer prorated permits in 8 or 9 month increments. For example, a 8 month permit (September - April) at no higher price than a current A permit that allows employees like myself to ride my bike during the warmer months but drive my car during the colder months.	3/26/2015 10:05 AM
210	Both options are completely out of the question as an option for employees as they are either too expensive or poorly planned and will not execute well.	3/26/2015 10:04 AM
211	There needs to be spaces for employees and spaces for students. Sharing doesn't always work. Some students by a permit and park their cars for weeks even months without moving them.	3/26/2015 10:03 AM
212	Options? Wow!	3/26/2015 10:00 AM

213	<p>COMMUTER TRAIN, where did the talks go with this and why did it stop. When will the administration get that not all people on campus are equally paid and usually the worker bees are the ones that get the shaft, they are usually the ones that have more kids and end up having emergencies they need to tend to. There is not as much flexibility in a staff members schedule like there is for a faculty member, and based on my experience, the numbers of faculty that live in town proper are greater than the numbers of staff that live in town proper and here again the staff members are getting the shaft. If I didn't need this job and have to commute 25 miles each way I wouldn't but having to pay double for parking might change a lot of peoples minds about how the administration looks to the staff of this campus. Leave the current model in place and as spaces diminish then start to look at other models but things need to be done in regards to alternatives before jumping the gun and creating a class system within the parking.</p>	3/26/2015 9:58 AM
214	<p>If Option A is chosen, I think the permit rate should be based on salary somehow - \$500 is a significant cost to lower-paid employees. Also, retirees get free permits and I have heard from a former co-worker that she gave hers to her son and she knew several people who also gave them away to students (their kids, grandkids, people they know) and I have personally seen students parking in A lots and have wondered how many spaces are being used by students who haven't had to pay for permits.</p>	3/26/2015 9:58 AM
215	<p>Sell by the lot rather than the permit letter</p>	3/26/2015 9:51 AM
216	<p>We need more bike racks. The ones at NESB are jammed and I've made this comment in other surveys with no change over the years. Covered bike racks around campus would also help. Still there are days when I have to drive and have to have a permit for those days.</p>	3/26/2015 9:48 AM
217	<p>Parking is a complicated situation. Off campus parking is nearly impossible because of more added living spaces around campus that force more parking spaces to be used on streets by so many renters without any where else to park. People who are older and been working at CSU the longest suffer the most. They often live where there is no other transportation options and can't afford the rising cost of parking. Thus they are forced to park further and further away from campus and walk in bad weather.</p>	3/26/2015 9:44 AM
218	<p>This is only if things for me change in the future, because now I don't utilize parking on campus as I walk.</p>	3/26/2015 9:44 AM
219	<p>NA</p>	3/26/2015 9:41 AM