1. Context and Current Efforts
2. Framework to Moving Forward
3. Moving Forward
1. Context
and
Current Efforts
It is the mission of Colorado State University Parking Services to manage parking resources in a manner that supports campus activities and enhances life in the university community.
1. Context and Current Efforts

2020 Plan Roll-Up

- Physical growth of the campus
  - Academic
  - Residential
  - Athletic

- Population growth – 35K campus (Resident Student Instruction)
1. Context and Current Efforts

Recent Building Projects

Behavioral Sciences Building

Diagnostic Medical Building

The Suzanne and Walter Scott, Jr.
Bioengineering Building

Laurel Village
1. Context and Current Efforts

Recent and Expected Parking Changes

---

**Legend**

- **Known Parking Losses**
  - (FY 2016): +/- 230 People/ UCA
- **Expected Parking Losses**
  - (FY 2016): +/- 1,500 Students/ A. Sci.
- **Proposed Single Level Deck Parking Option**: +/- 4,523
- **Parking Losses**
  - (2006 - Present): 2,138
- **Parking Gains**
  - (2006 - Present): 1,258

---

REINVENTING THE WHEEL
Parking and Transportation Services
1. Context and Current Efforts

Parking Occupancy

Parking Lot Utilization

- 90-100% Average Occupancy
- 85-89% Average Occupancy
- 80-84% Average Occupancy
- 70-79% Average Occupancy
- <70% Average Occupancy

A - Faculty/Staff Parking
B - Restricted Staff Parking
D - Restricted Physician Parking
F - Federal Staff Parking
H - Handicap Parking
ML - Military Science Parking
R - Residence Hall Parking
R/Z - Resident & Commuter Student Parking
Z - Commuter Student Parking

REINVENTING THE WHEEL
Parking and Transportation Services
“Hunting license” (No tiered/vicinity parking hierarchy)

Parking system relied on existing inventory; surface parking opportunities have been maximized

Limited transportation options

Bike racks added to campus core and based on requests; inventory lags behind demand

Historically, parking revenues funded only parking
Alternatives for our customers
Accommodate a variety of customer needs
Multiple pricing options
Accommodate campus growth
Preserve campus structure/open space framework
Provide safe and efficient system access
Financially sustainable
It is the mission of Colorado State University Parking and Transportation Services to provide safe and efficient multi-modal access to the campuses, and manage parking resources, in a manner that supports campus activities and enhances life in the university community.
Who We Are Today

- Parking
- Transportation Options
- Fleet/Motor Pool
- Motor Coach Operations
1. Context and Current Efforts

Stronger Commitment to Providing Transportation Options

• Provided funding for employees and students to ride entire Transfort system (including MAX) for free

• Expanded Transfort routes to serve South and Foothills campus needs, as well as student needs

• New, free-to-you cross-campus shuttle
Based off of growth assumptions of the 2020 Plan

Increased demand and reduced supply of parking
1. Context and Current Efforts

2014 KH Parking and Transportation Study

Traffic Impact Assessment, Campus Corridor Study and Traffic Simulation Model

- This section is a gray text area of the report. It discusses traffic conditions at key intersections across the campus. In addition to documenting current traffic, data was also collected for future projections, including traffic patterns at various times of day.

- Based on current existing data provided by CSU, future traffic conditions were projected for all key intersections.

- A detailed campus traffic simulation model was developed using the software...
CSU hired Walker Parking Consultants to conduct a separate financial monetization analysis.

**Decision:**
- Recommendation of CSU President to the Board of Governors to not monetize parking
- CSU retain control of all parking and transportation and implement previous plans and technology already being considered by Parking and Transportation Services and recommendations of consultants

**Benefits of Not Monetizing Parking:**
- Flexibility and control of pricing, supply and enforcement
- Improved customer experience – parking & transportation
- Administration support of PTS previously identified technology and infrastructure improvements
2. Framework for Moving Forward
Framework Questions

- Surface Parking vs. Structure Parking?
- Current Parking System vs. Other Parking Systems?
  - Egalitarian
  - First come, first served
  - Seniority
  - Personal proximity
  - Tiered
- Ratio of Population to Parking Spaces?
- Modal Shift from Single-Occupancy Vehicle to Transportation Options?
- Close-In Parking vs. Remote Parking?
Factors Impacting Parking and Transportation

- Rate of campus growth
- Traffic congestion
- New buildings reducing parking inventory
- Cost of vehicle ownership
- Cost of living (Where faculty, students and staff live)
- Neighborhood parking restrictions
Currently, the parking ratio at CSU is 0.34 parking space/population.

The 2014 KH Parking and Transportation Study recommends a parking ratio in the 0.28 – 0.32 parking spaces/population.

“On other campuses that have adopted more sustainable parking and transportation policies parking ratios in the 0.29 - 0.33 parking spaces/population have proven to be viable.”

- 2014 KH Parking and Transportation Study
3. Moving Forward
Components of the 10-Year Parking and Transportation Plan

- Policy Options Under Consideration
- Infrastructure Options
- Transportation Options
- Maintenance
- Funding
Policy Options Under Consideration

Main, South and Foothills Campuses:

- Tiered parking system based on occupancy demand
- Zones consisting of small groups of parking lots
- Number of permits to be sold based on characterization of each zone
- Permit would be for a specific zone
- Faculty, staff and students could all be in the same parking lots
  - Faculty and staff would have first purchase option
- Permits could be required 24/7/365
  - Permits available for just evenings
  - Permits available for just weekends
- All state vehicles parked in the “A” and “B” zones would be required to purchase a permit and would be subject to availability
- Monthly payment option
- Meters, short term parking, payment required 24/7
Benefits to Campus Community

• Improved functionality
  o Less driving (hunting) around looking for a parking space
• Increased expectation of finding a spot in your zone
• More flexible pricing options for parking
• Option to park in a lower price area and ride transit to your destination
• Guaranteed ride home in emergency situation for customers utilizing transportation options
• Safer campus community because of fewer vehicle and bicycle/pedestrian interactions
• Reduced carbon footprint due to fewer vehicles circling parking lots or sitting and idling waiting for a space to open
• Availability of motorpool vehicles for mid-day trips could result in less single-occupancy vehicles on campus
Benefits to Campus Community

• Dedicated staff to develop alternative transportation
  o Three full-time staff
  o Training and assistance for transportation options to and from work
  o Personalized travel options based on your zip code (carpool/vanpool)

• Additional technology to improve the customer experience:
  o Car counting system within the Lake Street Garage with outside display (know if there are empty spaces and where empty spaces are)
  o Car counting system in the Library Lot with a phone app (know if there are empty Permit spaces or short term spaces)
  o Pay-by-cell for short term parking (initial time and additional time)
  o Exploring technology improvements that enable “punch pass” permits and M,W,F permits
Infrastructure Options

New Parking Garage Options (+/- $20,000 per parking space):

- Program plans:
  - Engineering Lot # 310
  - Green Hall site
  - Moby Arena Lot # 195
  - University Square Lot # 575
  - Bay Farm area
  - Hilton Lot

- Multiple new single level garages – multiple lots would have one level of parking built over them

New Surface Parking Options (+/- $5,000 per parking space):

- Tennis Court
- Bay Farm – instead of parking garages
- Prospect – near the RR tracks
3. Moving Forward

10-Year Parking and Transportation Plan

Infrastructure Options
Bicycle and Pedestrian Options

CSU Draft Bicycle Network

The draft bicycle network consists of linear improvements, such as separated pathways and protected bike lanes, and spot improvements which are detailed below.

1. Protected bike lane intersection
2. Median crossing
3. Raised crosswalk
4. Pedestrian/bicycle signal
5. Raised intersection
6. Protected bike lane intersection with mini circle
7. New crosswalk
8. Protected bike lane intersection
9. New crosswalks
10. Raised crosswalk
11. Open disjointed zone
12. (Still under study)
13. Planned underpass
14. Ped/bike yield with swing arm for MAX
15. Ped/bike yield with swing arm for MAX
16. Ped/bike yield with swing arm for MAX
17. Additional crosswalk + curb cut OR two-way cycle track on north side of Elizabeth

Protected bike lane intersection in Rotterdam, Netherlands
Transportation Options

• Further enhancement of existing transportation to South and Foothills campuses
• Bike master plan implementation
• Bike lane and path improvements
• Bike lockers or covered storage
• Indoor bike parking
• Carpools
• Vanpools
• Skateboard racks
• Bicycle library
• Rambassadors
• Ramguards
• Increased community bus services
• Zip cars
• Guaranteed ride home
3. Moving Forward

10-Year Parking and Transportation Plan

**Maintenance**

National average maintenance for parking lots:
- $40/space per year for surface parking
- $100/space per year for structured parking

Parking lot maintenance at Foothills Campus:
- More than $5,000,000 in repairs needed
- Responsibility of Parking and Transportation Services
- Funding not available in Facilities Management
- Board of Governors rules mandate that parking must be self-funded and everyone needs to pay for parking (faculty, staff, students, visitors)
- Many of the current lots have deteriorated surfaces
Funding for the Future

- Parking and Transportation Services is an enterprise fund department. To accomplish university goals, we need to:
  - maintain existing parking garage and lots
  - build additional parking garages and/or lots
  - improve technology
  - provide safe and convenient transportation options
  - financially support university goals (growth, green, alternatives)
- The current parking business doesn’t support future needs and isn’t financially sustainable.
- To fully develop and fund best options, permit prices could increase $3-$55 (1 – 17 percent) a year based on a tiered model over next 10 years.
- At the 10-year mark, CSU parking rates would be no higher than the median of our parking peers.
- Currently, CSU parking rates are between 19% – 48% below the median of our parking peers.