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Parking Market Demand Study—**FINAL**

Humboldt State University
Arcata, California

April 4, 2018

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WALKER
CONSULTANTS

TABLE OF CONTENTS

SECTION 1: EXECUTIVE SUMMARY.....	1
Project description	2
Project approach	2
Summary findings.....	3
Summary recommendations	4
SECTION 2: INTRODUCTION AND BACKGROUND.....	7
Project Description	8
Project Approach.....	9
Study area.....	9
2016 Business Plan	10
SECTION 3: DATA COLLECTION & STAKEHOLDER INVOLVEMENT.....	11
Stakeholder Input.....	12
Parking and Commuting Survey Results.....	15
Key Parking & Commuting Survey Findings.....	16
GIS Study.....	38
Benchmarking.....	48
SECTION 4: CURRENT PARKING SUPPLY AND DEMAND	50
Definition of Terms.....	51
Parking Inventory	51
Parking Demand	54
Parking Demand Analysis	60
Effective Parking Supply	60
Parking Adequacy	61
Unmet Current Demand.....	62
Latent Demand	62
Total Unmet Demand	62
Hypothetical Model of Demand	62
Restriping or Reconfiguration of Lots.....	64
SECTION 5: EXISTING CONDITIONS	68
Transit Analysis.....	69
TDM	70
User Assignment.....	75
Parking Lot Efficiency.....	77
Parking Office Operations	78
Parking Software	80
Parking Enforcement	80
Visitor Parking.....	83
Access Controlled Lots.....	83
Financial Analysis.....	84



SECTION 6: FUTURE CONDITIONS88
Future Conditions89

SECTION 7: TDM STRATEGIES90
TDM Programs91
TDM Support Services94

SECTION 8: RECOMMENDATIONS98
Balancing Parking Supply and Demands.....99
Supply Management Recommendations99
Demand Management Recommendations100
Maintenance of Parking Assets102
Parking Operations102
Parking Allocations (Long-Term Permits)106
Parking Permits and Fee Structures107
Transient Parking (Meters, Visitors, Etc.)108
Enforcement109
User Assignments109
JackPass/Transportation Fees110
Marketing and Communications110
Financial.....114

STATEMENT OF LIMITING CONDITIONS 115

APPENDICES 116
APPENDIX A: INVENTORY/OCCUPANCY DATA & FULL SIZE HEAT MAPS117
Inventory/Occupancy Data.....118
Full Size Heat Maps124

APPENDIX B – FULL SIZE GIS MAPS.....128
APPENDIX C – HUMBOLDT STATE UNIVERSITY PARKING AND COMMUTER SERVICES BUSINESS PLAN136
APPENDIX D – SURVEY COMMUNICATIONS AND SURVEY INSTRUMENT158
APPENDIX E – FULL SURVEY RESPONSES, BY AFFILIATION193
Full Population.....193
Faculty Only.....244
Staff Only.....294
Undergraduate Resident Students Only.....345
Undergraduate Commuter and Off-Campus Students Only.....396
Graduate Students Only447
Undergraduate Resident Students by Mode498

APPENDIX F – OPEN-ENDED SURVEY COMMENTS.....500
Q10: Most frequent mode to travel from campus residence to academic campus500
Q11: How often do you use your vehicle to drive to each of the following.....501
Q18: Why have you chosen to not acquire a permit502
Q28: How willing would you be to try each of the following alternative forms of transportation ...524
Q36: Which bus (bus system) do you ride576
Q41: How can HSU maximize the value you receive from a parking permit.....577
Q42: Do you have any final comments regarding parking or transportation options at HSU661

01 Executive Summary

SECTION 1 – Executive Summary

PROJECT DESCRIPTION

HSU commissioned a Parking Market Demand Analysis & Financial Feasibility Study in mid-2017. The stated goals of this Study were to identify current and future demand for parking, evaluate current programmatic offerings, policy, procedure, and guidelines as well as associated financial operations in order to make recommendations and present options to accommodate demand and improve parking and commuter services to the campus in a sustainable manner. This report is the culmination of several months of intense study, and evolving conversations about the nature of parking and commuting at HSU and in the Arcata/Eureka area, generally.

KEY STUDY GOALS

- Build a sustainable plan—meaning environmental and financial
- Minimize vehicular traffic on campus
- Support a long-term capital plan; this is not about financing a specific project
- Help people to not bring cars to campus
- Find alternative ways to meet demand

PROJECT APPROACH

Walker Consultants (Walker) undertook this study with a multifaceted approach that included the collection of significant volumes of quantitative and qualitative data. This data collection included:

- Research of existing information on-line on HSU web pages and printed information
- Documents requested of the University
- Individual interviews with staff members and administrators
- Stakeholder meetings
- Meetings with outside agencies
- A campus-wide parking and transportation survey
- A peer and local benchmarking review
- A GIS (geographic information systems) mapping study of commuters' home addresses
- A parking supply and demand study, including validation of the parking inventory and counts of peak parking occupancy
- A public transit analysis

SUMMARY FINDINGS

- Anecdotal information suggested that parking and transportation are important issues on campus, the survey backed up those assertions, not only with individual data points and extensive open-ended comments but also by the sheer volume of responses. Over a third of all campus community members (faculty, staff, undergraduate students, and graduate students) responded to the survey; this included 70% of all staff members.
- The largest proportion of all survey respondent groups who commute (excludes students living in campus housing) drive alone to campus.
- Most commuters report spending more time looking for a parking space once they reach campus than they do actually commuting to the University.
- Approximately 40% of student residents report using their car rarely or never during the semester.
- Nearly three-quarters of survey respondents believe their transportation habits have “somewhat” or “a lot” of impact on HSU’s sustainability goals.
- 88% of survey respondents have been unable to find a legal space to park on campus upon arrival within the last year. When asked how often this occurred, nearly two-thirds reported having this difficulty at least once a week.
- Nearly 60% of all respondents indicated a willingness to try carpooling, and about 40% of faculty and staff and 70% of students indicated a willingness to try using transit.
- 82% of students and 74% of staff are familiar with the JackPass program. But while over half of students have used it, only 8% of faculty and staff have done so.
- Among survey respondents, one of the key perceived obstacles to using alternative transportation to campus is a lack of daytime or emergency mobility.
- HSU is at or above the mean parking prices at peer institutions.
- With the exception of City of Arcata metered parking, HSU is somewhat unique in the region by charging for parking (this isn’t to suggest that it is inappropriate for HSU to charge, but explains some of the cultural issues experienced).
- Current parking demand well exceeds parking supply.
- Peak parking occupancy was measured at 99.5%.
- The number of permits sold well exceeds the campus parking inventory.
- The degree to which there is latent and unmet existing demand for parking is difficult to measure, but field observations, survey data points, open-ended survey responses, and anecdotal feedback indicate that the unmet need may exceed a concurrent demand for 500 additional HSU permit-controlled parking spaces (contrasted with 1,744 existing permit-controlled spaces).
- A parking structure yielding a 500-space net gain in parking would likely yield over \$19M in debt, potentially resulting in no improvement to the current parking level of service.
- There is little parking space to be gained on campus within existing asphalt footprints. The campus is topographically challenging, and space(s) available for parking have been used efficiently.
- Transit serves most areas from which campus community members commute, however, transit is often infrequent, indirect, and time-consuming.

- HSU has made climate and environmental commitments and offers many significant components of what could be a comprehensive transportation demand management (TDM) program. Existing offerings include the JackPass, carpooling incentives, carsharing, and bike sharing.
- The parking and transportation function on campus is minimally staffed but has been effective within the serious current constraints.
- Parking and enforcement software, provided by outside vendors is failing on a daily basis.
- Parking enforcement is generally effective, but the level of demand generates unacceptable amounts of non-compliance (often permit holders have no option of finding a legal campus parking space). There is insufficient incentive to comply, and the enforcement function is (as a result) perceived as overly aggressive and punitive. While being displaced is no excuse to displace and inconvenience others, it is easy to empathize with the situation in which campus parkers often find themselves.
- Because permit-parking often fills, permit holders often occupy short-term and/or metered parking spaces that would otherwise be intended for University visitors and guests. This can be a significant challenge for a college campus that relies upon access for prospective students and their families, guest speakers, and others.
- Parking and Commuter Services is currently financially viable, but this is at the cost of very low staffing, extremely high permit-to-space ratios, and deferred maintenance. This is not sustainable in the long term.

SUMMARY RECOMMENDATIONS

KEY RECOMMENDATIONS

- Do not build a parking structure on the main campus. This would likely not solve the parking issues, would add substantial debt, and would cause permit prices to increase dramatically.
- Instead, introduce remote parking and aggressively pursue alternative transportation programming.

SUPPLY MANAGEMENT

- Consider reconfigurations to lots G14/G15 and G11/FS9/R8, in the natural course of maintenance and repairs, to gain as many as 80 parking spaces (not cost-effective as standalone efforts).
- Allocate parking permits more strategically. Manage oversell. Consider managing by lot or zone versus “hunting permits.” Use pricing, sales caps, and incentives to redistribute parking (to include remote parking alternatives).
- Sell permits to resident students at a 1:1 ratio with residential parking spaces. Charge a higher price for on-campus resident parking than for commuter parking. Charge a lower price for remote parking. Implement limits and encourage choice.
- Raise prices for commuters (faculty, staff, and students), offer half-price parking in remote lots.
- Implement a shuttle (and after-hours on-demand van) to connect remote lots to campus.

DEMAND MANAGEMENT

- Work with transit and local property owners to secure park-and-ride facilities in surrounding communities (e.g., Eureka and McKinleyville). These would serve potential transit riders, carpoolers, and vanpoolers.
- Enhance carpooling incentives by introducing long-term carpool parking permits for groups of two or more, and continue the ad hoc carpooling benefit for day-to-day carpools of three or more.
- Introduce a vanpooling program using a third-party provider. Each vanpool can have anywhere from five to 15 members. Offer reserved vanpool spaces.
- Consider a no-fee JackPass program for faculty and staff who do not purchase individual or carpool permits.
- Ensure that IRA funding is adequate to support the JackPass program for students in the long-term. This may mean increasing the IRA fee and/or the proportion of that fee devoted to the JackPass.
- Incorporate bicycle and pedestrian improvement into other campus projects.
- Introduce and enhance TDM support services, including a guaranteed ride home program, the increased presence of carsharing, and one-day parking permits for commuters who use alternative modes on most days.

OPERATIONAL IMPROVEMENTS

- Catch up on deferred maintenance of campus parking assets, build a sinking fund by setting aside \$60 per surface space per year. Develop capital reserves for long-term full reconstruction projects.
- Devote a higher staffing level to the parking and commuter programs on campus, as the program must evolve. Walker recommends a Parking and Commuter Services manager who supervises a marketing and communications coordinator and a field services coordinator. The field services coordinator, in turn, provides oversight for one FTE field services person and student kiosk and enforcement staff.
- Replace and update parking enforcement hardware and software. Release an RFP to identify vendors and prices.
- Address campus signage for the condition, clarity (brevity), and visibility.

VISITOR AND SHORT-TERM PARKING

- Increase transient parking rates, commensurate with long-term rates. Use pricing to discourage daily commuter parking in short-term and metered spaces. Improve availability of parking for guests and visitors.
- Add a pay-station meter to the Redwood Sciences Laboratory parking lot, to generate new revenue from recreational users, from spaces that are currently underutilized.
- Add pay-by-phone capability to metered areas.
- Use bold markings to distinguish City and HSU meters.
- Charge for all parking; this does not mean the end-user always pays. Department sponsors can pay for visitors, guest speakers, and volunteers.

PARKING ENFORCEMENT AND FIELD SERVICES

- Adopt “ambassadorial” approach to field services and enforcement, and vigilantly protect parkers who are doing the right thing.
- Increase ADA, fraud, and life-safety violations to the maximum allowable.
- Increase lesser fines so that they remain a deterrent, even as parking fees increase.

COMMUNICATIONS AND MARKETING

- Enhance understanding, education, and transparency around Parking and Commuter Services by hiring a communications and marketing coordinator, building a social media presence, and issuing an annual report.
- Aggressively and continuously market TDM programs to reduce campus parking demand. This may include reducing the amount of off-campus, remote parking that will be needed, even as the University continues to grow and develop.



02 Introduction & Background

SECTION 2 – INTRODUCTION & BACKGROUND

Humboldt State University (HSU), established in 1913 as a normal school, is located in the coastal city of Arcata, 275 miles north of San Francisco in a setting of majestic redwood forests, rivers, bays, lagoons, and mountains. The 152-acre hilltop campus is among the most beautiful in the state, and overlooks Humboldt Bay and the city of Arcata, and includes 74 buildings and approximately two million square feet (of which approximately 600,000 is non-state space). Additionally, the University owns, leases, or has use agreements to an additional 600+ acres, which include the Trinity Annex (23,544 SF), Samoa Building (49,891 SF), the Telonicher Marine Lab (16,208 SF) an Observatory (670 SF), saltwater and freshwater marshes, small lakes and ponds, forest lands, and a sand dune preserve.

HSU offers a wide array of academic choices with 50+ undergraduate degrees and 12 master degree programs in three Colleges- Natural Resources & Sciences, Professional Studies, and Arts, Humanities, and Social Sciences. Faculty members are among the top teachers and researchers in their fields. Programs in the natural resources and sciences are nationally known, while visual and performing arts are also popular areas of study. Throughout the curriculum, students find a long-standing commitment to social and environmental responsibility. Recent rankings include U.S. News & World Report “A Top Western University,” Princeton Review “Best in the West College,” Princeton Review “Green College,” President’s Higher Education Community Service Honor Roll, G.I. Jobs Magazine “Military Friendly School,” PETA “A Top Vegan-Friendly School” and Campus Pride “A Top LGBT-Friendly School”.

Humboldt State University, recently recognized as a Hispanic Serving Institution (HSI), attracts a majority of students (approximately 60%) from the more metropolitan areas of Los Angeles and San Francisco. Recent analysis shows that the most recent entering class (Fall 2015) was comprised of mostly First-Generation Students (52.4%) and Low-Income Students (56.0%) and that 40.3% of that class was comprised of Under-Represented students. The University’s Fall2016 enrollment included 8,538 students (headcount) with services and programs supported by 600+ faculty and 800+ staff members (headcount).

HSU Parking and Commuter Services is responsible for the provision of efficient, effective, and sustainable parking and commuter services for the campus community. Its primary services and programs are described as follows: parking, permits, enforcement, special event management, JackPass, Zipcar, and Zimride.

The geographic location and topography of campus can make it a challenge to get to, to get around, and to provide adequate, convenient, and accessible parking.

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STUDY AREA

The study area for this project is the contiguous Humboldt State University campus in Arcata, California. The campus is roughly bounded by L. K. Wood Boulevard on the west, Granite Avenue on the north, Union Street on the east, and 14th Street on the south. The campus is comprised of steep, rolling hills and is densely populated by redwood trees throughout. Beyond the bounds of campus is a community forest to the east, Highway 101 to the west, a low-density forested residential area to the north, and urbanize, city-block neighborhoods to the south.

There are three entrances to the main campus is from the west, off L. K. Wood Boulevard, including the main gateway to campus. The northern-most portions of campus (primarily student housing and services) are also accessed off of L. K. Wood Boulevard but are grade separated from the central campus by about 100 feet. The campus has secondary entrances off of 14th Street on the south.

2016 BUSINESS PLAN

Throughout the course of 2015, at the request of the President, Parking & Commuter Services, in collaboration with the Parking & Transportation Committee, developed a business plan and accompanying five-year financial plan to define its roadmap for organizational success clearly. The purpose of that Plan was to provide a clear vision of the organization including its current financial situation, services and programs along with an evaluation of its service sector, market and customer base so as to assess the ability of Parking & Commuter Services to meet the demands of the campus both organizationally and financially. The result of such an analysis influenced the recommended plan which was inclusive of outcomes and objectives aligned with the University's Strategic Plan along with a five-year financial and capital outlay program in support of such.

The Business Plan identified the core focus of Parking & Commuter Services as falling into the following six key areas:

- Technologically modernize the delivery of programs and services to gain efficiency and improve customer satisfaction.
- Aggressively support the development of additional alternative transportation programs to decrease the demand for single occupant vehicle parking within the campus boundary.
- Aggressively pursue improvements to existing facilities while maximizing the amount of parking available within the campus boundary and creatively consider how demand may be satisfied through off-site facilities.
- Support use of non-traditionally fueled and more environmentally friendly vehicles through the development of additional infrastructure.
- Establish clear regulations, policies, standards and key performance indicators to ensure consistent and successful administration of existing programs and to foster the growth of additional programs and services designed to meet the needs of the campus better now and in the future.
- Evaluate and analyze the success of current programs and services including review of fee structures, operational costs and capital financing requirements to achieve such.¹

This Parking Market Demand Study and Financial Feasibility Study is a direct outgrowth of this previous work and seeks to provide concrete recommendations to achieve many of the goals set in the Business Plan, in ways that meet the campus' financial, sustainability, and customer service goals. The full text of the Parking and Commuter Services Business Plan is included in this document as Appendix C.

¹ Excerpted from Humboldt State University Parking and Commuter Services Business Plan, January 1, 2016



03 Data Collection & Stakeholder Involvement

SECTION 3 – DATA COLLECTION & STAKEHOLDER INVOLVEMENT**STAKEHOLDER INPUT**

During stakeholder and committee meetings, and individual interviews, several themes, and ideas emerged. These are listed, below, in no particular order. Comments and suggestions are not attributed to individuals or groups but are disaggregated for anonymity. Most comments during these meetings were echoed and validated widely through quantitative survey data and open-ended survey comments. Key survey findings are detailed in the next section.

- The desire to simplify pricing/number/types of parking permits (Parking and Commuter Services staff, cashier). Too many options, esp. for summer permits—and offer academic and year-round permits. Simplify.
- Why are daily permits sold at a discount to collective bargaining staff? Do other CSUs do this? Is there any contract language requiring this?
- After 2005 there were 3-4 years of parking fee increases; prices stable since then.
- Contract language needs to be interpreted: can fees increase by \$1/month (to a maximum of \$3/mo. over three years) or \$1/year (to a maximum of \$3 over three years)?
- New contract language must be clarified.
- “Hunting permits” lead to frustration—and, anecdotally, a complete inability to find ANY space on campus. [NOTE: this perception was borne out by both survey data and field observations]
- Cashier’s office has good relationship with Parking and Commuter Services
 - Sell a lot of permits; seamless
 - Improving tools for parking permit inventory system
 - Overall policies indicate good audit controls. Permits kept secured, require two people to access
 - Accountability built with permit and cash bag controls
 - Booth bags are audited quarterly; system does full internal audits (used to be every three years, but not happening now)
 - Parking and Commuter Services handles very little cash, few transactions. Meter collections (two people) and booth bags which are frequently audited. Meter counts are twice weekly.
 - Few student permits vended online, though all could be (marketing?)
 - Payroll deduction means good data connecting people and permits. 250 staff choose NOT to do payroll deduct. Why?
 - Need to cycle out (blanket expire) parking permits that were issued to faculty and staff with no printed expiration date.
- Need more policies to help define actions, rather than exceptions.
- Clarify rules, e.g., part-time staff can buy “general” not “faculty/staff” permits. Why? Any who ask for an exception is granted approval, so most do. Meanwhile, Follett contract-employees are immediately eligible for “faculty/staff” permits. Consistency/simplicity can be enhanced.
- JackPass is one of the items supported by a student IRA (Instructionally related activities) fee
 - IRA divvied among several programs, including athletics, Humboldt Energy Independence, JackPass, and others



- Total IRA fee is among the highest in the system. An increase is unlikely, though it is possible to redistribute (e.g., athletics currently receives 77-78% of the IRA fee)
- Parking and Commuter Services currently receives \$29 per student per semester for JackPass
- From a budget standpoint, opportunities are limited. Staffing/expenses are already lean.
- Parking budget has been realigned to support five-year business plan. Auxiliary is solvent but is using reserves each year—potential to reach financial “cliff” within 6-10 years.
- Parking and Commuter Services needs to have time/personnel to devote to communications and marketing
- Difficult to combine all currently planned capital parking lot repairs into one bond (due to the time constraint required to complete all jobs)
- Current fees and revenues not sufficient to fund all needed improvements
- Need to gain efficiencies—constrained by current footprint and topography; desire to maintain greenspace
- Deploy technology to help people find last available spaces?
- From a master planning perspective, it would be nice to remove on-street parking from B Street.
- A parking structure would be a “visual nuisance” and wouldn’t fit local culture or sustainability goals
- Desire, from a planning perspective, to push parking to the edges of campus.
- Consider off-site parking/shuttle
- Campus currently has 2,100 beds and is looking to add 300 more
- “The Village” is adding 800 beds just north of campus—private development
- HSU currently “softly” discourages freshmen from bringing cars
- Good programs in place with Zimride, JackPass, Zipcar, and (soon) Zagster
- Staff (housing/dining) can find spaces if they arrive by 7:45 a.m., those who arrive later (esp. second shift) have difficulty. This tends to occur between 1:00 p.m. and 2:00 p.m., especially as the staff presence overlaps.
- There is a domino effect of parking displacement, leading to more people parking further from their destinations.
- A “rainy-day” effect generates more demand on campus on inclement days
- Issue of safety, related to the distance traveled to/from parked cars, especially at night
- Parking availability (and potentially cost) may be detrimental to retention, as it is a challenge to get to and from Arcata
- Might get fewer cars if the campus’ ethos (e.g., sustainability, service, social justice) are more prominently marketed—therefore potentially attracting students who are not predisposed to bring vehicles to campus.
- Tying parking and transportation issues directly to the campus’ sustainability efforts (climate action plan, AASHE Stars Rating, Humboldt Energy Independence Fund, etc.) should have value—specifically shared values
- Currently, the number of residential permits sold is increasing. Many vehicles “stored” on campus by student residents—not enough parking near each complex.

- The relationship between Parking and Housing/Dining is positive and collaborative.
- The campus would benefit from greater use of JackPass. Need more bus stops; for example, the Jolly Giant Commons.
- Need the ability to leave campus and find a space upon return (mostly faculty/staff issue)
- Rebalancing class schedules could smooth demand. However, the campus has already broadened “prime-time” and rather than spreading and lowering demand, the time during which campus parking is full lasts longer.
- Some campuses (e.g., San José) do not issue permits to first-year students.

PARKING & COMMUTING SURVEY RESULTS

Using SurveyMonkey, an online survey tool, Walker completed campus-wide quantitative research on topics surrounding transportation and parking services. The survey instrument, in its entirety, (in addition to the text of the survey invitation and reminders) can be found in Appendix D. The survey was designed to take eight to twelve minutes to fill out, though there were several opportunities for people to answer open-ended questions, which had the potential to make the survey take longer to complete.

The responses to all survey questions can be found in Appendix E. The entire text of all open-ended responses, can be found in Appendix F. All comments are unedited, uncensored, and uncorrected. The pages that follow detail some of the key findings from the survey, which feed into the overall findings and recommendations found later in this document.

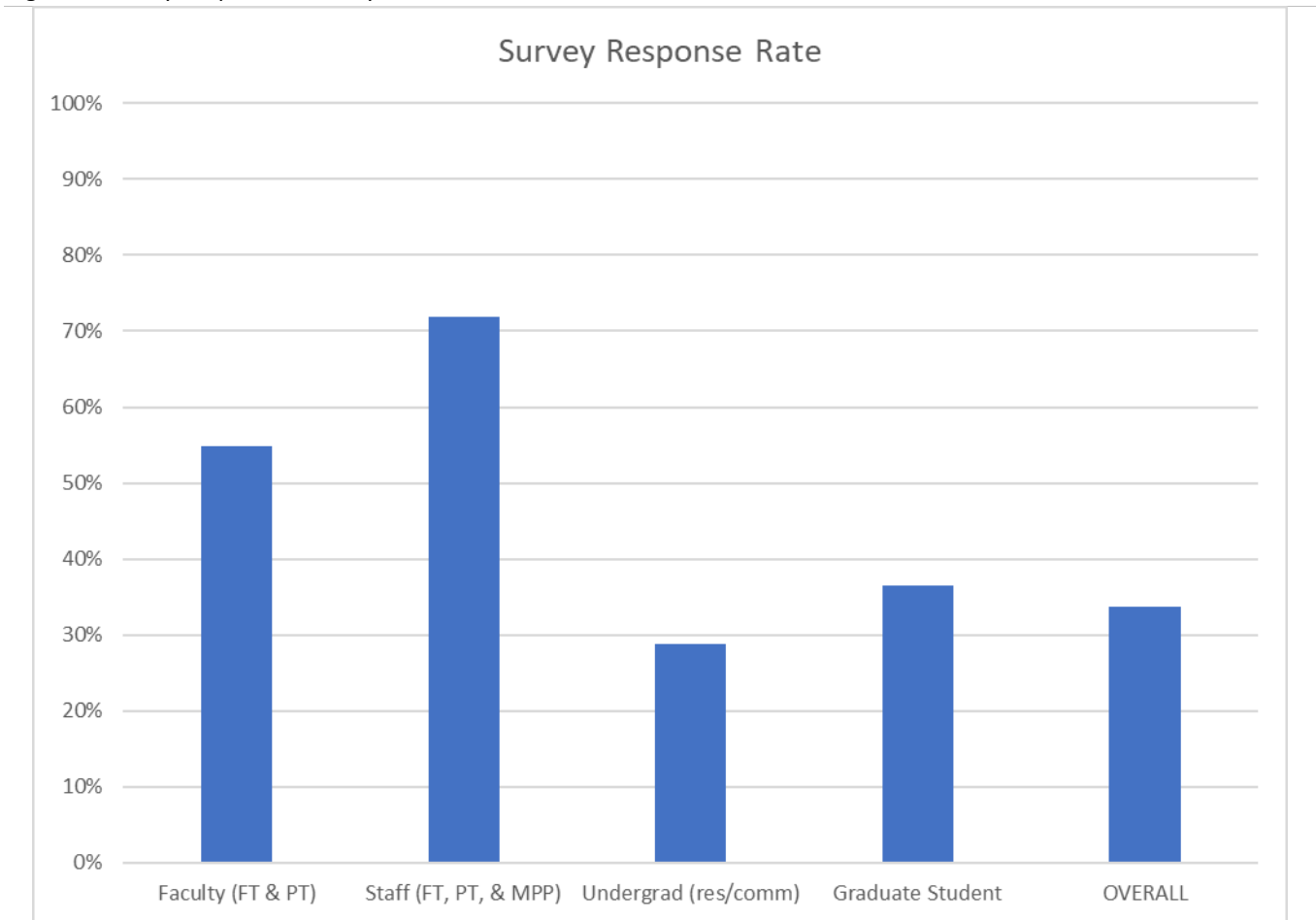
The survey was open from September 15, 2017, through October 6, 2017. A unique link was sent to the email address of every active faculty, staff, and student of HSU. This included 76 administrators, 590 faculty, 548 staff, and 8,120 students, for a total of 9,334 potential respondents. A total of 3,152 people filled out the survey, a response rate of nearly 34% of all campus community members. This is a survey finding in and of itself—demonstrating that this is a topic that is of great interest to the campus.

KEY PARKING AND COMMUTING SURVEY FINDINGS

RESPONSE RATES

As noted above, the response rates to this survey were excellent with over half of faculty and over 70% of staff taking the time to fill out surveys. Students, whose attention it is often difficult to attract also had strong response rates with undergraduate students and graduate students replying at 29% and 36% respectively. HSU can feel confident that the survey responses provide an accurate picture of the campus community and its impressions, attitudes, and behaviors related to parking and transportation services.

Figure 1: Survey Response Rates by Affiliation

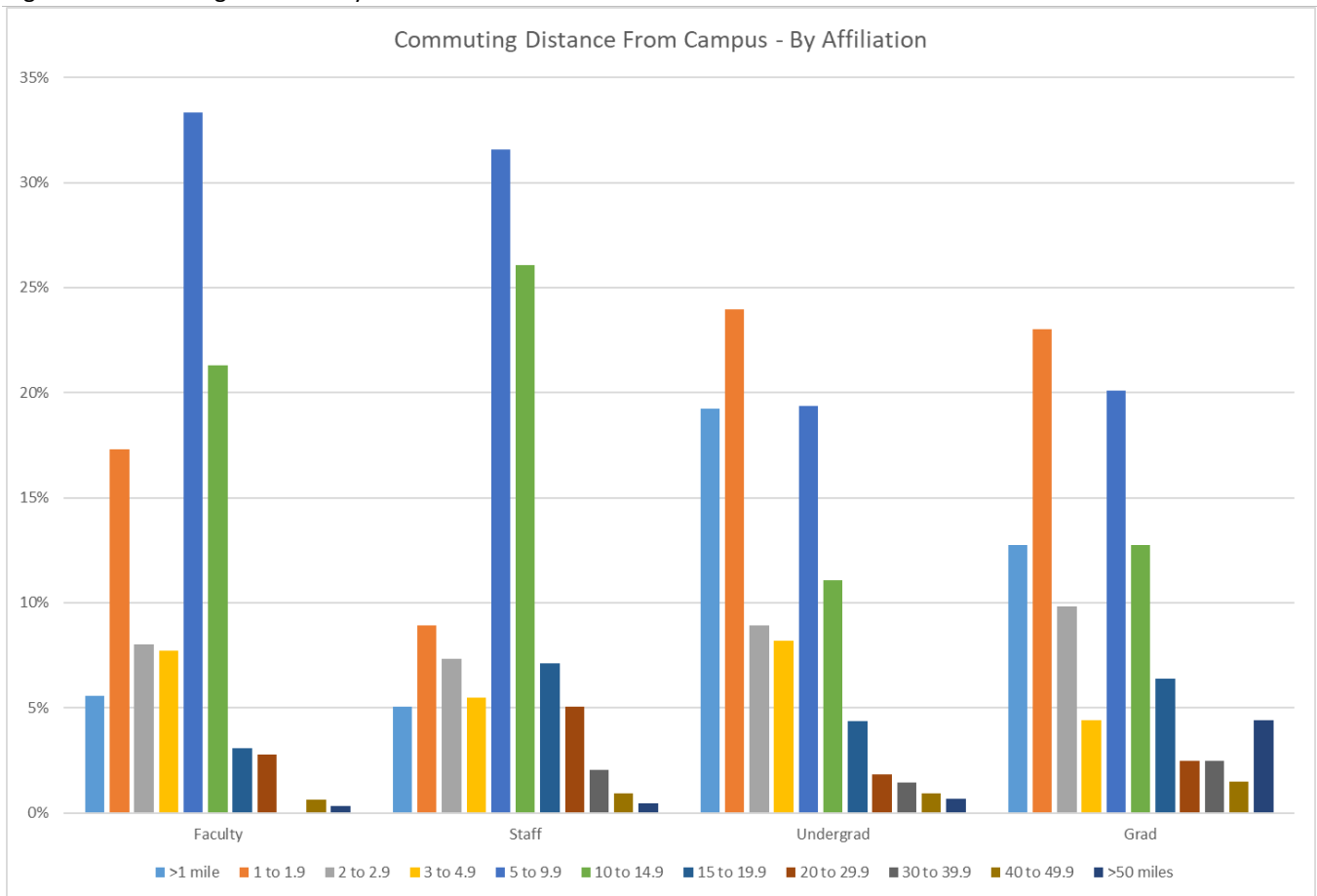


Source: Walker Consultants, 2018

COMMUTING DISTANCE

The different campus populations demonstrate different patterns among their typical commute distances to campus. The graph below represents faculty, staff, undergraduate, and graduate student commuters—this doesn't include students who live in campus housing.

Figure 2: Commuting Distances by Affiliation



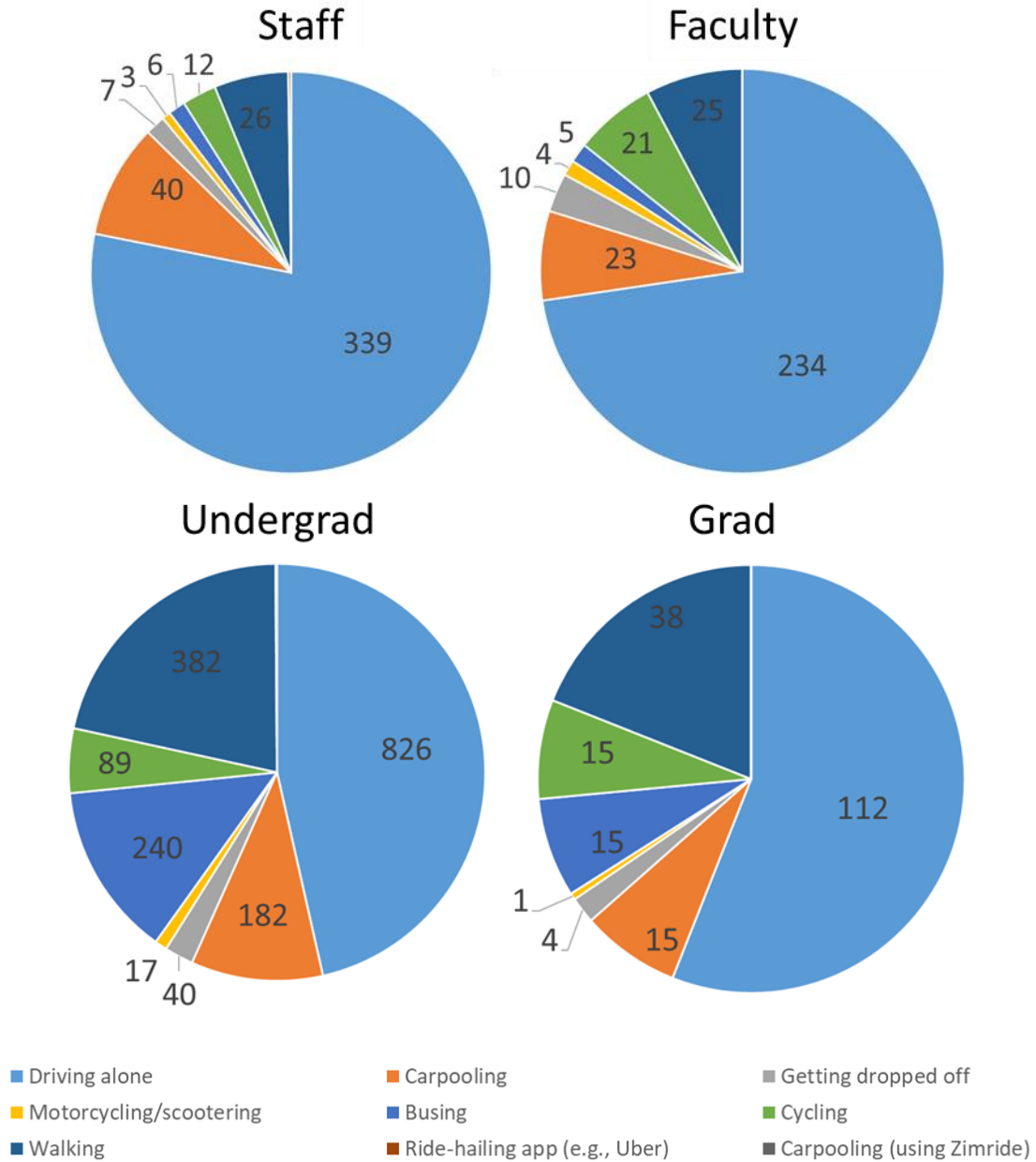
Source: Walker Consultants, 2018

Faculty and staff both have peak concentrations living between 5 and 15 miles from campus, at 55% and 58% respectively. But on either side of that peak, they show different trends with a higher percentage faculty than staff living within five miles (39% versus 27%). Among staff, 16% live more than 15 miles from campus, while only 7% of faculty do. Undergraduates (43%) and graduate student (36%) share peaks within two miles of campus and between 5 and 15 miles with about a third of each living at those distances. Overall, as one would imagine, commuting undergraduates tend to live closer to campus than graduate students do.

TYPICAL COMMUTE MODES

Among those who commute to campus (again not counting those who live in campus housing), the typical transportation mode choice also varies by affiliation rather significantly. However, across all groups, driving alone is the most common mode choice.

Figure 3: Commuting Modes by Affiliation



Source: Walker Consultants, 2018

Staff drive alone at the highest rate, while fewer than half of undergraduates do. This naturally correlates well with the travel distances indicated in the previous figure. Among undergraduates and graduate students walking is the second most prevalent commute mode, approximately 20% of both groups. Undergraduates are the heaviest user of transit among all affiliation, while few graduate students avail themselves of this option, and nearly none among the faculty and staff ride the bus. Carpooling fares rather well across all user groups (between 7% and 10%) and may present the best opportunity for enhanced participation.

Among on-campus students approximately 94% report walking to campus, as would be expected. Just under 5% report driving and re-parking on campus, though in meetings and interviews this was perceived to be a common and even prevalent behavior. No on-campus residents responded that they cycle to class.

PARKING PERMIT PURCHASES

Not surprisingly, of those campus community members who have motor vehicles, over half purchase parking permits. The percentage, however, varies significantly, with faculty and staff purchasing permits at 80% and 88% respectively, while undergraduate and graduate students purchase at rates of 34% and 28% respectively. Among the 1,250 respondents who did not purchase parking permits, 430 left open-ended responses as to why not. The following is a “word cloud” represents some of the most common words and phrases among the comments, the larger the word or phrase, the more frequently it appeared.

Figure 4: Willingness to Use Alternative Modes



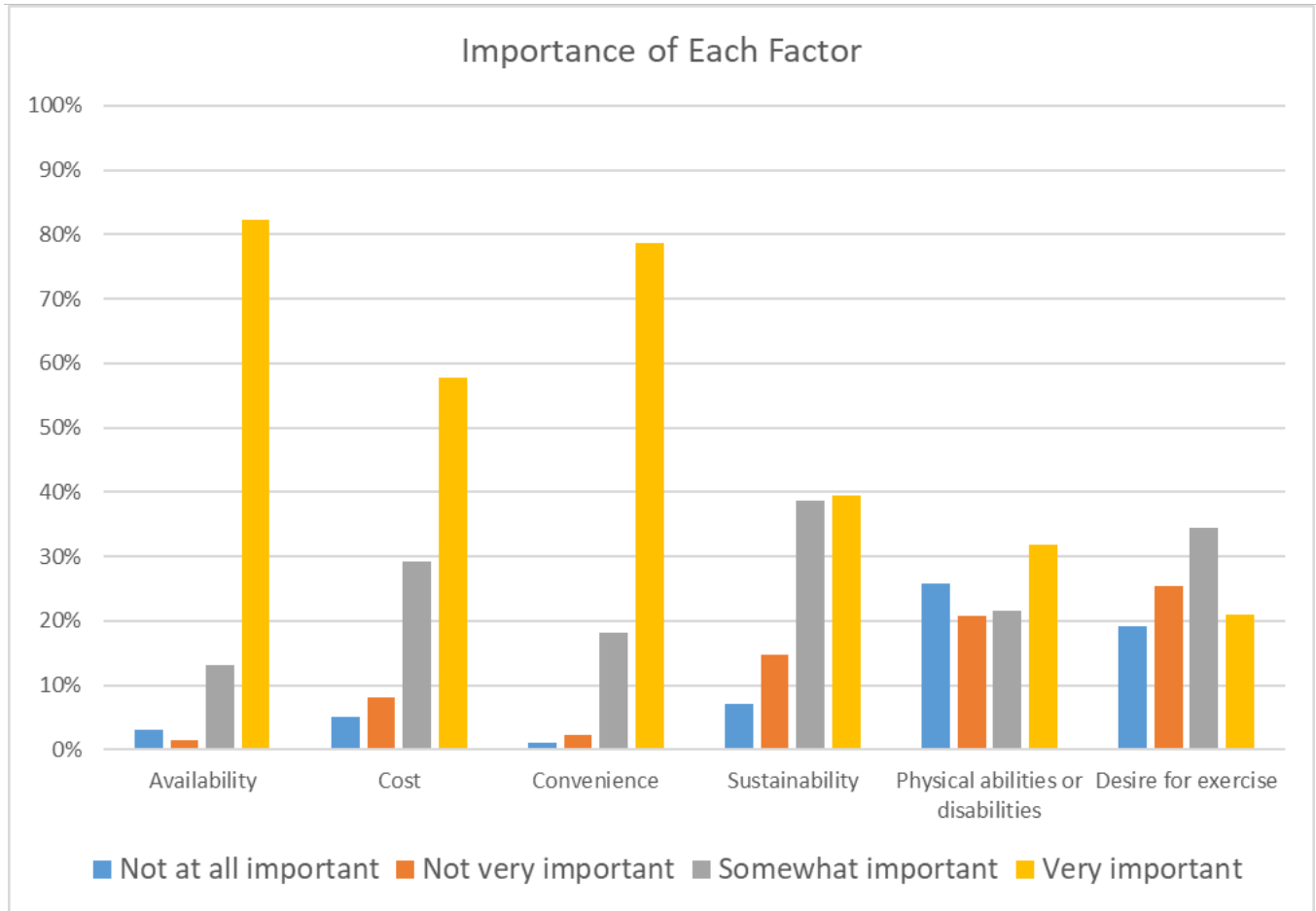
Source: Walker Consultants and SurveyMonkey, 2018

Among the typical answers, some people feel that the price of parking is a barrier, but interestingly most of the comments related to price indicated that the cost of a permit was not worthwhile since the respondent felt there was a low probability of actually finding a legal place in which to use that permit. As with many of the questions that invited open-ended responses, there were strong feelings being expressed.

FACTORS MOTIVATING TRANSPORTATION MODE CHOICE

When asked to rate six different factors that may impact transportation mode type, 97% rated convenience as somewhat important or very important rated highest, 95% gave those ratings to availability, 87% said the same for cost and 78% for sustainability.

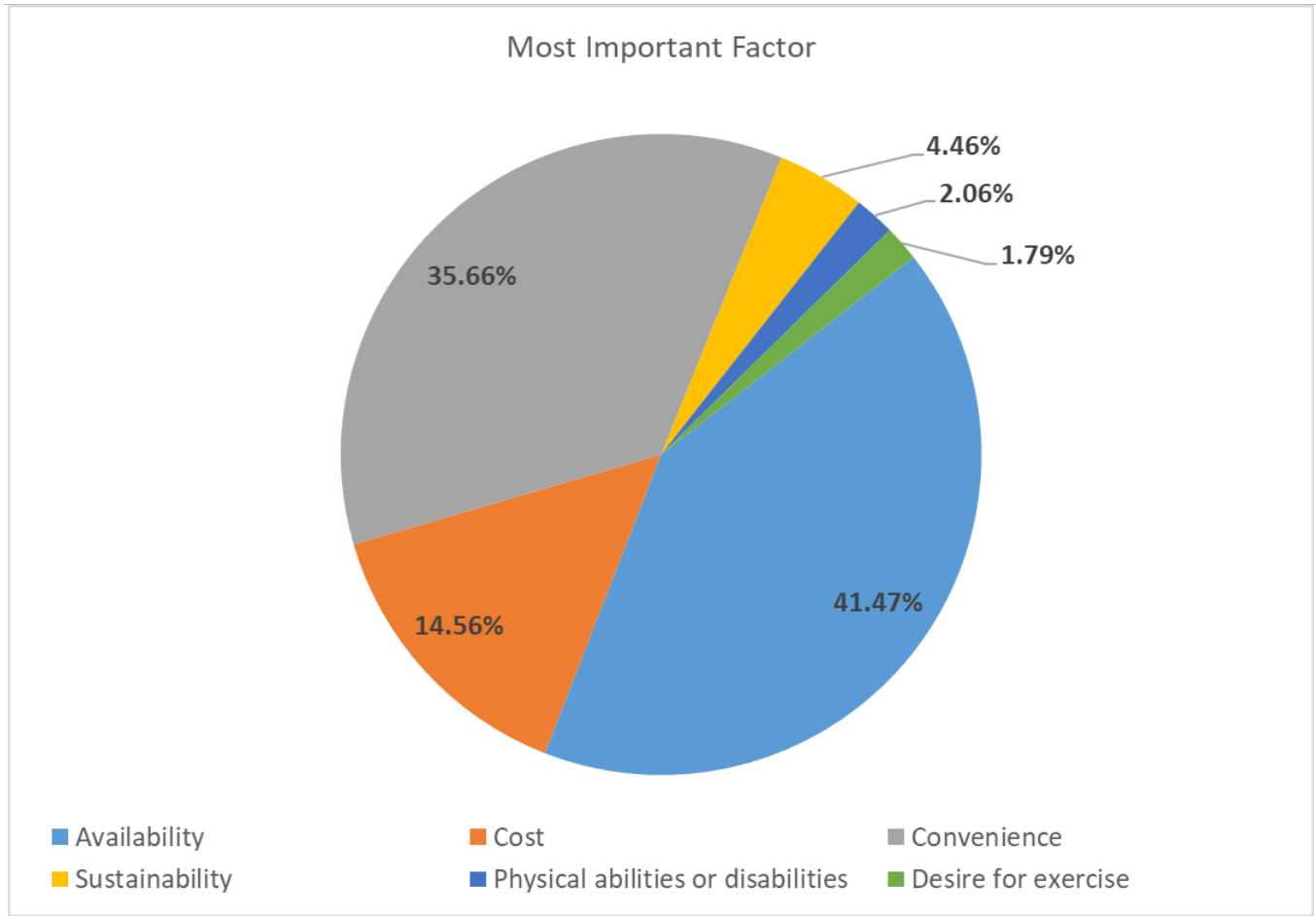
Figure 5: Factors Motivating Transportation Mode Choice



Source: Walker Consultants, 2018

When asked what motivates their particular mode choices, campus community members value availability and convenience above all other factors (at nearly 80% each), with cost coming in third at less than 60%. Sustainability is next most important.

Figure 6: Most Important Factor Motivating Transportation Mode Choice



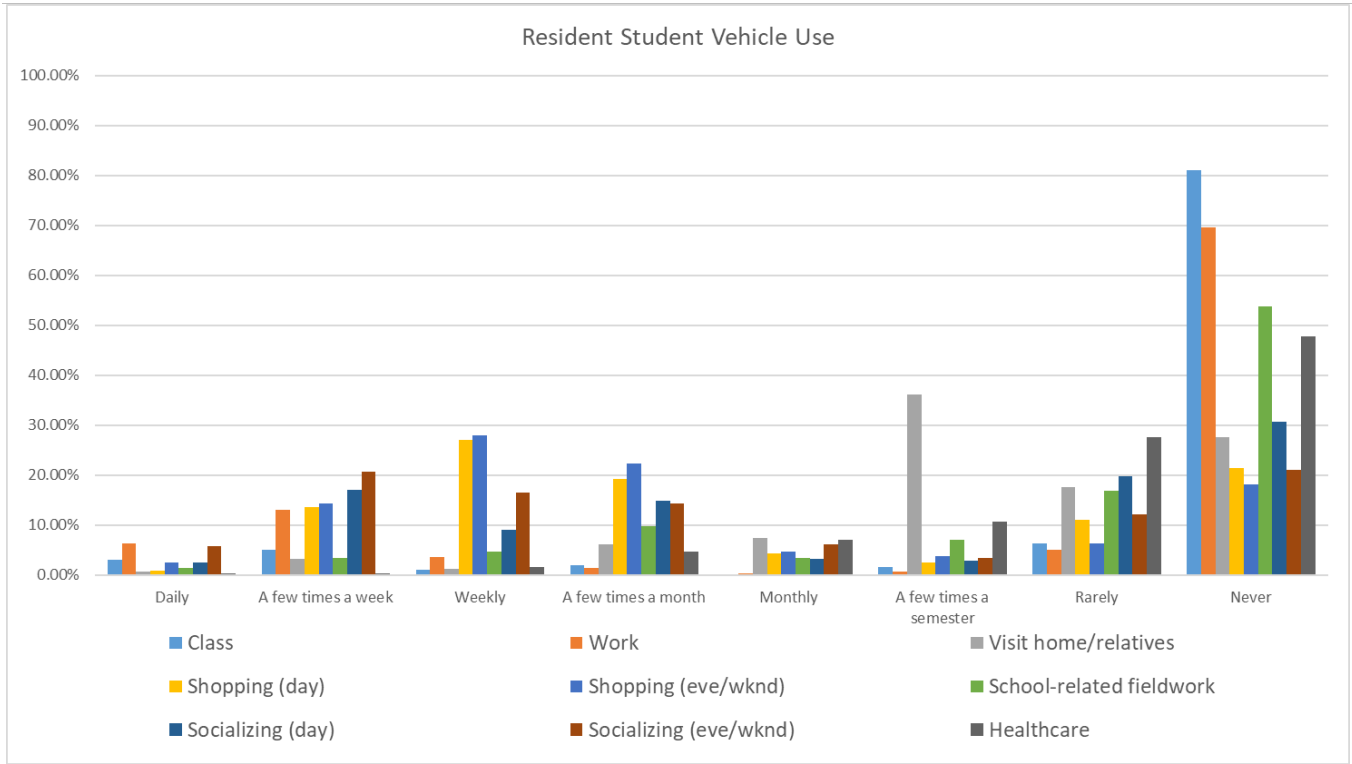
Source: Walker Consultants, 2018

However, the differences were more stark, when respondents were asked to rate the most important factor influencing their commuting mode choices—here availability took 41% of the vote, convenience 36%, cost only 15%, and sustainability less than 5%. The shortage of parking, relative to demand (as evidenced in other portions of the survey, and borne out by field data collected by Walker), is influencing price sensitivity. This is not to say people want to pay more for parking, but they clearly desire more value for whatever they do pay.

RESIDENT STUDENT VEHICLE USE

There is also a perception that many undergraduate campus residents who bring cars to campus rarely use their vehicles—essentially storing them in campus parking facilities. The data do seem to bear out this hypothesis to some degree. On average 40% of resident students report never using their cars.

Figure 7: Resident Student Vehicle Use

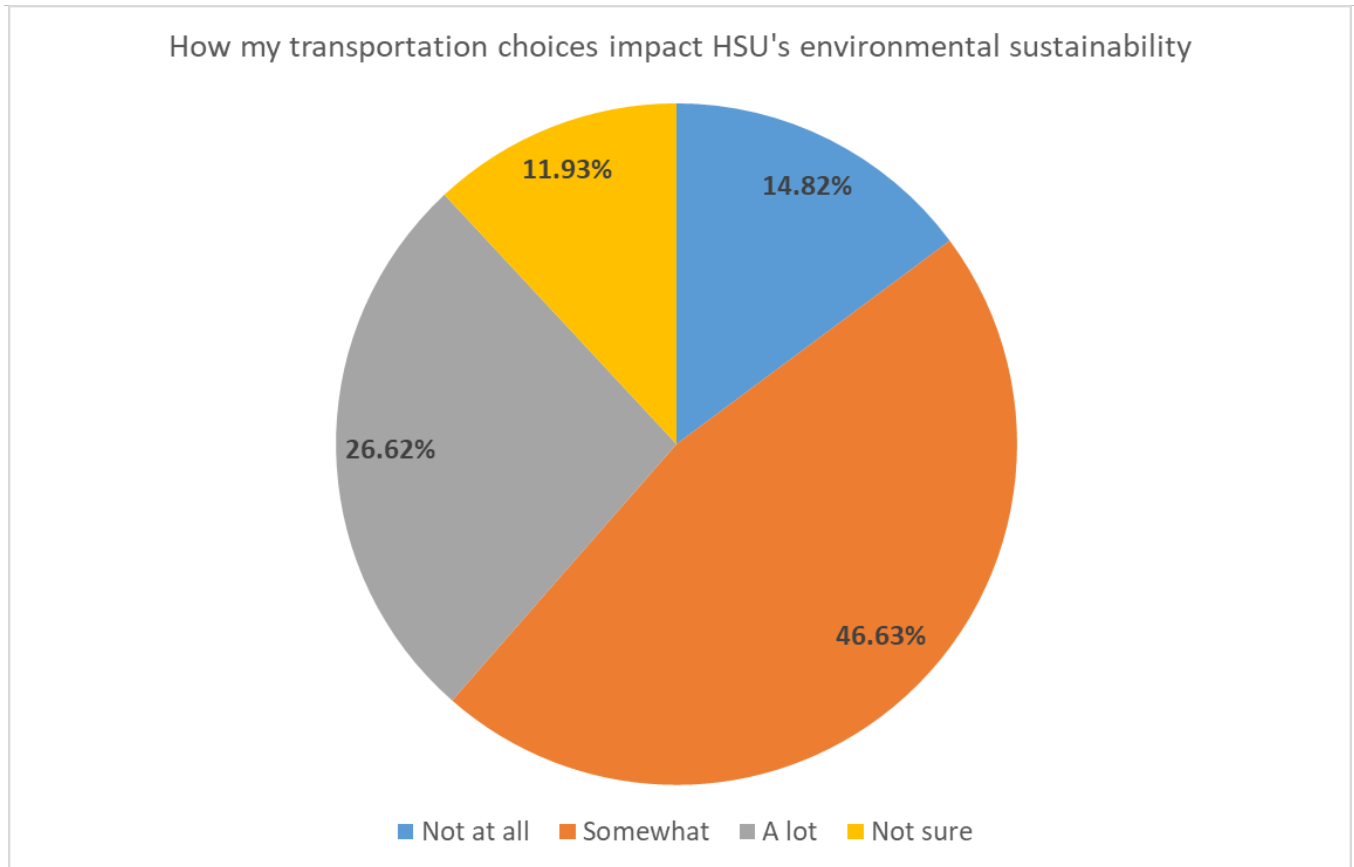


Source: Walker Consultants, 2018

IMPACT ON HSU'S SUSTAINABILITY GOALS

When asked how much they feel like their transportation choices impact HSU's sustainability efforts, nearly three-quarters of campus community members say "somewhat" (47%) or "a lot" (27%). While less than 15% said "not at all," the balance of less than 12% reported being unsure. While sustainability did not emerge as the most important reason that people make transportation choices, they understand that they are having an environmental impact. This provides an opportunity for marketing and communication messaging about how commuters opt to travel to campus.

Figure 8: Impact of Transportation Choices on Sustainability

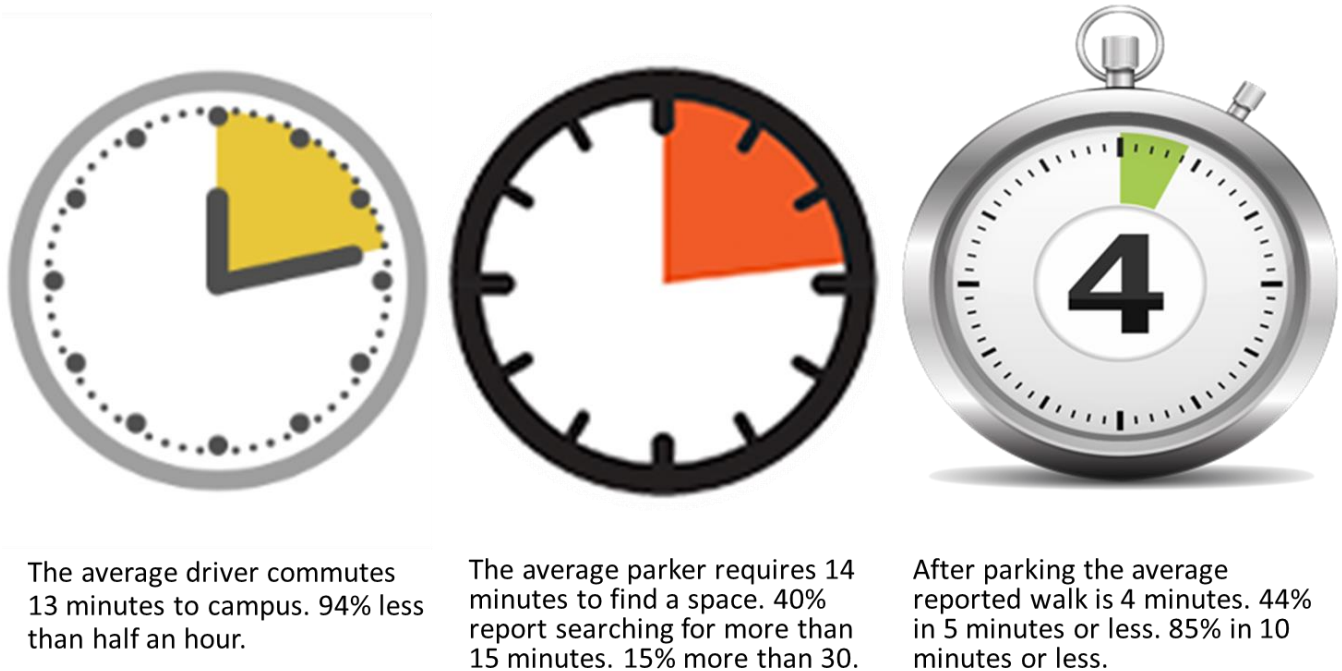


Source: Walker Consultants, 2018

DOOR-TO-DOOR TRAVEL TIME

A series of questions asked people to self-report their door-to-door travel time in three components: one-way travel time from one’s residence to the boundary of campus; time spent searching for a parking spot; and, time spent getting from the parking space to one’s ultimate campus destination. The responses were averaged and weighted, with the following results.

Figure 9: Door-to-Door Travel Time



Total average reported commute time: 31 minutes

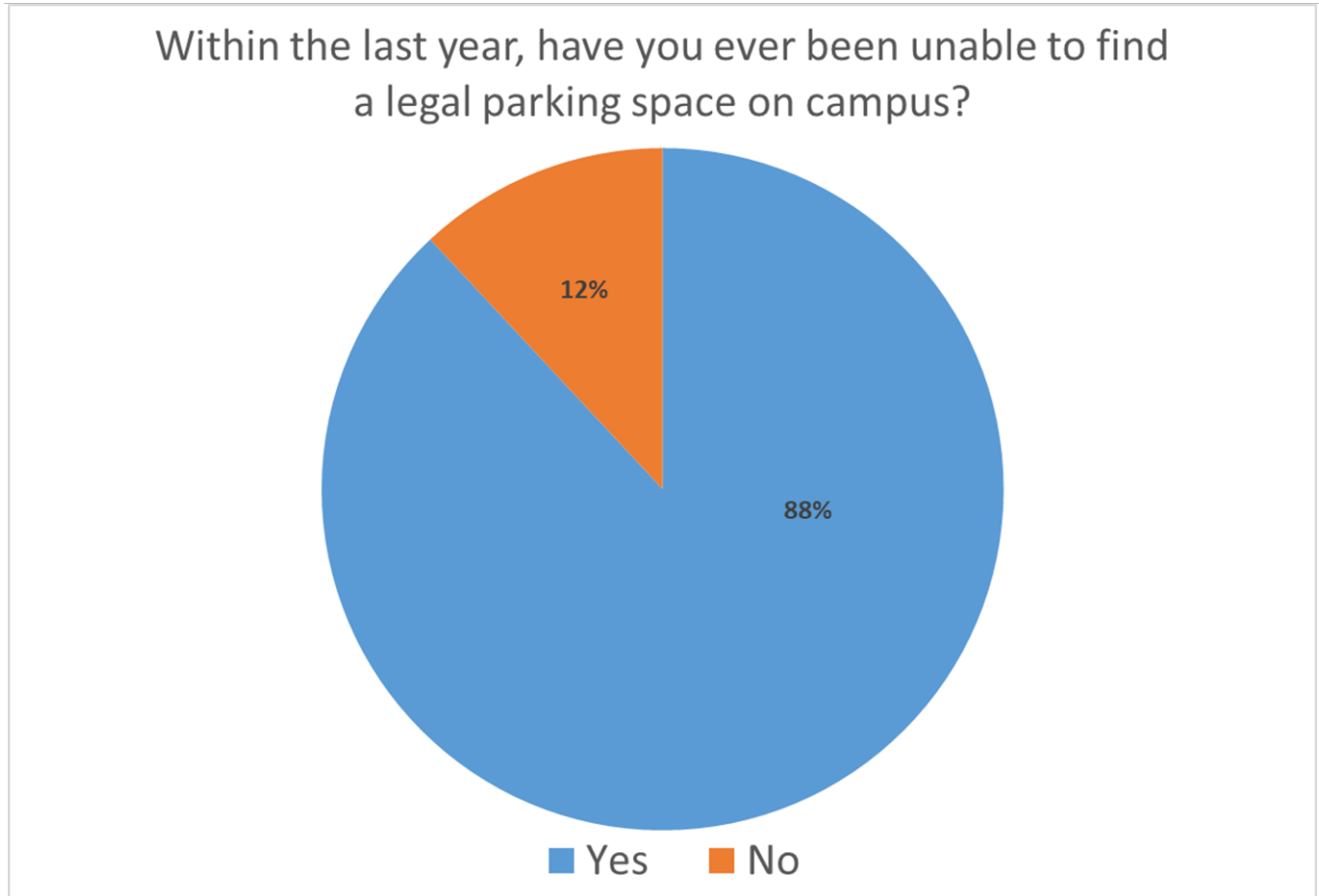
Source: Walker Consultants, 2018

This suggests that the average commuter spends more time looking for a parking space than they do driving to campus. Because it is a relatively small campus, this leads us to believe that people are arriving on campus after most parking has already filled—then circling from their most-favorite to least-favorite lots, rather than going to the areas that they know are more likely to have available space directly.

DIFFICULTY FINDING LEGAL PARKING ON CAMPUS

Another series of five questions plumbed people’s perceptions around the difficulty of finding legal parking on campus, and their trepidation about leaving a space during the day. The first in these series of questions asked respondents if, within the past year, they have ever been unable to find a legal parking space on campus. This question yielded 88% “yes” responses.

Figure 10: Ever Unable to Find a Space

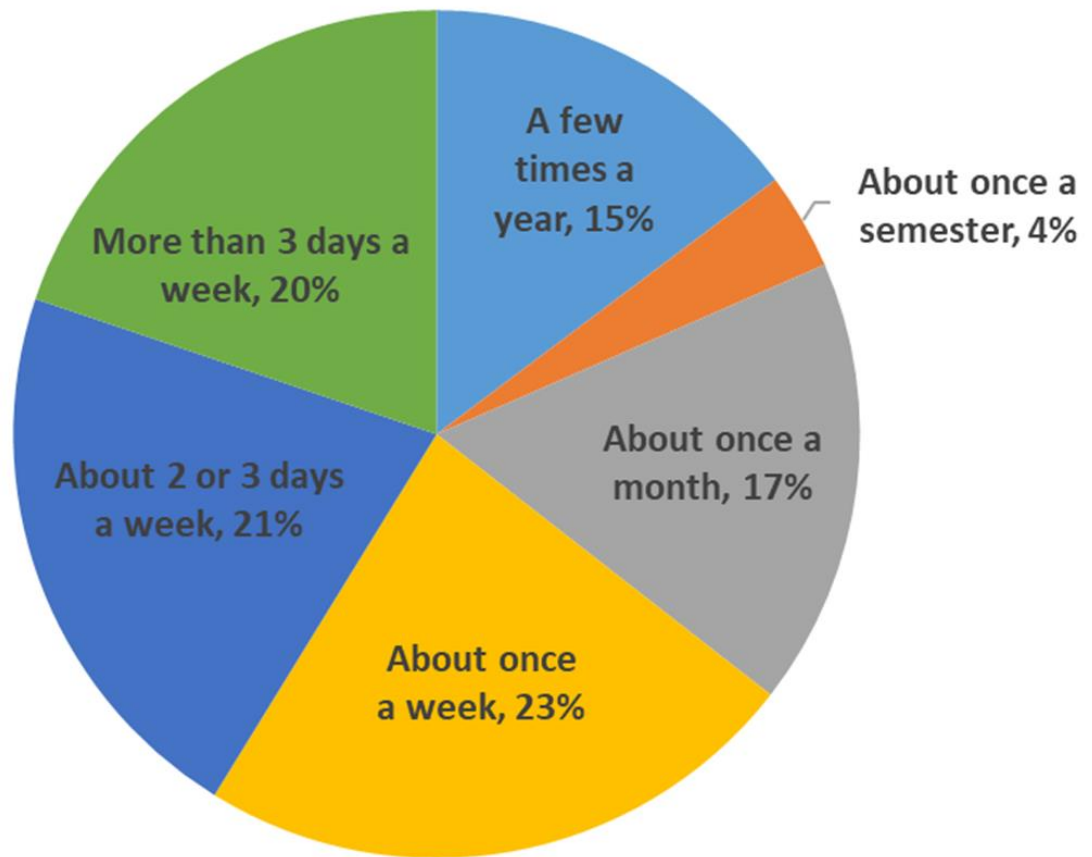


Source: Walker Consultants, 2018

As a follow up to the previous question, the survey asked respondents how often this difficulty occurred. These numbers were similarly striking—with nearly two-thirds of all respondents suggesting this happens at least once a week.

Figure 11: Frequency Unable to Find a Space

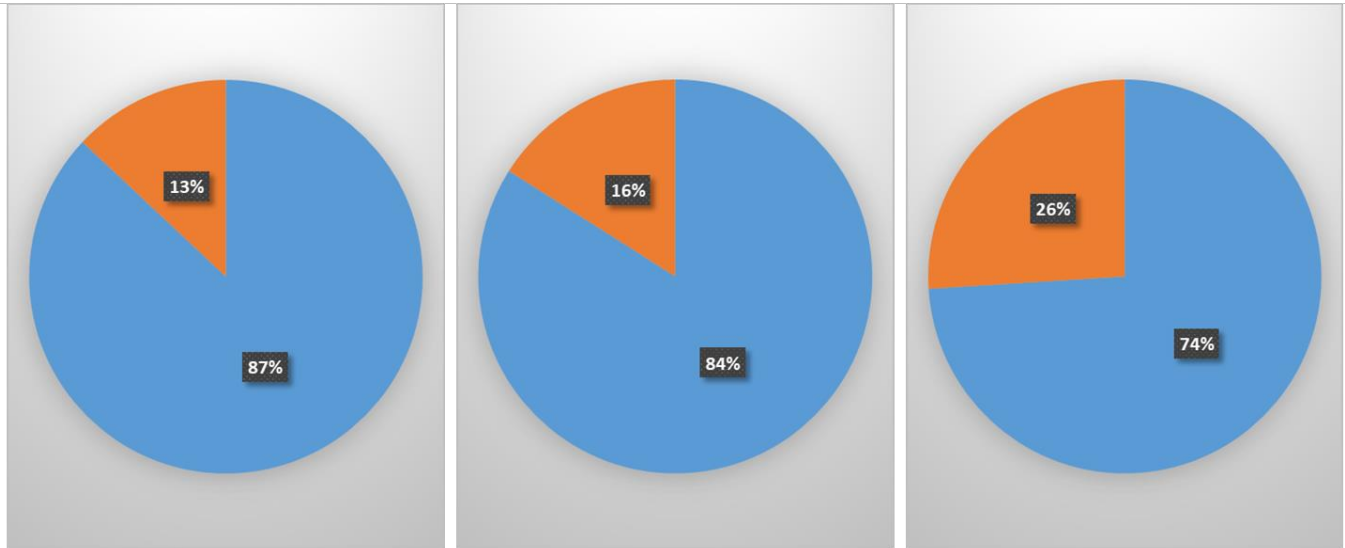
How often are you unable to find a space?



Source: Walker Consultants, 2018

The next questions asked if this led to a concern that they could not leave their parking space during the day and find a comparable parking space, or even not find any space at all. Finally, the survey asked if—due to these concerns—respondents left their cars parked throughout the day, even if they wanted or needed to leave campus for personal or business purposes. Not surprisingly, since 88% have experienced an inability to find legal parking spaces, 87% of respondents expressed concern that they would not find a comparable space, most of these (84%) are concerned they will find no space at all. As a result, 74%—at least once per week—decline to move their car, even if they would otherwise do so.

Figure 12: Unwillingness to Move One’s Car



87% of respondents are concerned they won't find a comparable parking space upon returning to campus.

84% of respondents are concerned they won't find **any** parking upon returning to campus.

74% of parkers decline to move their car at least once a week due to this concern.

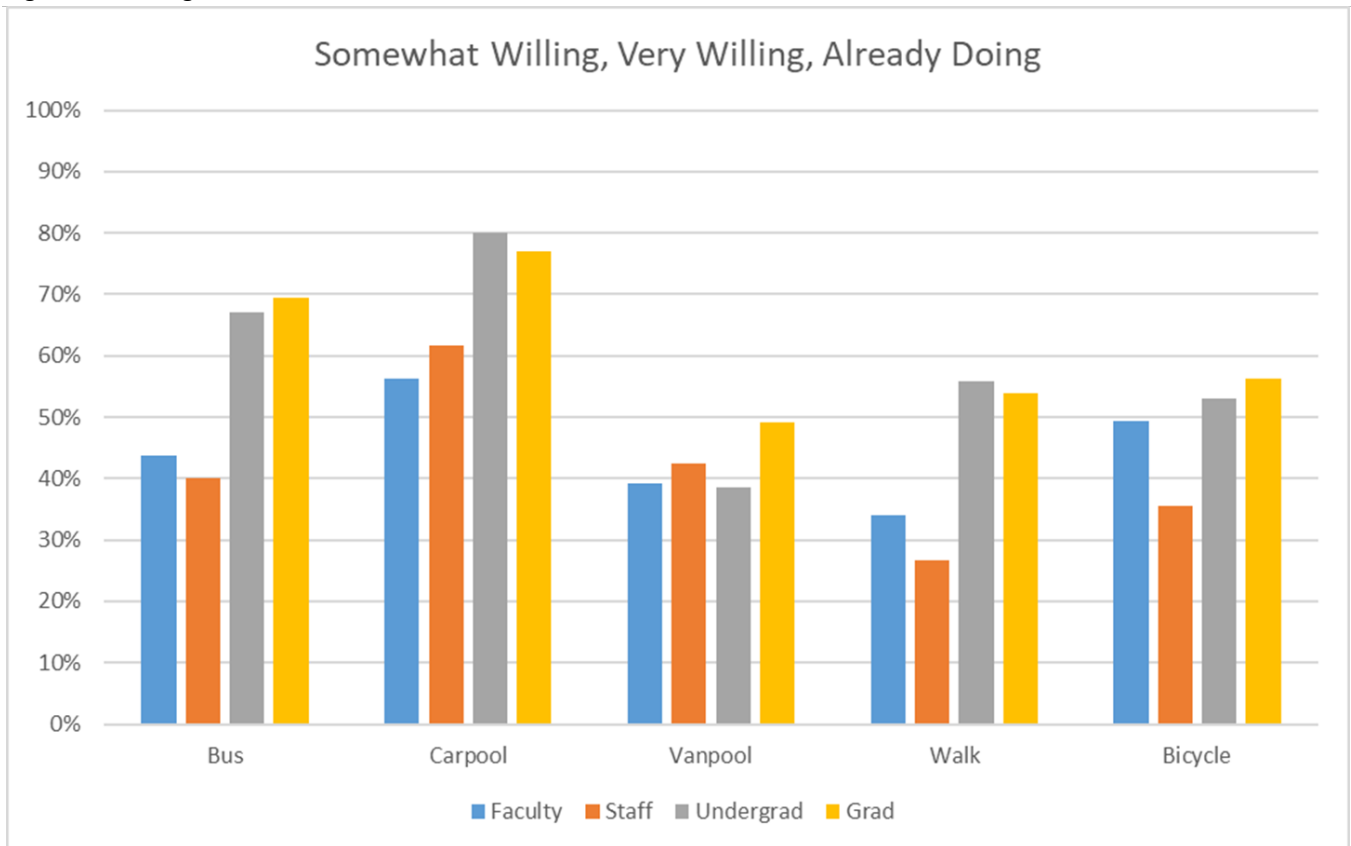
Source: Walker Consultants, 2018

These are disheartening numbers from a customer service perspective. People are frustrated and deeply inconvenienced by an inability to find a parking space to which their parking permit provides privileges. They feel unable to leave campus during the day for personal or business reasons, which may be unpleasant and/or unproductive. But, perhaps worse, this creates a negative feedback loop within the parking system. If cars that would otherwise move, and would create the desired or expected turnover within the system, do not move—then the system stays more full, longer. In turn, others who come to campus during the day, and not during peak commuting times, then are unable to find parking that should be freed up through what should be natural ebbs and flows in parking use and demand through the day. Consider the faculty member who has an 8:00 a.m. class and a 3:00 p.m. class on a particular day; instead of leaving during the peak demand hours between 9:00 a.m. and 2:00 p.m., they are leaving their car parked all day.

WILLINGNESS TO TRY ALTERNATIVE TRANSPORTATION

The next questions focused on people’s attitudes, perceptions, and behaviors around alternative transportation options, including the use of public transportation, carpooling, vanpooling, walking, and cycling. When asked about their willingness to try these alternatives, students were most likely, with nearly 70% “somewhat willing” or “very willing” to use public transportation or were “already doing” so. This number was nearly 80% among student when asked about carpooling. Although faculty and staff numbers were lower, they were approximately 40% for transit and around 60% for carpooling. This means there is a goodly population of campus community members willing to at least consider using alternatives to single-occupancy vehicles (SOVs).

Figure 13: Willingness to Use Alternative Modes



Source: Walker Consultants, 2018

Other than the two open-ended questions at the end of the survey, this question generated the most comments among respondents with over 700 choosing to provide additional information. The following is a “word cloud” represent some of the most common words and phrases among the comments, the larger the word or phrase, the more frequently it appeared.

Figure 14: Willingness to Use Alternative Modes



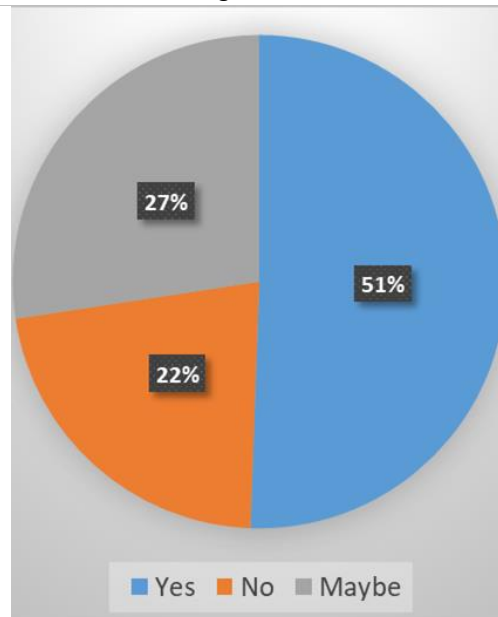
Source: Walker Consultants and SurveyMonkey, 2018

Typical themes among the responses suggested that alternatives were not currently feasible. Sometimes this was because the lack of access to one’s own car was perceived as hampering the ability to respond to emergencies. Other suggested that their responsibilities required them to drive (e.g., drop-off or pick-up responsibilities at daycare), or, because the options are not available (or are perceived not to be available) where the individual lives.

CARPOOLING

Across all questions related to using alternatives to the SOV, and across all campus populations (faculty, staff, undergraduate students, and graduate students), carpooling fared the best. Given the limitations of public transit, and anecdotal discomfort among many with using the buses, this is not a surprising preference. Among the whole population of respondents, over half think that carpooling is a reasonable alternative to driving alone, and over a quarter say it may be.

Figure 15: Is Carpooling a Reasonable Alternative to Driving Alone



WHY NOT CARPOOLING?

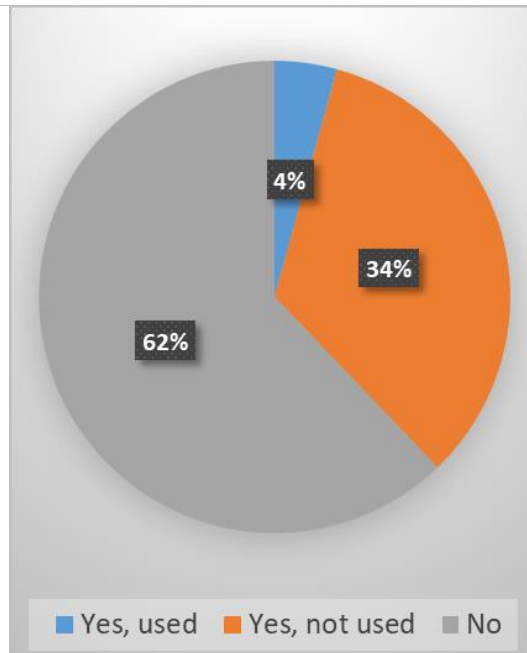
For those respondents who answered “no” to carpooling as a reasonable alternative, we followed up with a question asking why and provided a list of potential barriers or concerns (respondents could choose more than one answer). The responses were as follows:

- Irregular schedule 55%
- Respond to emergency 35%
- Off-campus appointments 30%
- Respond to children 27%
- Cannot find carpool partners 24%
- Insecure without personal car 22%
- Too much time 20%
- Commute cost reasonable 17%
- Prefer walk, bike, bus 13%

FAMILIARITY WITH ZIMRIDE

The HSU campus has invested in a carpool matching program called Zimride. This platform allows people to enter themselves as potential drivers and/or passengers, to specify home and work locations, to identify the days and times they commute, and to express certain preferences (e.g., smoking or no smoking). A quarter of respondents suggested that difficulty or inability to find carpool partners was a barrier to availing themselves of this mode choice. The survey inquired as to their familiarity or use of Zimride.

Figure 16: Are You Familiar with Zimride?



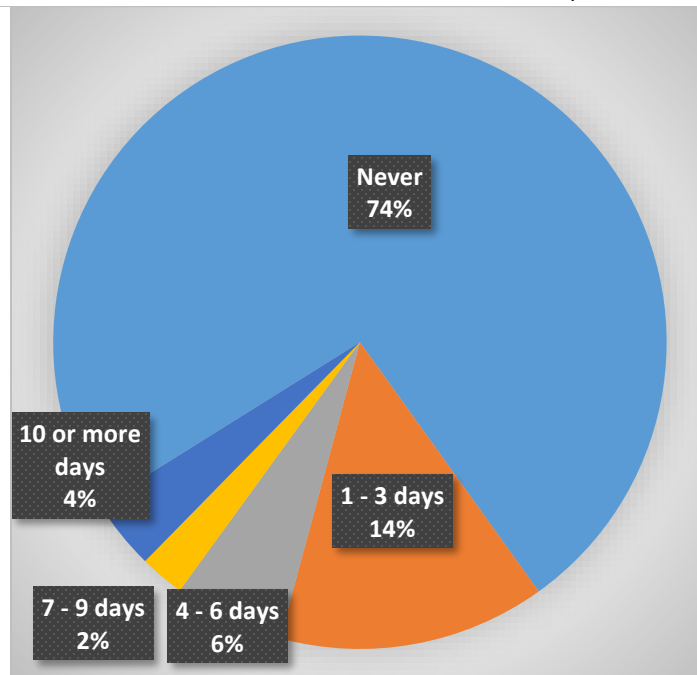
Source: Walker Consultants, 2018

Nearly two-thirds of respondents had never heard of Zimride, and only 4% have used it. Since the inability to find a carpool partner is a common barrier, better communication of the Zimride service may have the potential to increase carpool participation.

PUBLIC TRANSIT

When asked how many times in the past two weeks they had ridden public transportation, three-quarters of survey respondents answered “never,” and only 4% had essentially ridden every day. The most common frequency (14%) that respondents reported riding the bus was between one and three times over a two-week period. The spread out geography of the area, limited population density, a small number of bus routes, and the relative infrequency with which regional buses run may make it difficult for transit to capture a larger market share of commuters. However, fully a quarter of survey respondents rode at least infrequently over the two-week period preceding the release of the survey. This is a significant number of people that may be convinced to ride more frequently.

Figure 17: Over the Past Two Weeks, How Often Have You Ridden the Bus to Campus?

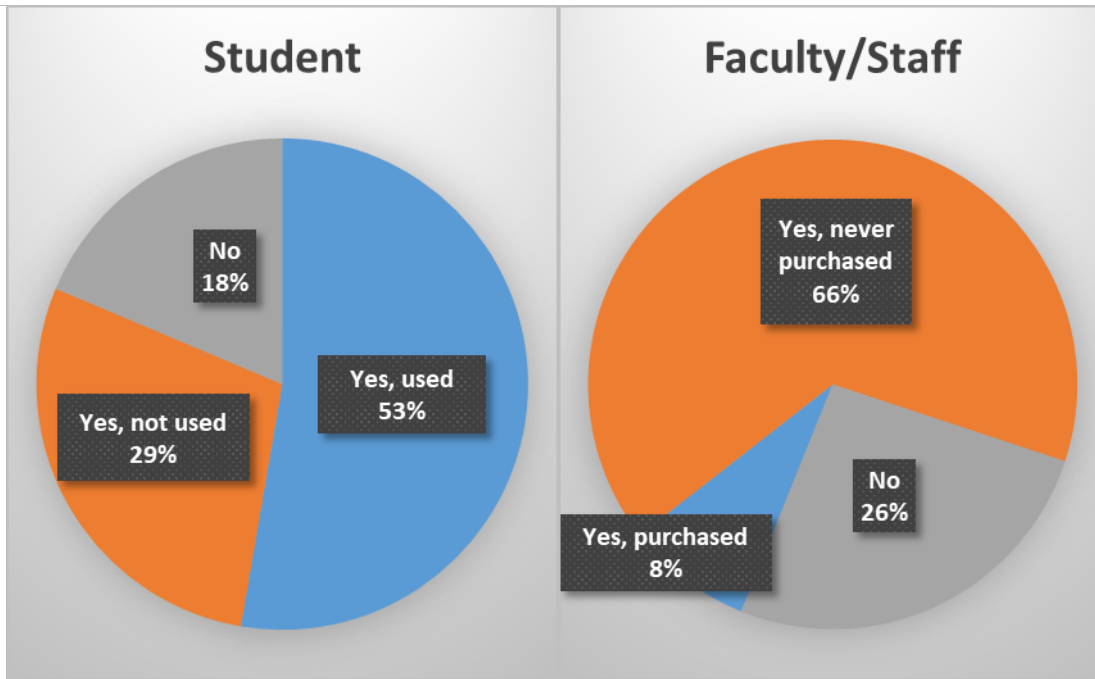


Source: Walker Consultants, 2018

FAMILIARITY WITH THE JACKPASS

The University provides any student who wants one an unlimited-use transit pass that is valid on all local and regional public transit buses. The JackPass is funded through student fee revenue. Faculty and staff, who do not pay this fee, are eligible to purchase a JackPass, which is significantly less expensive than purchasing similar privileges from the public transit agency. Familiarity with this program and the associated eligibilities could be improved on campus, as evidenced by the following:

Figure 18: Are You Familiar with JackPass?



Source: Walker Consultants, 2018

Certainly, among students, who pay for the pass, awareness is good with only 18% having never heard of the JackPass. But, with nearly a fifth of the student body being unaware, there is an opportunity to gain ridership. Nearly three quarters of the faculty and staff are familiar with the JackPass, again, this is excellent market penetration, but a fully a quarter have never heard of the program and only 8% avail themselves of it. Even small gains in transit ridership could have noticeable effects on campus, allowing more people to bring cars at least less of the time.

MOVING WILLINGNESS TO ABILITY

Among all campus populations, there is a large proportion of people who expressed a willingness to try transit or to carpool as an alternative to commuting via SOV. Translating that willingness to ability is not a trivial exercise. The survey asked what would increase people’s willingness to try these alternatives (respondents were allowed to choose the top three things that could impact their decision).

For carpooling the responses are ranked as follows:

- Preferred parking space 56%
- Reduced permit fee 52%
- A convenient park-and-ride lot at which to meet my carpool 38%
- A guaranteed ride home for emergencies 30%
- Would not consider carpooling under any circumstances 17%
- Vehicles available for personal appointments 16%
- Reward or prize 15%
- A limited number of one-day parking passes 12%
- Vehicles available for business appointments 10%
- Departmental recognition 4%

The campus already offers preferred parking spaces, which was the top response, so a joint marketing and communications effort, along with education about the Zimride matching platform could have the potential to increase the number of carpoolers. Similarly, Zipcar carshare vehicles are already available for personal errands, but may not be widely understood (or may require some subsidy to encourage use). Other services such as a guaranteed ride home program or one-day parking permits could be easy to implement. Others such as finding and/or designating park-and-ride locations, at which carpoolers could meet, could require more effort.

For transit these are the ranked answers:

- More frequent service 48%
- More direct route 38%
- App showing real-time bus location 38%
- No interest in riding the bus 31%
- More route and schedule information 24%
- WiFi on buses 16%
- Guaranteed ride home for emergencies 14%
- A park and ride lot 11%
- Vehicle available for personal appointments 7%
- Vehicles available for business appointments 5%
- A limited number of one-day parking passes 3%

As with the suggestions from potential carpoolers, some of the desires expressed by potential transit riders are much more difficult than others to achieve. The geographical service area and population density in Northern California can make the provision of public transportation a challenge. Increasing service frequency and developing more direct (or express) routes—the top two responses, above—may require more capital than is available to either HSU or the public transit agency. Others, however, may not be as difficult, such as making route and schedule information more available, providing a guaranteed ride home, or offering one-day parking privileges to transit riders. Other suggestions including the identification or designation of park-and-ride locations could benefit carpoolers, vanpoolers, and transit riders alike.

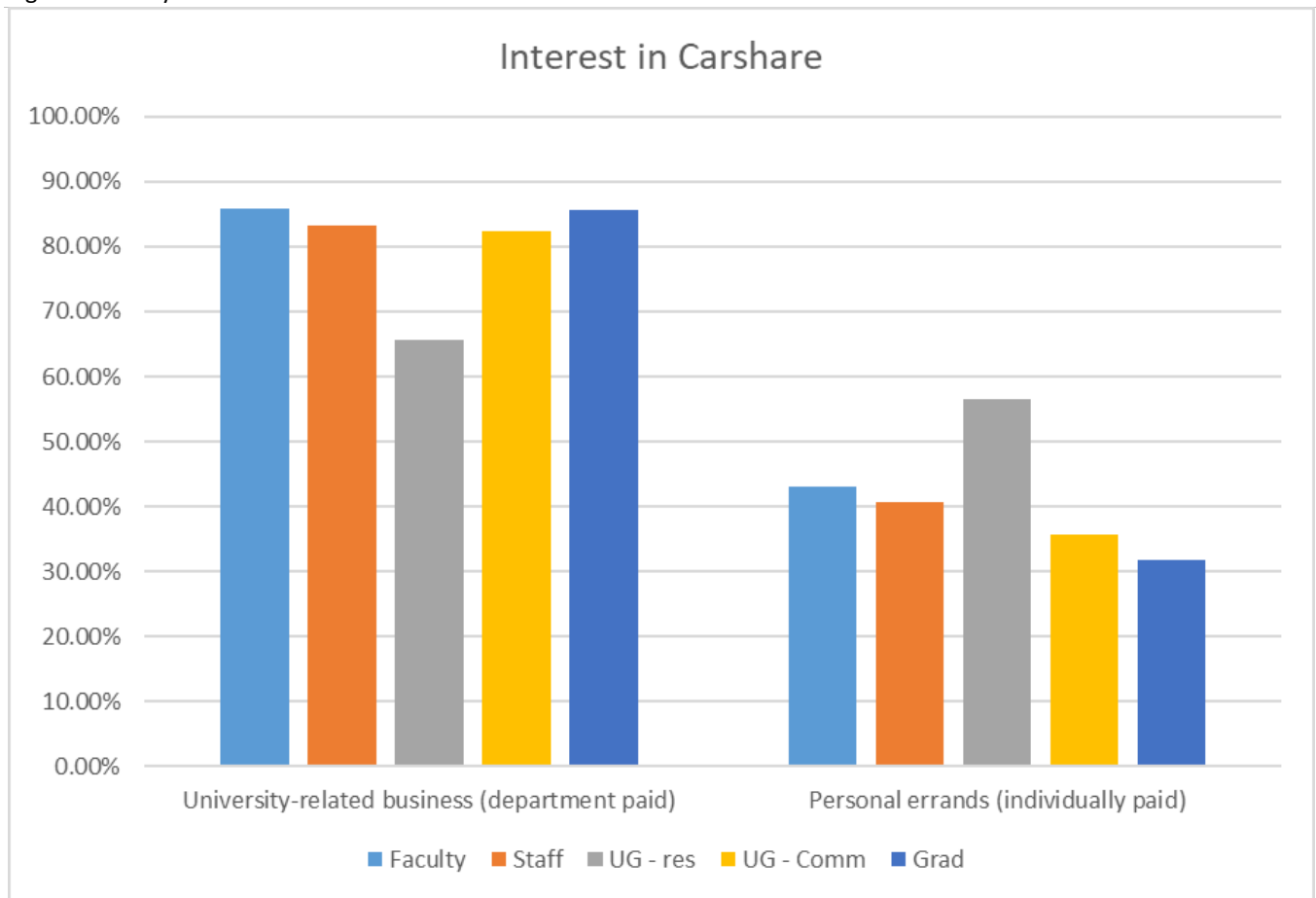
In addition to the potential changes (some easy, some extremely challenging) described in both sets of bullets above, there is the less tangible component of helping people feel more confident about being on campus (or in Arcata, for that matter) without their individual vehicles parked within minutes of their location. Among the recommendations in this report are transportation demand management (TDM) “support services” that can

make alternative commuting modes feel more feasible for people who are accustomed to having instant and private mobility.

CARSHARE

One of the common themes discussed above relates to ensuring that commuters who don't bring their own cars to campus have some form of daytime mobility, whether for personal or business purposes.

Figure 19: Are you Interested in Carshare?



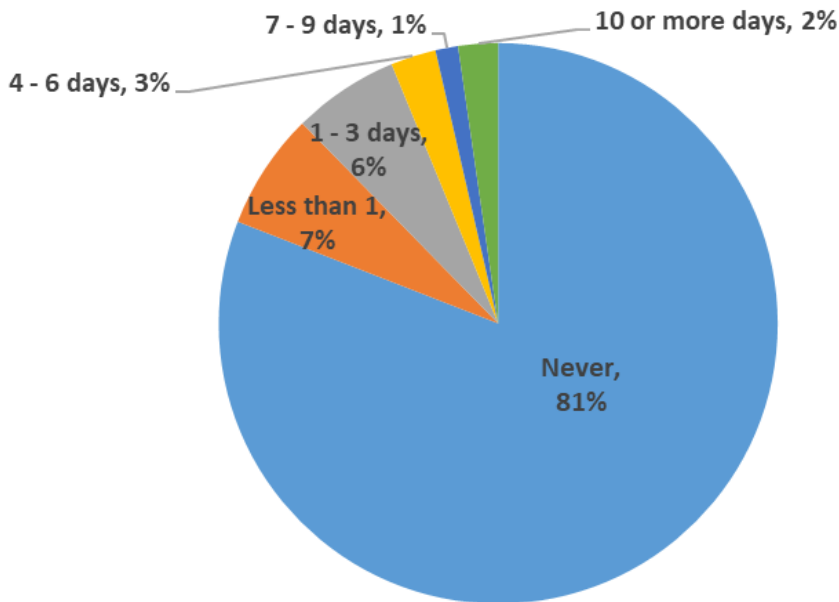
Source: Walker Consultants, 2018

Over 80% of survey respondents (with the exception of undergraduate students) would like access to a carshare car for University-related business. Since it is possible for departments to open Zipcar accounts that their employees can use, there may be a lack of knowledge and understanding of the existing carshare program. In fact, any employee who is listed on a department account also gets a free personal account. While it didn't rank as highly, about 40% of survey respondents (higher for undergraduate students), expressed an interest in carsharing for individually-paid, personal errands. Improved marketing and communications, may increase the use of carsharing vehicles. Anecdotally, Zipcar has seemed open to continuing to add cars as the demand for them dictates. Carshare and the benefits that it can bring to a TDM program is discussed in more detail in the recommendations section of this report.

BICYCLE COMMUTING

As with transit, the survey asked respondents how many times in the preceding two weeks did they ride a bicycle to campus. The resulting chart is similar, with 81% of those who responded stating they “never” rode within the previous two weeks. Another 13% rode three days or fewer. The climate and topography of the region will continue to limit the appeal of commuting by bicycle, even among those who live close enough to campus for cycling to be safe or practical.

Figure 20: Over the Past Two Weeks, How Often Have You Ridden a Bike To Campus?



Source: Walker Consultants, 2018

BIKESHARE

The City, in partnership with the University, has recently launched a bike-share program. This survey predates that implementation by a few weeks. The survey indicated significant interest in a bike-share program. Walker does not believe that a bike-share will significantly impact the number of cars brought to campus each day. However, this program does provide an opportunity for daytime mobility that can help individuals either get around without moving their cars from one location to another on campus or can allow people to leave their vehicles parked while they attend meetings off campus.

MAXIMIZING VALUE

The last two questions of the survey were open-ended questions. The first of these was:

By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

This question generated 1,584 responses, with over 50% of all respondents adding their comments and suggestions. The full text of all of these responses can be found in Appendix F of this report. The following is a “word cloud” represent some of the most common words and phrases among the comments, the larger the word or phrase, the more frequently it appeared.

Figure 21: What Would Maximize the Value of Your Permit?



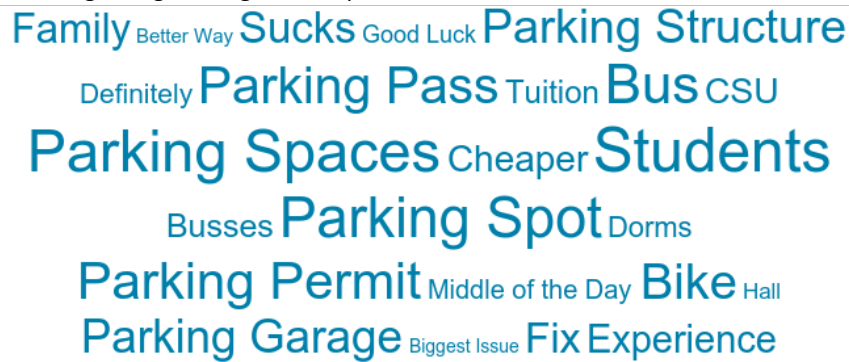
Source: Walker Consultants and SurveyMonkey, 2018

Certain clear themes emerged, mostly focusing around the desire for more parking spaces (including a parking structure/garage) and providing a guarantee that if you purchase a parking permit, you will be able to find a place to park on campus with that permit. This was a sentiment expressed by those who have permits, but find themselves also paying campus meters, or parking on City streets and walking back to campus (or, in extreme examples, suggest they just give up and go home). There were also those who suggested that they don’t bother to buy a permit because they don’t think they’ll be able to use it. This suggests that there is a significant part of the campus population who would purchase a permit if there was more space available. The full text of these open-ended responses is faithfully presented in Appendix F.

FINAL COMMENTS

The last question asked: Do you have any final comments regarding parking or transportation options at HSU? As with the previous question, 1,573 people (or just under half) responded. The following is a “word cloud” represent some of the most common words and phrases among the comments, the larger the word or phrase, the more frequently it appeared.

Figure 22: Final Comments Regarding Parking or Transportation at HSU



Source: Walker Consultants and SurveyMonkey, 2018

As with previous open-ended responses, there was a significant focus on people’s challenges with not finding parking, and wanting the experience improved. Again, many requested more parking spaces and the addition of structured parking. The full text of all of these responses can be found in Appendix F. As with all other open-ended comments; they are shown unedited and unvarnished.

GIS STUDY

Using a GIS (geographical information system) software and the home addresses of HSU campus community members, Walker was able to build maps of the origin points of campus commuters. These maps were overlaid with local and regional transit routes. Using these maps, we can see where the nodes of demand are (clusters of dots). We can also see corridors of demand; this is equally important, and oft-overlooked, information. In order to carpool or vanpool together, HSU commuters do not need to share a street, block, or even community—they simply need to share a common route to campus, along which members of the group can be picked up.

Due to the generally low population density of Northern California, HSU draws commuters from a large commute shed, but also has significant clusters of close-in commuters. In order to give the fullest possible and clearest picture of commuters’ home addresses, Walker produced a series of maps, with different radii to campus—2 miles, 5 miles, 10 miles, and 30 miles. The eight maps that follow are four each for faculty/staff and students.

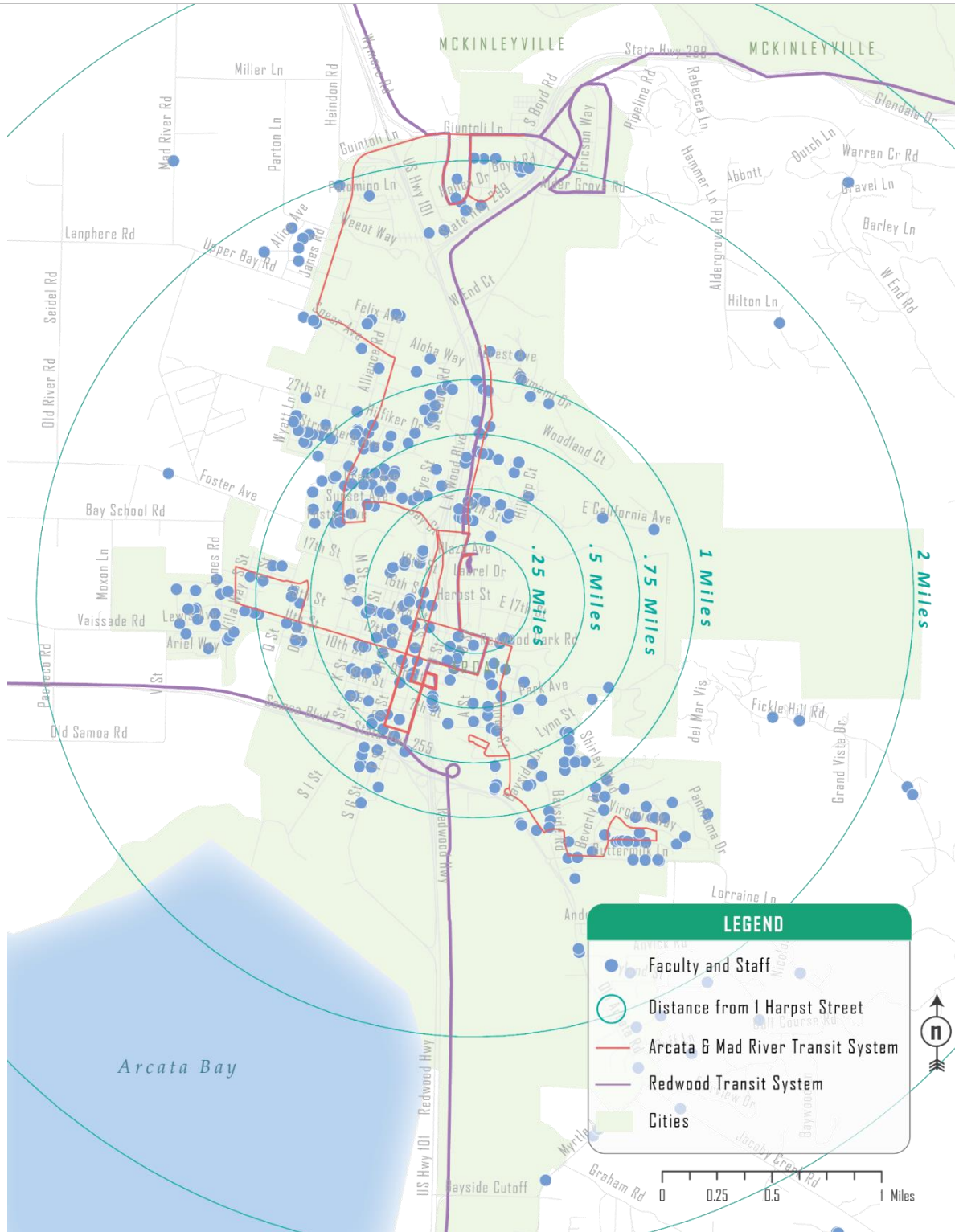
The data for faculty and staff is more complete, and represents a larger percentage of the population. Employees of the institution, general provide accurate address information. Only those faculty and staff who list only their work address in the HR system, who use a Post Office Box (PO Box), or who list a home address that is outside the region or country (e.g., visiting faculty or researchers), are not reflected in the data. Students at any institution of higher education—and who live off campus—tend to be less reliable about providing an accurate local address. Some list their parents’ home addresses; others may move as frequently as

every year. Students who live in University housing were not included in the data set of commuters. Some student addresses that appear on the maps may be their parents' homes; only those addresses obviously outside the region were automatically eliminated as being unrealistic for daily commuting. Even so, a reasonable sample of student addresses was available and usable to give an overall illustration of their potential nodes and corridors of demand.

It is important to note that Walker was only provided spreadsheets with two pieces of information: home address and affiliation (faculty/staff or student). There was no identifying information, such as name or university identification number. Walker will destroy the data once this project is accepted as complete. The maps themselves are not granular enough to indicate specific locations in which HSU-affiliated commuters live. Even the maps with a two-mile radius are only specific down to the city block level.

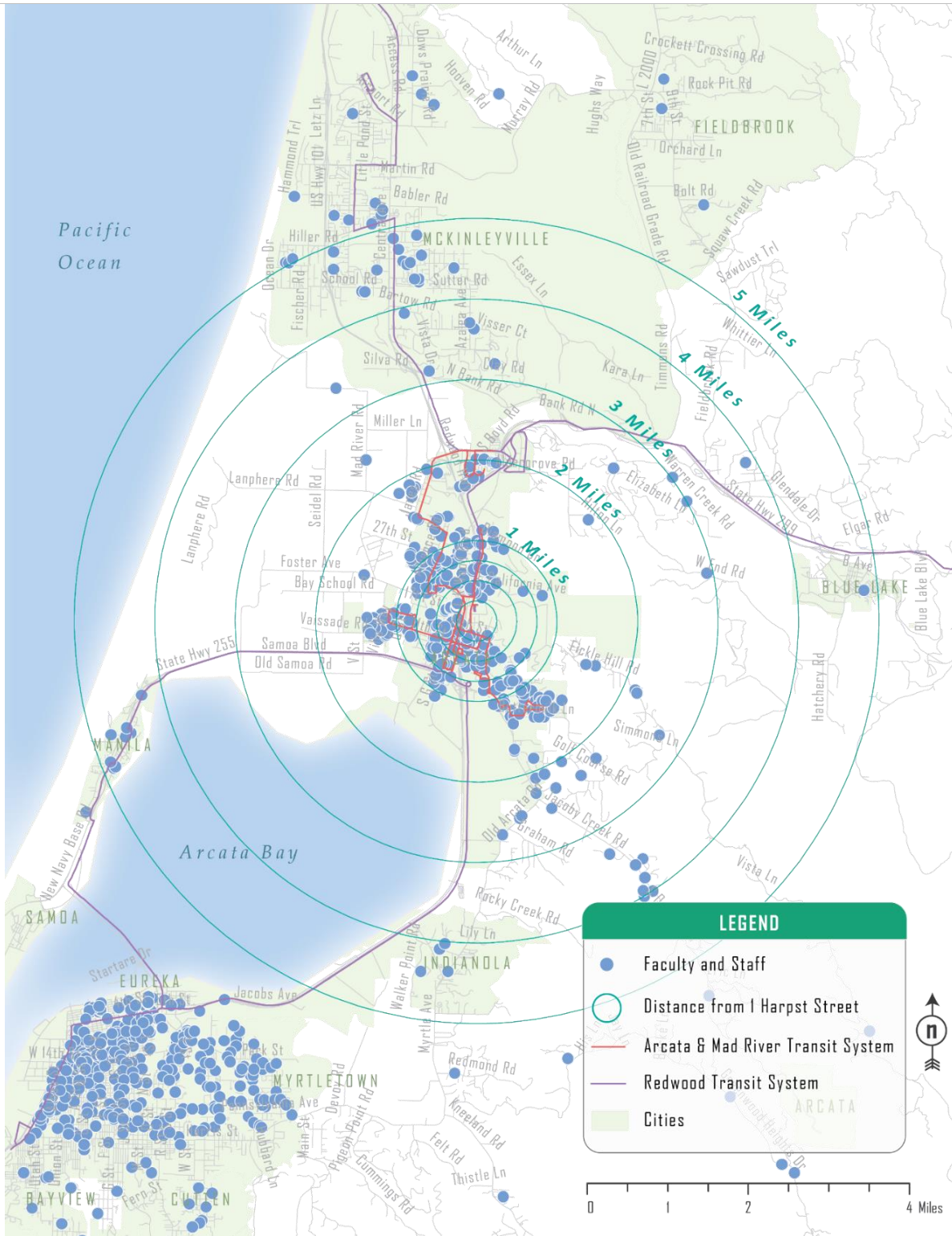
Figures 23-26 illustrate faculty and staff points of origin; each individual blue dot represents one faculty/staff commuter. Figures 27-30 represent student commuter addresses; each gold dot represents one student commuter. Each map is also overlaid with local and regional transit routes, and it is evident looking at these images that the transit system, as limited as it may be by the spread out geography of the region, has routes that could serve many of HSU's commuters. A commuter is said to be in a "transit corridor" if they live within a quarter-mile to either side of a transit line. The population's access to transit can be enhanced if they have access to a park-and-ride facility. For example, if one looks at Eureka, there is a large pool of commuters, and there is a substantial amount of transit between Eureka and Arcata. The population in Eureka is spread out geographically from the transit line that passes through the city, but a park-and-ride lot at the northern edge of the City could capture many commuters that would otherwise drive all the way to Arcata.

Figure 23: Faculty/Staff GIS Commuter Map—Two-Mile Radius



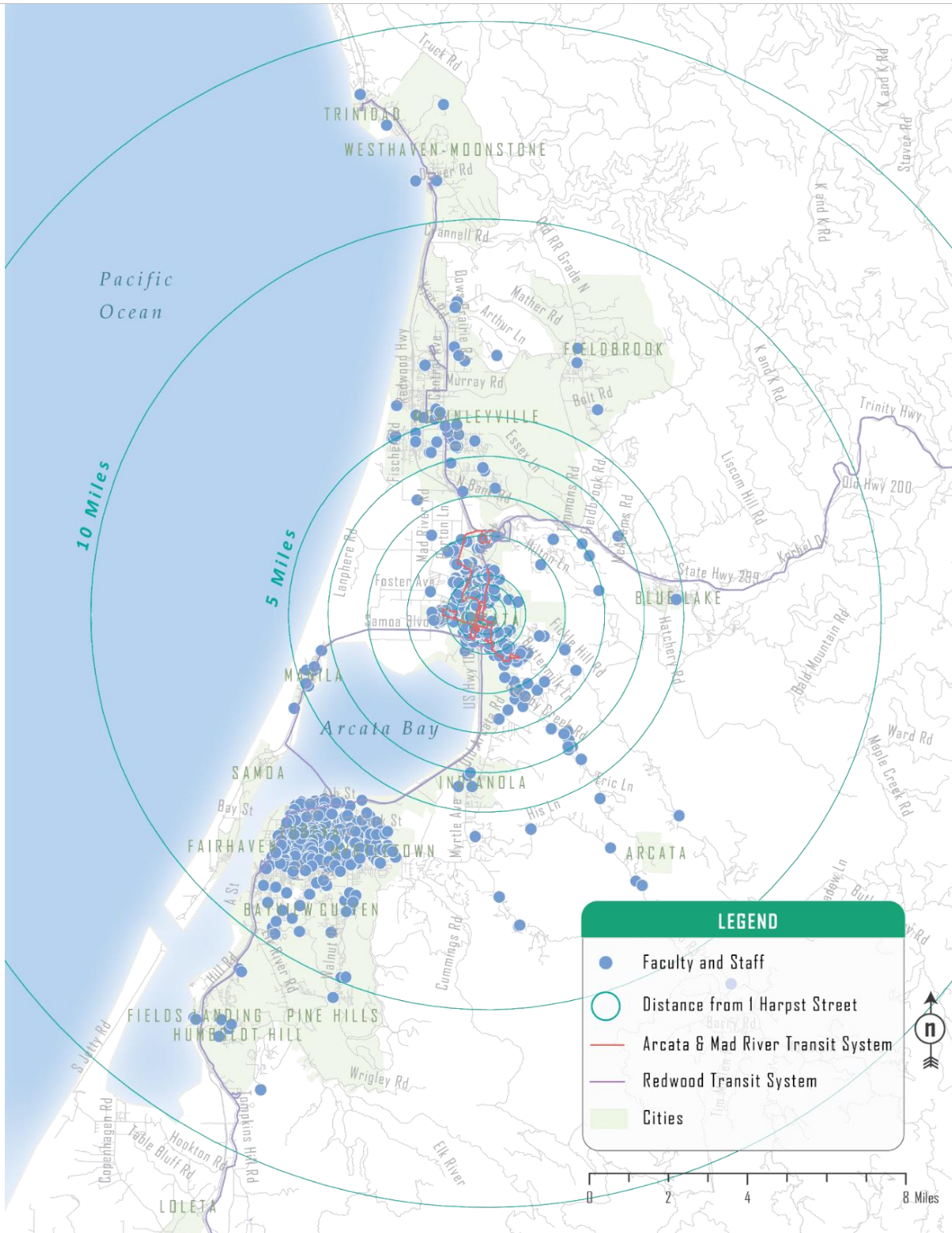
Source: Walker Consultants, 2018

Figure 24: Faculty/Staff GIS Commuter Map—Five-Mile Radius



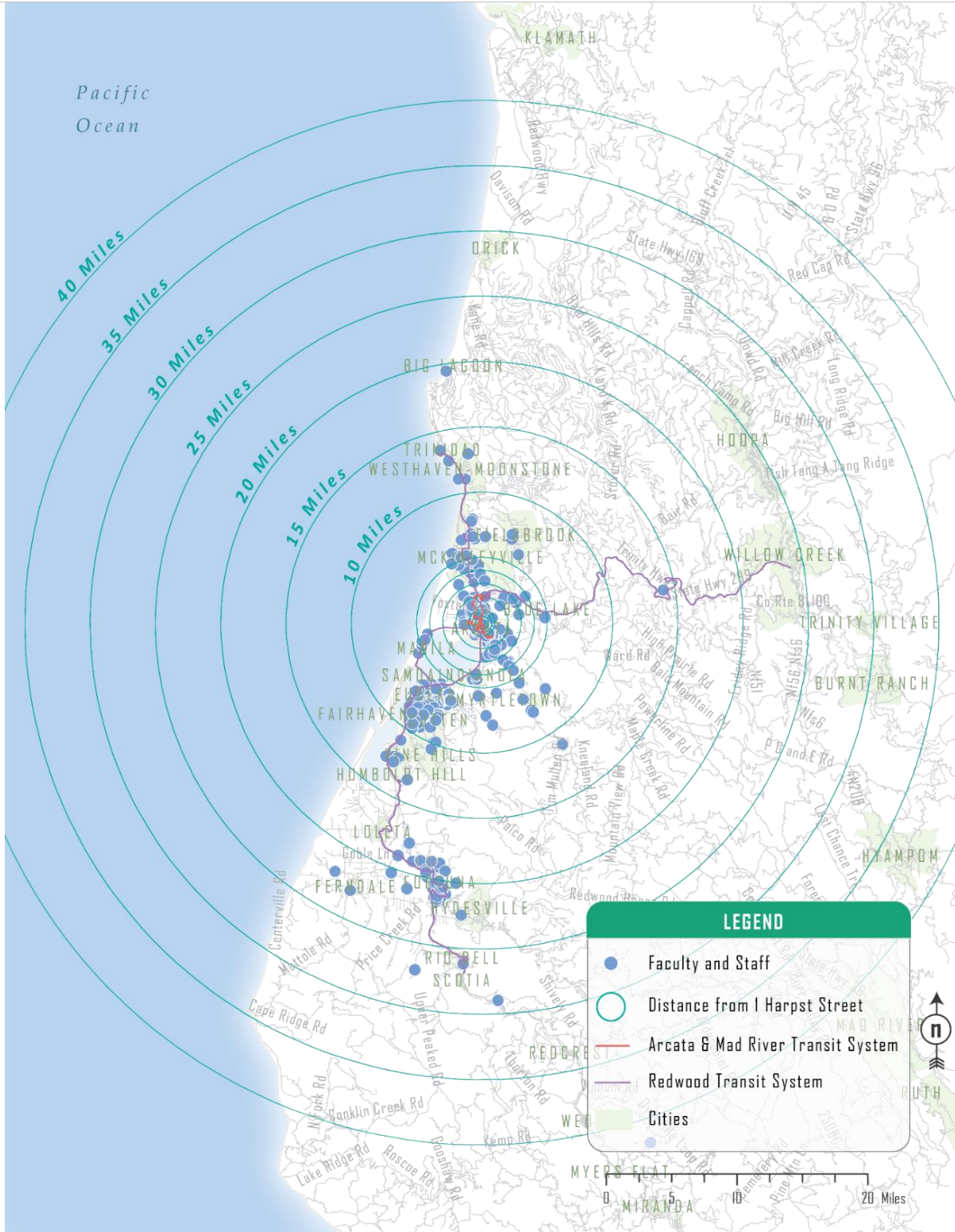
Source: Walker Consultants, 2018

Figure 25: Faculty/Staff GIS Commuter Map—Ten-Mile Radius

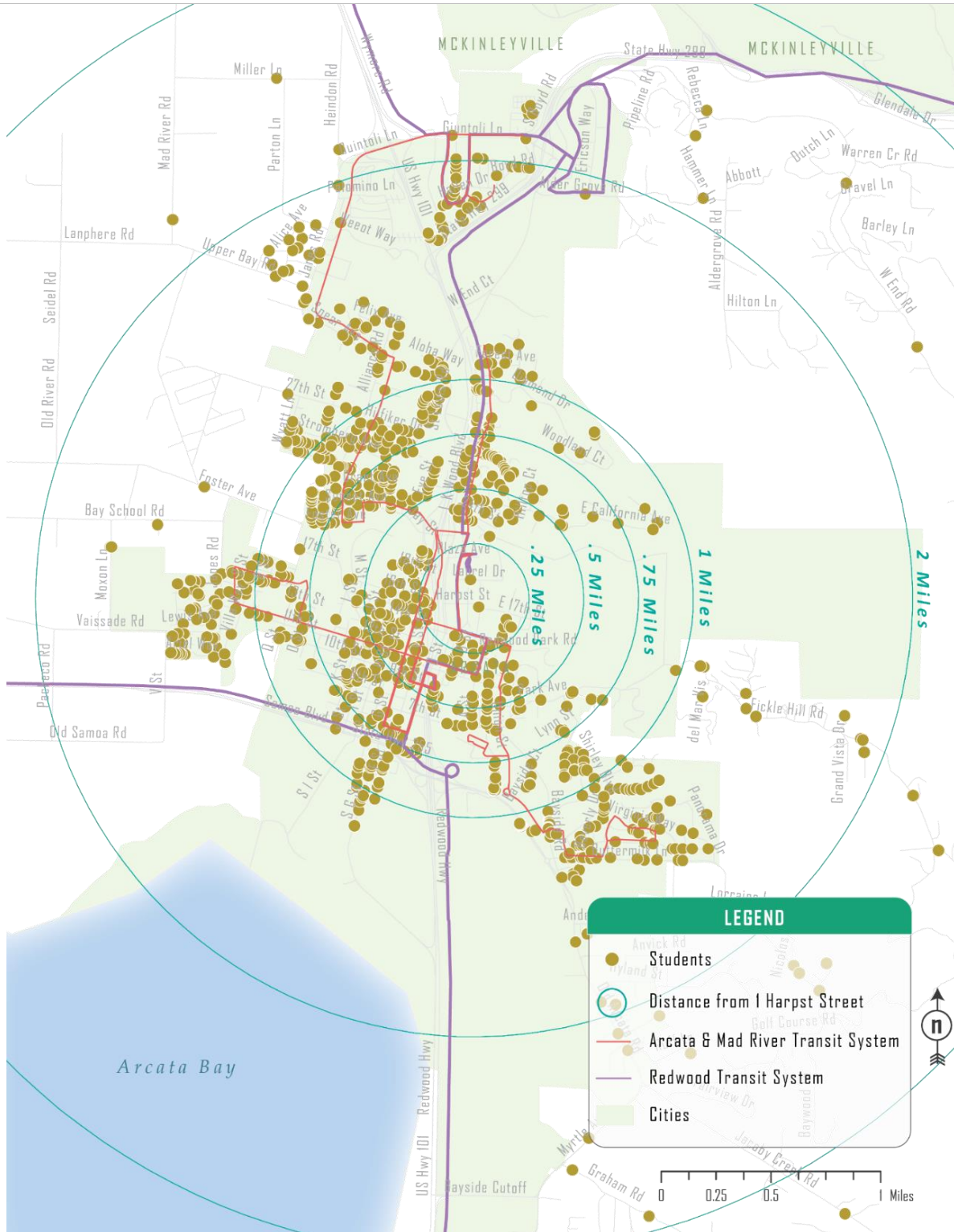


Source: Walker Consultants, 2018

Figure 26: Faculty/Staff GIS Commuter Map—Thirty-Mile Radius

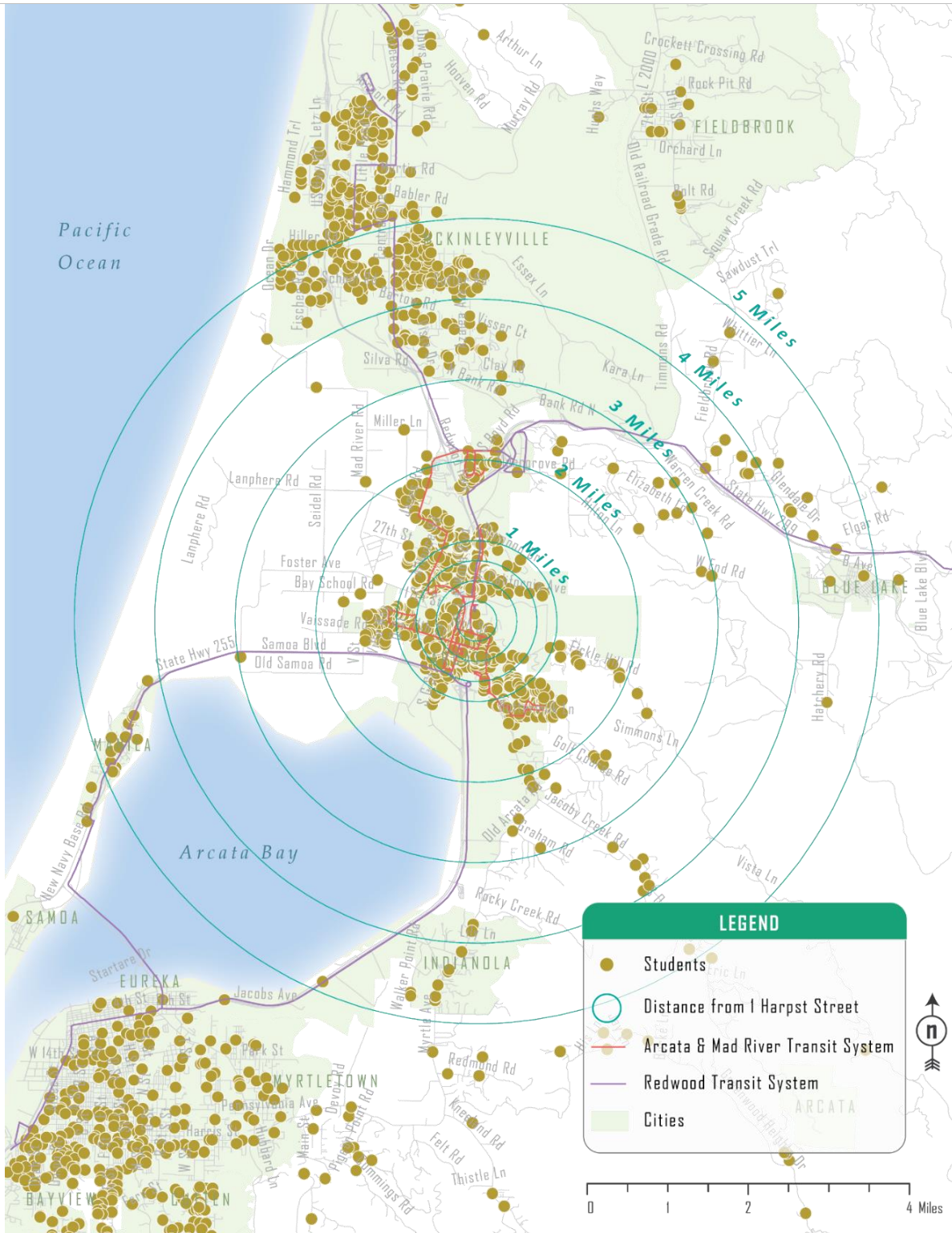


Source: Walker Consultants, 2018

Figure 27: Student GIS Commuter Map—Two-Mile Radius


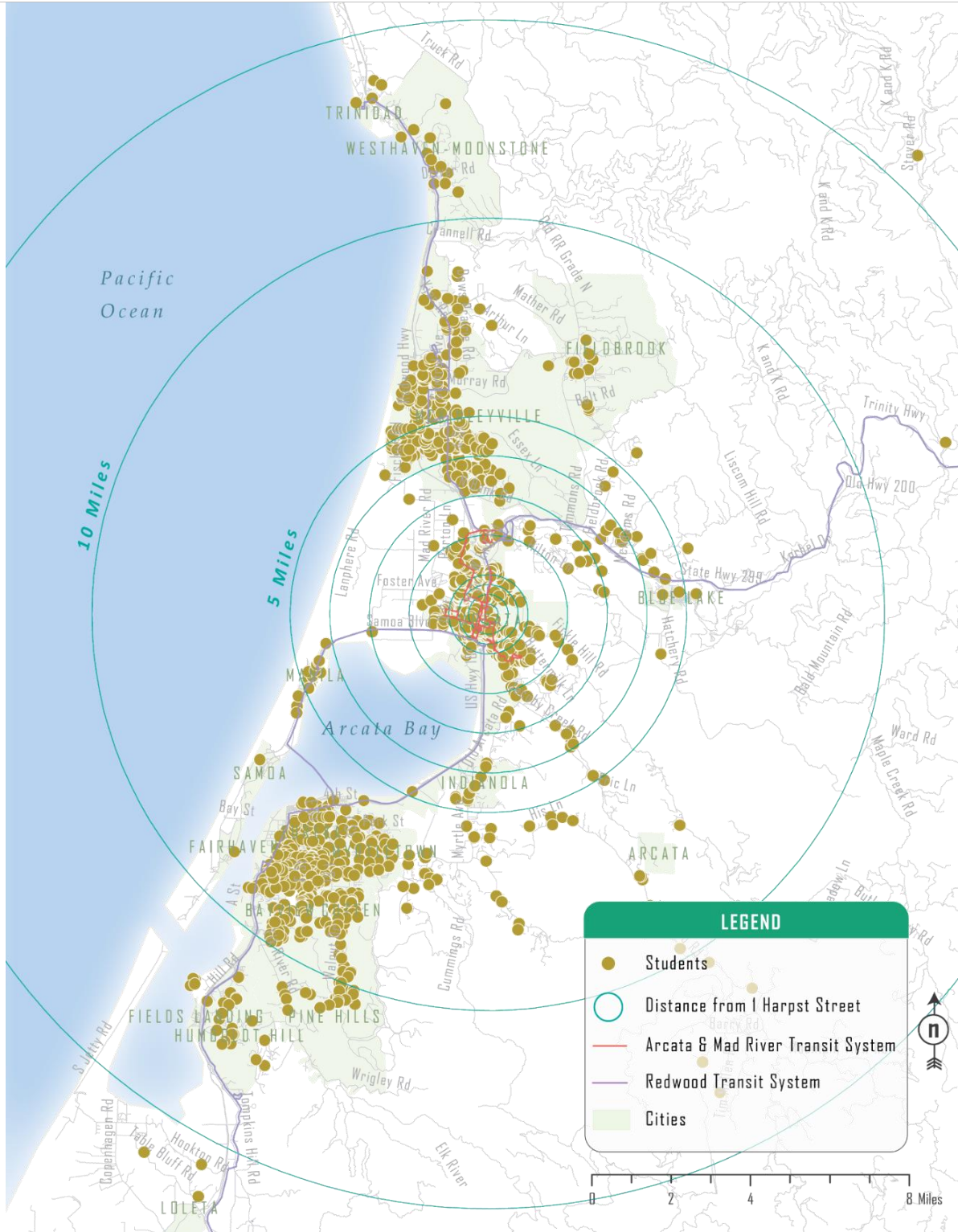
Source: Walker Consultants, 2018

Figure 28: Student GIS Commuter Map—Five-Mile Radius



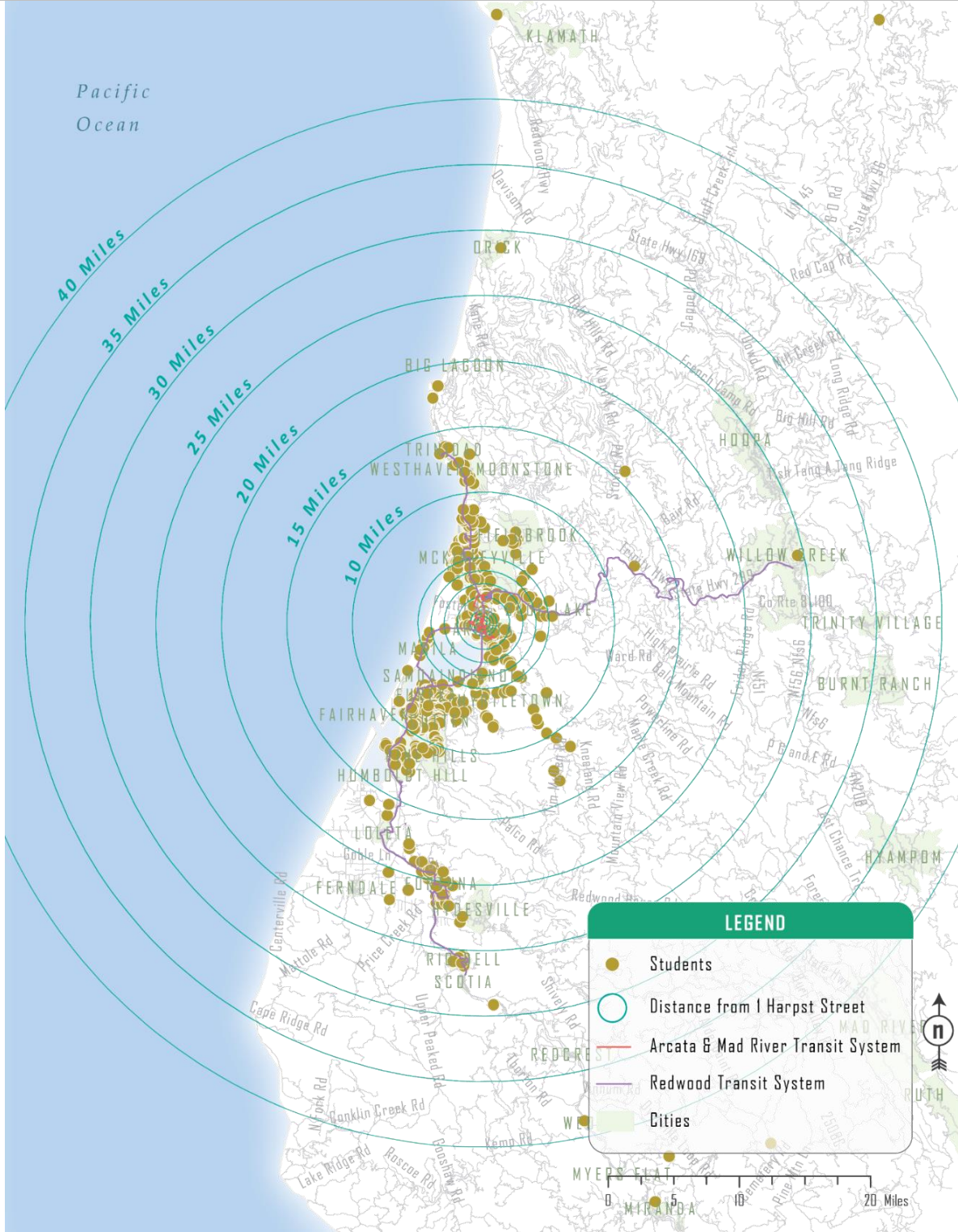
Source: Walker Consultants, 2018

Figure 29: Student GIS Commuter Map—Ten-Mile Radius



Source: Walker Consultants, 2018

Figure 30: Student GIS Commuter Map—Thirty-Mile Radius



Source: Walker Consultants, 2018

BENCHMARKING

PEERS

Five universities, not including Humboldt State University (HSU), are included in the benchmark study of peer institutions. These universities are: California State University (CSU) Chico, CSU Monterey Bay, CSU Stanislaus, Southern Oregon University, and Sonoma State University.

These universities, are listed below, with the total number of spaces on campus at each university.

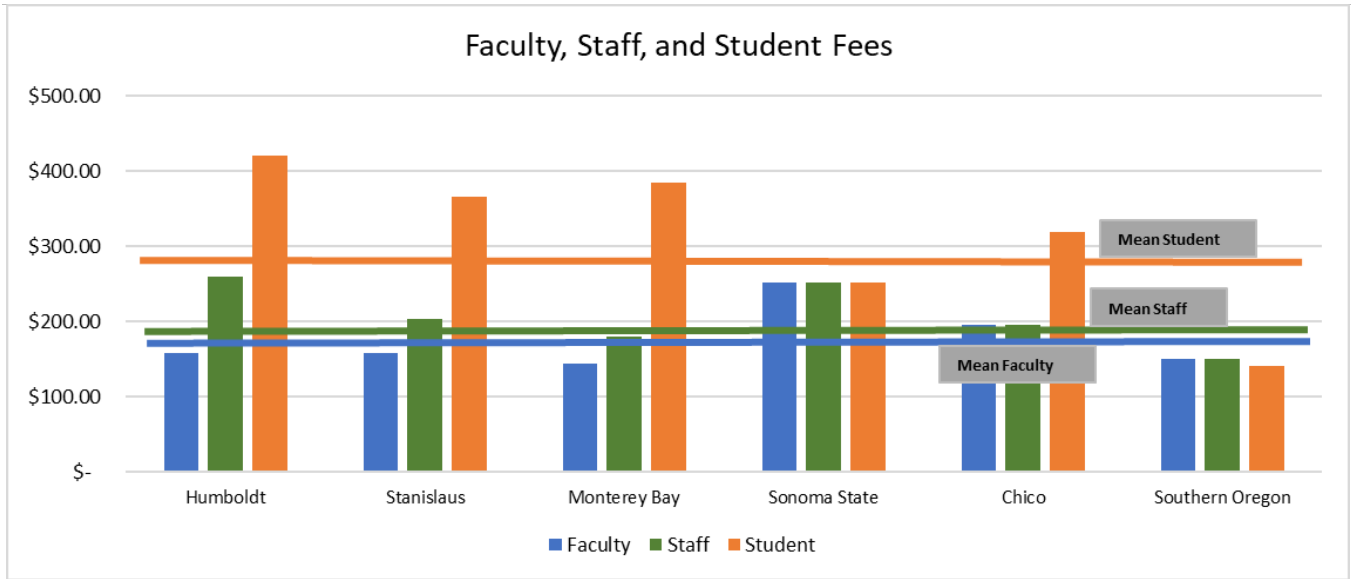
Figure 31: Benchmark Peer Institutions

University	Total Spaces
Humboldt	2,114
Stanislaus	3,000
Monterey Bay	4,400
Sonoma State	5,350
Chico	2,200
Southern Oregon	2,000

Source: Walker Consultants, 2018

Fees across institutions, and the mean fees are presented in the chart below.

Figure 32: Parking Fees Across Peer Institutions



Source: Walker Consultants, 2018

In general, HSU's fees are at or above the mean value across institutions, although there is not a good deal of variance in fees among these institutions.

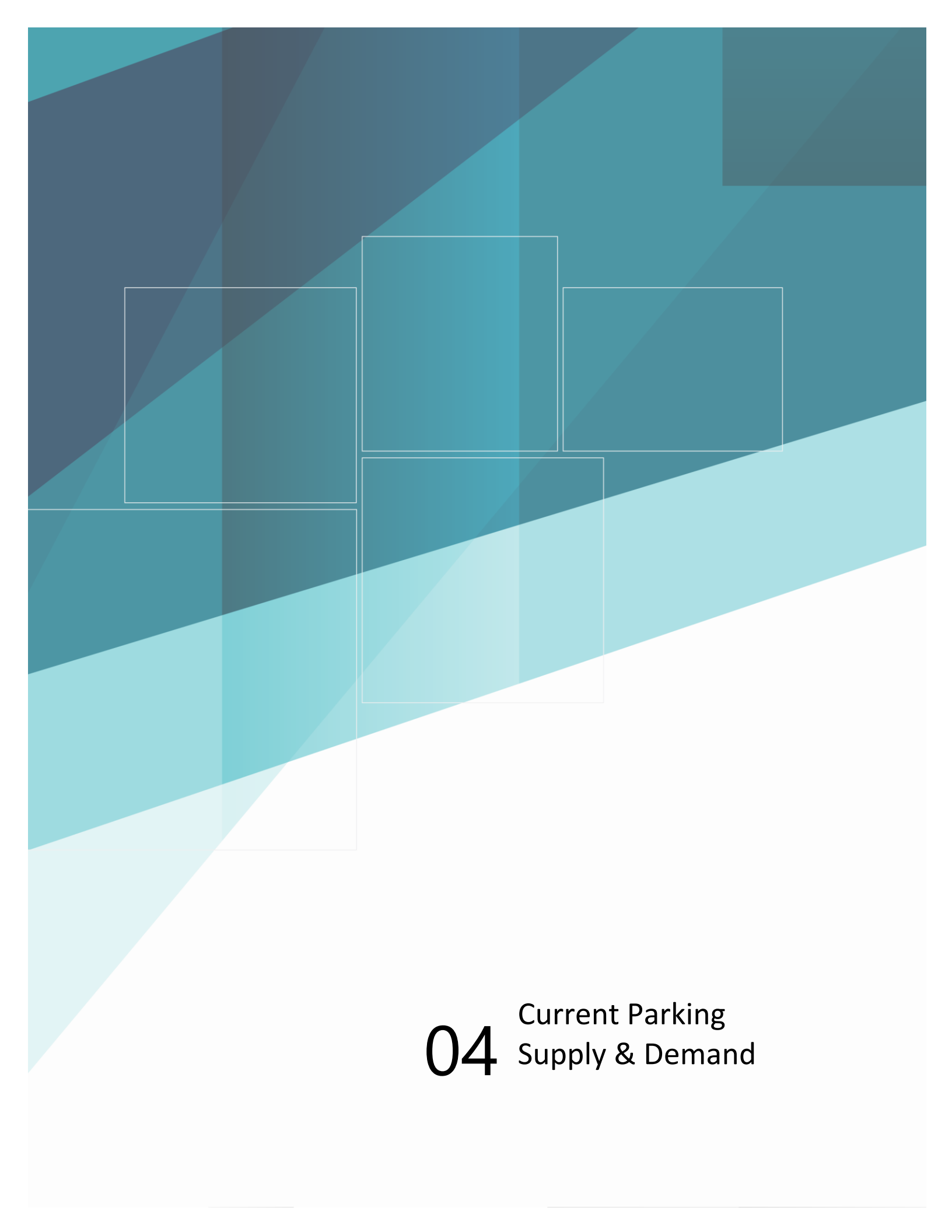
Benchmarking using peer fees can provide some value. However, there are drawbacks as well. Comparison institutions may operate their own transit systems or may have more or fewer (or no) parking structures. For example, Southern Oregon’s fees are below their respective means, but Southern Oregon also charges a fare on their shuttles. It is helpful to have a sense of perspective regarding other operations, and an organization can benefit from introspection, to determine whether it is achieving efficiencies.

To that end, it can be more important to ensure parking revenues are meeting all expenses (including operations, ongoing maintenance, deferred maintenance, and, as applicable, debt service). Meeting these obligations is a more important indication of appropriate parking fees than a comparison to peer institutions’ rates. Relying on peer parking rates risks mimicking the potential that other Parking and Transportation operations may be underfunding these expenses—particularly deferred maintenance.

LOCAL

There are property management companies in Arcata with properties—a short distance from campus—that include parking at no additional charge. Strombeck Properties owns four such properties, and two of their apartment complexes are about half a mile from campus, and two are about one mile from campus. Kramer Investment Corporation also owns six apartment complexes in Arcata, and all of them are within about one mile from campus.

There are two churches adjacent to the HSU campus, which rent commuter parking spaces during the week. These spaces are sold less expensively than HSU parking permit rates—these rates provide parkers with a numbered and reserved space. Both lots are small: Campbell Creek Connexion Church has about 30 spaces, and Lutheran Church of Arcata has about 40 spaces. Other than these two lots, nearly all parking in Arcata is offered at no fee—free is the de facto local market rate.



04 Current Parking Supply & Demand

SECTION 4 -Current Parking Supply & Demand

DEFINITION OF TERMS

- Demand – The number of spaces required to satisfy employee (and contractor) and visitor parking needs on a given day. In this case, the majority of demand is driven by employees and contractors.
- Effective Supply – The actual inventory, adjusted to provide the optimum number of parking spaces. By including a cushion in the parking inventory, the chances for the frustration caused by community members searching for the last available spaces is reduced. The cushion allows for the dynamics of vehicles moving in and out of spaces, and allows for spaces lost to poor or improper parking, derelict vehicles, and spaces lost for repair, materials storage, etc.
- Inventory – The total number of parking spaces identified and counted.
- Occupancy – The number of vehicles observed parked on a given day, which is used as the indicator for parking demand. The day and time selected are intended to illustrate typical peak demand conditions. In this case, at 11:00 a.m. on a Wednesday, after the add/drop period has ended, before final exams, and not during a University break.
- Parking Adequacy – The difference between the effective parking supply and the observed demand. A positive adequacy indicates a parking surplus, and a negative adequacy indicates a parking deficit.

PARKING INVENTORY

On Monday, September 18th, 2017, Walker—with support from Humboldt staff—validated the campus parking inventory. Every lot was counted and within each lot, all special designations, reservations, time limitations, and permit restrictions were noted. The full inventory of 2,162 parking spaces was compiled to be used for occupancy counts on the following day. Full-sized inventory and occupancy tables can be found in Appendix A.

Figure 33: HSU Full Parking Inventory, by Lot

Number	Name	Space Type	Inventory	Number	Name	Space Type	Inventory	Number	Name	Space Type	Inventory				
20	G1	General	155	33	Laurel Drive	General	6	11	Facilities Mgmt. @ B Street	20-minute	3				
Subtotal			155			ADA	9			ADA	1				
44	R2	Resident/Staff	118			Service	7			Motorpool	20	Subtotal			24
		Fac/staff	18			20-minute	3			26	General	25			
		ADA	6	Subtotal			Service	1							
		ZipCar	2	41	North Campus Apts.	Resident	14	Subtotal			26				
Subtotal			150	6	Bret Harte House	General	2	2	Annex at 13th	General	17				
28	Granite Avenue	General	4	Subtotal			2	59	Walter Warren House	General	1				
		Fac/staff	8	30	Jenkins Lane	Fac/staff	8	Subtotal			1				
		ADA	1			ADA	2	25	G15	General	143				
		20-minute	6			20-minute	2	Drop off	3	Subtotal			146		
Service	6	Service	2			7	CCAT	ADA	1						
Subtotal			19	Subtotal			14	53	SERC	Service	0				
31	JGC Service Vehicle	Service	6	51	Science C Service Road	ADA	2			Subtotal			1		
Subtotal			6	Subtotal			1	7	CCAT	Resv (CCAT only)	2				
45	R3	Resident	77	27	Gist Courtyard	Fac/staff	14			Subtotal			3		
		Service	1	4	B Street	ADA	2	53	G14	General	61				
		10-minute	2			Service	4			ADA	1				
		ADA	4			10-hour meter	26			Service	2				
RLC	1	10-minute	1			Drop off	2								
Subtotal			85	Subtotal			86	Subtotal			66				
46	R4	Resident	32	57	UPD Lot	UPD only	8	34	Marcom Service Vehicle	Service	1				
		RLC	3	Subtotal			8	Subtotal			1				
		20-minute	3	50	SBSB Service Vehicle	ADA	2	1	17th St	General	42				
		ADA	5	Subtotal			4	Subtotal			42				
		Service	2	29	Harpst Street	Service	4	39	Natural Resources	Fac/staff	2				
		Reserved	1			Drop off	4			ADA	2				
Health Center	2	30-minute meter	5			Service	2								
Subtotal			48			Zipcar	1			Subtotal			6		
40	Nelson Hall (Redwood Fire Lane)	ADA	5	20-minute	2	14	Forestry	Fac/staff	3						
		Service	2	Service	2			Service	2						
		7	Subtotal					5							
Subtotal			6	48	Rossov at SBSB	10-hour meter	4	60	Wildlife Lane	Fac/staff	12				
56	University Center	Service	6	Subtotal			2	Subtotal			2				
		Fac/staff	27	19	FS9	ADA	2	13	Fish Hatchery (Wildlife Service)	20-minute	1				
		Service	4			Reserved	1			Service	7				
20-minute	1	Service	2			Subtotal					8				
Subtotal			32			Subtotal					95	55	Union Street	Fac/staff	9
18	FS7	Fac/staff	29	Subtotal			2	Subtotal			9				
		ADA	4	21	G11	General	287	9	East Gym	ADA	4				
		20-minute	1	Subtotal			287			20-minute	1				
		Service	4	42	North G11	Service	2			Service	1				
Subtotal			38			General	56	Subtotal			6				
38	Music Building (Art Music Fire Lane)	Service	3			47	R8	Carpool	7	54	SRC/ Fieldhouse Lane	General	27		
		Subtotal							3			ADA	8		
		3	ADA	1	Service			2							
Subtotal			2	Subtotal					67			Subtotal			37
52	Sequoia Mall (JVD Service Vehicle)	Service	5	8	Ceramics	Fac/staff	7	32	Kinesiology & Athletics	Fac/staff	14				
		Subtotal					5			ADA	4				
37	Multicultural Center/ Library South Lot	Fac/staff	3			20-minute	2			20-minute	1	Subtotal			1
		ADA	1			Service	2			Service	1	35	Marine Wildlife Care Center	General	1
		Service	2	Subtotal			3	ADA	1						
		Subtotal			6	49	Rossov Street (College Creek)	20-minute	2	Subtotal					2
17	FS6	Fac/staff	114	Subtotal			3	23	G13	General	59				
		1-hour meter	16	15	FS10	Fac/staff	49			Service	1				
		ADA	10	43	Plaza Avenue	ADA	1			Drop off	2				
		Reserved	3			Zipcar	2			Drop off	2				
		Service	3			Service	1			Subtotal			62		
Subtotal			146			Subtotal			51	5	Behavioral & Social Sciences ADA	ADA	7		
36	Mill Street	10-hour meter	7			22	G12	General	93			Service	1		
		Drop off	7	RLC	2			20-minute	2						
		Zipcar	2	ADA	1			Subtotal					99		
Service	1	Subtotal			10			Facilities Mgmt.	Service	40					
Subtotal			14	Subtotal			5	Bus only	7						
12	Feuerwerker House	Fac/staff	6	Subtotal			47	Subtotal			47				
		Drop off	1	10	Facilities Mgmt.	Service	40	Subtotal			2,162				
		7	Subtotal					7							
Subtotal			18			Subtotal			7						
58	Wagner House	Fac/staff	18			Subtotal			18						

Source: Walker Consultants, 2018

The total inventory, broken down by space type rather than by lot, is as follows:

Figure 34: HSU Full Parking Inventory, by Space Type

Space Type	Inventory
General	1,034
Fac/Staff	436
Resident/Staff	118
Resident	156
ADA	92
Service	137
Reserved	7
10-minute	3
20-minute	35
Drop off	16
Carpool	7
ZipCar	5
30-minute meter	13
1-hour meter	16
10-hour meter	44
Motorpool	20
Bus only	7
RLC	6
Health Center	2
UPD only	8
TOTAL	2,162

Source: Walker Consultants, 2018

Summarized, if we gather some of the spaces into more general categories, especially to designate those spaces that are available to permit holders, the simplified inventory looks like this.

Figure 35: HSU Parking Inventory by Space Type—Aggregated

Space Type	Inventory
Permit	1,744
Time zone	111
ADA	92
Other	215
TOTAL	2,162

Source: Walker Consultants, 2018

As we look at the occupancy analysis, we'll take a brief look at the use of the full inventory, but then we'll concentrate on the parking inventory and occupancy from the permit-holder's point of view (an inventory of 1,744 parking spaces), as that is a daily and defining experience between Humboldt State University and its daily campus users/customers.

PARKING DEMAND

With the assistance of HSU staff, Walker conducted parking occupancy counts on campus on Tuesday, September 19th, 2017. Two counts were conducted, one at 10:00 a.m., and the other at 2:00 p.m. Parking occupancy counts are intended to capture snapshots of typical peak campus parking demand. The time of year, the day of week, and times of day were consciously chosen to reflect this peak condition. The date occurs during the regular semester, after the expiration of the add/drop period for classes—meaning that most of the campus has settled into a regular routine. HSU identified Tuesdays as the busiest day of the week on campus, particularly for classroom activity. It is common industry practice to conduct occupancy counts at institutions of higher education on Tuesdays or Wednesdays, as these are the typically busiest days on campus. Mondays and Fridays, in particular, are almost never indicative of peak conditions. Differences in the Tuesday and Wednesday course loads led HSU to recommend Tuesday. Measuring demand on a typical day, as opposed to the busiest day of the year, ensures that parking supply should be adequate under most conditions, and also ensures that parking is not over-built unnecessarily. As a rule of thumb, parking should be adequate to meet 85th percentile needs.

Campuses generally fill early with staff members, with students and faculty arrival times skewing a little later (e.g., a first class in the 9:00 a.m. hour), with this in mind a mid-morning time of 10:00 a.m. was selected to represent a peak parking volume. Many campuses see a slight dip in demand around the midday hour, and a second peak around 2:00 p.m. Based on the number of morning versus afternoon classes scheduled, it varies from institution to institution as to whether the 10:00 a.m. or 2:00 p.m. peak is higher. In the case of HSU on September 19th, 2017, the morning peak was very slightly higher. Though, as the data will reveal, there is little difference between the two, and any additional, latent demand can only be estimated.

The occupancy counts were accomplished quickly with two people covering the rather compact campus. The morning counts all occurred between 9:40 a.m. and 10:20 a.m.; similarly, the afternoon count was accomplished between 1:40 p.m. and 2:20 p.m. Each count was centered on the desired target time.

For the purposes of measuring demand ratios and percentages, HSU provided Walker with population/enrollment data for September 19, 2017, as well as with the number of parking permits issued on that day. Unfortunately, as some previous (and still valid) faculty and staff permits were issued for years without expiration dates, the number of faculty and staff actually holding and displaying HSU parking permits can only be estimated. HSU is phasing out the undated parking permits and requiring all campus community members to obtain new decals, so this issue is being resolved.

Among the total 2,162 campus parking spaces, 1,744 of these stalls are designated for permit holders. The remaining 415 are ADA spaces, time-zone spaces (for short-term use), and others set aside for University business. A full accounting of these non-permit-controlled spaces (i.e., not available to permit holders) is provided in the Parking Inventory section, above. By segregating out the 1,744 permit-controlled spaces for analysis, we can provide a picture for HSU of the permit-holder experience in parking, or try to do so.

A summary of campus parking occupancy, from the permit-holder’s point of view, is as follows:

Figure 36: HSU Parking Occupancy – Permit-Controlled Spaces

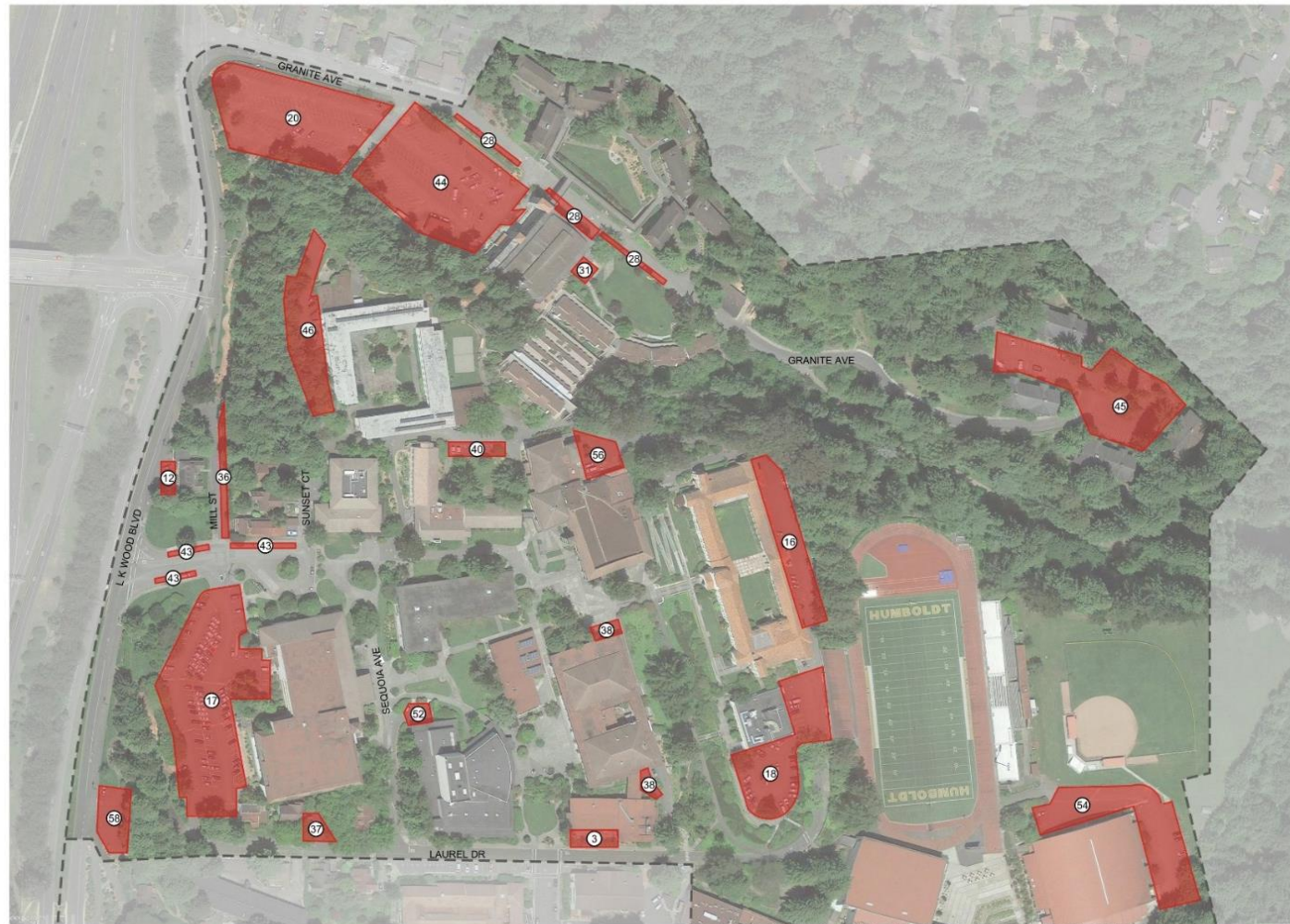
Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.
General	1030	1027	100%	1015	99%
Res/Fac/Staff	136	136	100%	136	100%
General/Fac/Staff	12	12	100%	12	100%
Fac/Staff	410	408	100%	403	98%
Resident	156	153	98%	151	97%
	1,744	1,736	99.5%	1,717	98.5%

Source: Walker Consultants, 2018

Full, detailed, lot-by-lot parking inventory and occupancy tables can be found in Appendix A. The pages that follow are “heat maps” of parking demand at 10:00 a.m. and 2:00 p.m. on September 19, 2017. Each time period is represented by two maps, for ease of clarity, one showing the areas north of Laurel Drive, the other showing the areas south of Laurel Drive.

Figure 37: HSU Parking Occupancy Map—10:00 a.m., North of Laurel Drive


HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA







NORTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
10 AM OCCUPANCY

KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
 Lot Identification

Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%



SK-01

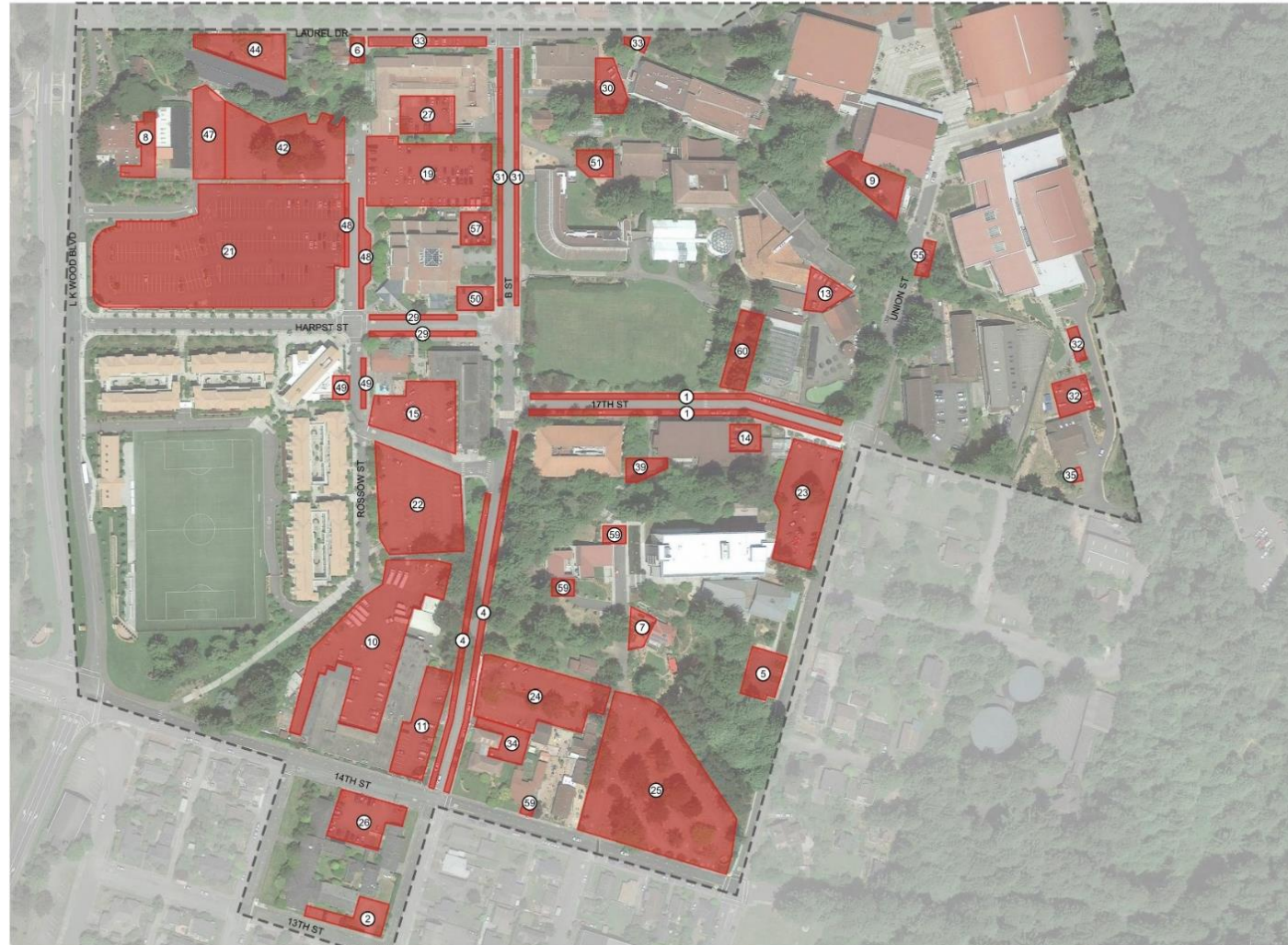
33-1936.00

Figure 38: HSU Parking Occupancy Map—10:00 a.m., South of Laurel Drive

HUMBOLDT STATE UNIVERSITY
 ARCATA, CALIFORNIA



SOUTH OF LAUREL DR
 TUESDAY, SEPTEMBER 19, 2017
 10 AM OCCUPANCY



KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
 (X) Lot Identification

Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%



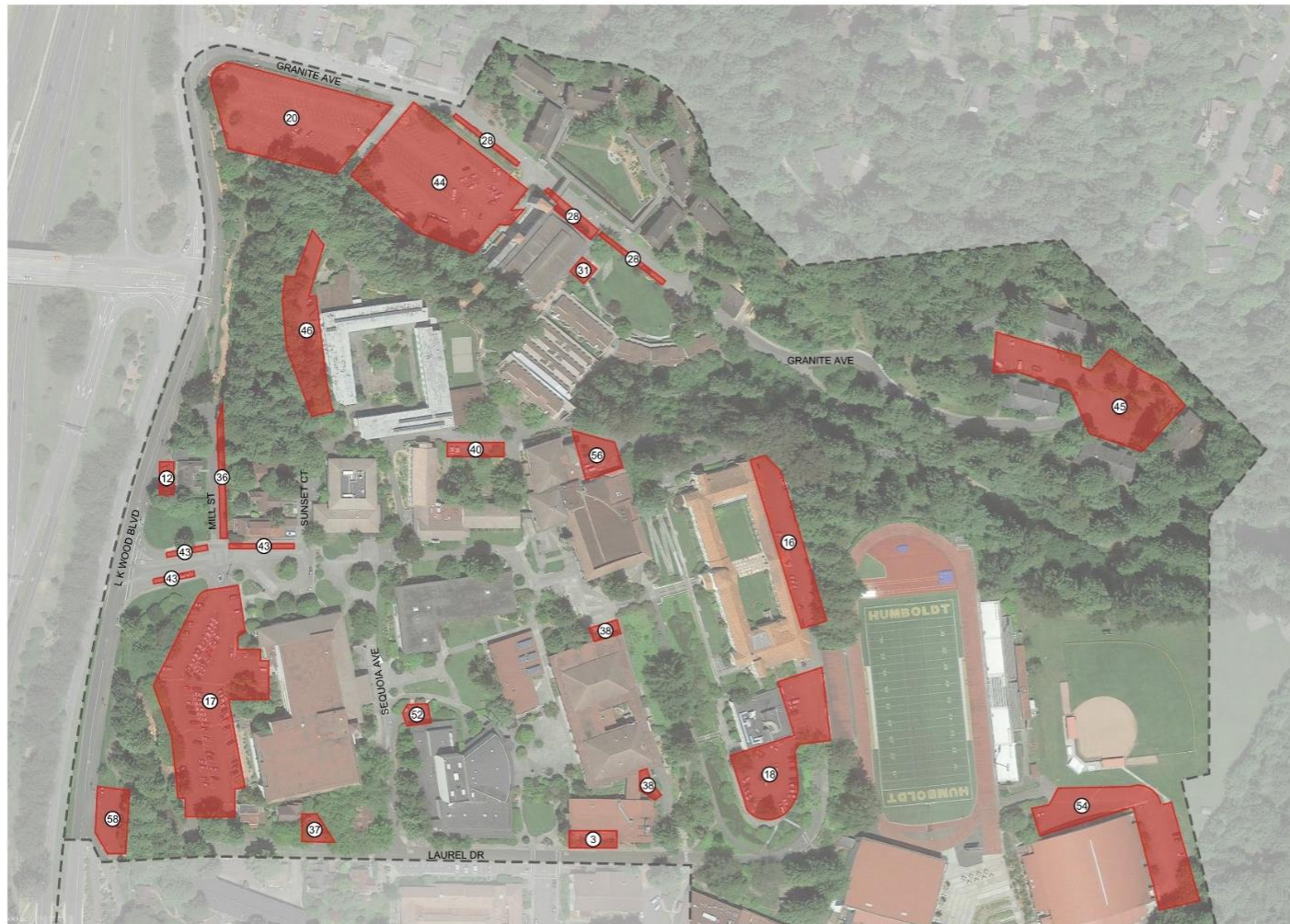
SK-02
 33-1936.00

Figure 39: HSU Parking Occupancy Map—2:00 p.m., North of Laurel Drive

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



NORTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
2 PM OCCUPANCY



KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRG/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%



SK-03

33-1936.00

Figure 40: HSU Parking Occupancy Map—2:00 p.m., South of Laurel Drive

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



SOUTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
2 PM OCCUPANCY



KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harle
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%



SK-04
33-1936.00

PARKING DEMAND ANALYSIS

As is clear from the preceding table and maps, the HSU campus is—for all intents and purposes—completely full at the hours of peak demand, with nearly every permit space occupied. Only eight spaces were counted as vacant during the morning peak, which was slightly higher than the afternoon peak. Based on the cars circling and searching for parking as the counts were conducted, it is reasonable to assume that the few empty spaces that were counted didn't remain vacant for long. The resulting peak occupancy demand at 10:00 a.m. on Tuesday, September 19, 2017, was 99.5% full.

EFFECTIVE PARKING SUPPLY

The inventory of spaces in a parking system is customarily adjusted to allow for a cushion of spaces necessary for vehicles moving in and out and to reduce the time necessary to find the last few remaining spaces. We derive an effective supply by deducting the calculated cushion from the total parking inventory, which allows for vacancies created by restricting parking spaces to certain users (reserved spaces), improperly parked vehicles, and minor construction.

Through multiple studies over time, Walker has determined that parking systems operate at peak efficiency when occupancy ranges from 85 to 95 percent of the total inventory of spaces. When occupancy exceeds this level, community members may experience delays and frustration while searching for a space; moreover, the parking supply may be perceived as inadequate, even though spaces are still available within the parking structure. As a result, Walker uses the calculated “effective supply” to analyze the adequacy of the system, rather than the total inventory of spaces. Based on our analysis, the following factors affect efficiency within a parking system, and bear an impact on the effective supply:

- Density – Large, scattered surface lots operate less efficiently than more compact facilities, like parking structures, which offers one-way traffic that passes each available parking space one time.
- End-users – Monthly and/or regular patrons (such as employees) can find an available space more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where spaces will be available when parking.

For this analysis, Walker applied an effective supply factor of 90% to the permit controlled portion of the parking system. HSU parking permit holders are employees and students, which are both user groups that are more familiar with the parking system, and are more likely to be able to find the last few spaces remaining. Other spaces that turn over more frequently, are used by campus visitors, need to be available to people with disabilities, or are otherwise used by people less familiar with the campus, are considered effectively full at a lower percentage. For timed, metered, ADA, and service spaces Walker applied an effective supply factor of 85%. Therefore, the effective supply assumed in this analysis was 1,570 permit-controlled spaces (of 1,744) and 353 among the remaining spaces (of 415).

Figure 41: HSU Effective Capacity and Adequacy/(Deficit)

Space Type	Inventory	Effective Capacity	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Adequacy Surplus/(Deficit)	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.	Adequacy Surplus/(Deficit)
General	1,030	927	1,027	111%	(100)	1,015	109%	(88)
Res/Fac/Staff	136	122	136	111%	(14)	136	111%	(14)
General/Fac/Staff	12	11	12	111%	(1)	12	111%	(1)
Fac/Staff	410	369	408	111%	(39)	403	109%	(34)
Resident	156	140	153	109%	(13)	151	108%	(11)
	1,744	1,570	1,736	111%	(166)	1,717	109%	(147)
Time zone	111	94	71	75%	23	80	85%	14
ADA	91	77	37	48%	40	32	41%	45
Other	213	181	109	60%	72	95	52%	86
	415	353	217	62%	136	207	59%	146
TOTAL	2,159	1,922	1,953	102%	(31)	1,924	100%	(2)

Source: Walker Consultants, 2018

PARKING ADEQUACY

Parking adequacy is defined as the ability of the parking supply or inventory to accommodate the peak-day parking demand. The peak-day parking demand is estimated based on the observed parking occupancy within the system on a survey day which is representative of typical demand within the system, in this case, a Tuesday at 10:00 a.m. The peak observed occupancy is subtracted from the calculated effective supply to determine parking adequacy within the parking facilities.

Observed occupancy was used as the level of parking demand generated by campus, and adequacy was found using the difference between total occupancy and effective supply. The figure above presents the parking adequacy based on observed occupancy and effective supply, and as the table shows, a parking deficit of approximately 166 permit-controlled spaces under current conditions. Among the other spaces, at the time of data collection, there was a surplus of about 136 parking spaces, most of this being service, ADA, and motor-pool spaces. When combined, the whole remains in deficit.

In a parking system that is under less pressure than the one at HSU is, the data above can provide a good insight into parking demand, and the potential number of additional parking spaces (or amount of demand mitigation required) to bring the system into balance. For example, in a permit-regulated system that is 85% full, we can project that an increase in demand of 5% could trigger the need to add parking. In this case, the system is already full. To say that the construction of, say, 166 spaces (matching the permit-space deficit) would address the demand issues is not necessarily a reasonable, valid conclusion. Adding 166 more spaces would create some breathing room for the number of parkers filling the system at the time data was collected—allowing that number of parkers to feel more confident of finding a space quickly, and being able to leave and return and still find an available space. In this case, that assumes that no one else has been looking for parking spaces, and this is not accurate.

UNMET CURRENT DEMAND

That is to say: if even one other person started beyond the current 1,736 parkers started competing for a parking space, the system would immediately begin slipping back into a deficit condition. And there is current unmet demand—this is evidenced by the people circling full campus lots, wait for a space to vacate. It is further evidenced in the open-ended survey comments, in which people stated that they found their parking permits worthless, because they would end up parking in metered or timed parking, would search for parking on surrounding city streets, or would abandon their search (bringing their car back home and return by alternate means—or not return at all). These responses numbered in the dozens, if not hundreds.

LATENT DEMAND

In addition to existing demand, among people who already have permits, but are frustrated by a lack of available parking, there are likely other campus community members who would purchase a parking permit, if they felt there was a reasonable chance that they would find a parking space. In order to get a sense of what some of that demand might look like, we once again turned to the survey data, particularly to some of the open-ended responses. Among the respondents who answered they did not purchase a permit, they wrote 430 comments—186 of these specifically stated that they did not purchase a parking permit due to a lack of available spaces, but that they likely otherwise would. With a 34% response rate, extrapolating the data would suggest that at least 550 people among the full campus population may feel similarly. If even half of these people were to follow through and purchase permits, we would expect sales of at least 275 permits.

TOTAL UNMET DEMAND

While it is impossible to determine just how much unmet demand is truly out there, we can use the assumptions and conclusions above to make an estimate. If we add the 166-space deficit, to 100 permit holders who are currently displaced, plus 275 permits for latent demand—conditions suggest that the campus could add over 500 parking spaces and yield little to no improvement over current conditions.

HYPOTHETICAL MODEL OF DEMAND

Given the estimated unmet demand described in the paragraphs above, Walker undertook a hypothetical model of supply and demand, in order to provide the best recommendations possible to HSU. While HSU could potentially move some non-permit-controlled spaces into the permit-controlled inventory, to absorb some long-term parking needs, Walker does not recommend this. The non-permit controlled spaces provide important access for loading and delivery, transient visitors to the campus, short-term parkers, people with disabilities, and those individuals, vendors, and department that provide vital services for the smooth operation of campus.

However, it was very clear from focus group interactions, committee meetings, and survey responses that a large portion of the campus community believe that adding parking inventory will solve the campus parking crunch. Most believe a parking structure is the answer. Given the topographical and geographical constraints, Walker agrees that the only way to add more parking to the main campus of HSU would be in the form of structured parking.

This raises the question as to whether adding parking spaces would actually improve the situation. Walker has sought to offer a professional opinion on that issue and has posed the following hypothetical solution. NOTE: this is not a plan that has been in any way considered, proposed, investigated, or designed by HSU, nor does Walker recommend this particular solution, and does not currently offer any opinion of its feasibility.

The theoretical concept would place a parking structure on what is currently the largest single parking lot on campus—one that contains approximately 250 parking spaces. If this lot was replaced by a three-story parking structure in the center of campus, such a structure may contain around 750 parking spaces. This would represent a net gain of 500 parking spaces on campus. A parking garage that would fit architecturally into a campus environment could cost, on average, about \$25,000 per space to construct—or about \$19 million. Amortized over 20 years at 5% interest, this would cost the campus about \$1.6 million per year. Covering such debt service with parking revenues (as required) would mean that the campus would have to increase monthly parking rates from a typical current cost of \$32 per month to between \$60 and \$70 per month.

Because of the unmet and latent parking demand, and in order to meet customer expectations, the campus would likely easily sell an additional 500 permits. This would also be necessary to meet the debt obligations. Ultimately, this would mean that the campus would take on millions of dollars in debt, parking fees would double (or more), and the parking situation would be no better than it is today. The net result would be that campus community members would experience the same level of service (and frustration) that they are receiving today, and would be paying substantially more for the privilege.

Figure 42: Hypothetical Solution—Add Parking

Unmet Demand	Parking Garage	Result
<ul style="list-style-type: none"> • 170 supply cushion • 55 displaced permit holders • 275 latent demand • At least 500 needed 	<ul style="list-style-type: none"> • On footprint of G11—Approx. 250 spaces • 750-space garage (nets 500) • \$25,000 per space • \$19,000,000 (finance 20 years, at 5%) • \$1.6M/yr debt service and maintenance • 3,700 current parking permits (add 500) • 4,200 permits = \$32/mo increase over typical current \$31/mo rate. \$63/mo • 3,300 would increase by \$40/mo to \$71/mo 	<ul style="list-style-type: none"> • Campus takes on millions of dollars in debt • Land used for other than academic mission • Permit fees more than double • Parking level of service remains similar

Source: Walker Consultants, 2018

It is with this in mind that the recommendations offered in this report suggest a more nuanced approach that mitigates parking demand offers solutions that entail working with the broader community, and that provides a greater degree of choice to campus community members. These potential approaches are detailed in the Recommendations section of this report.

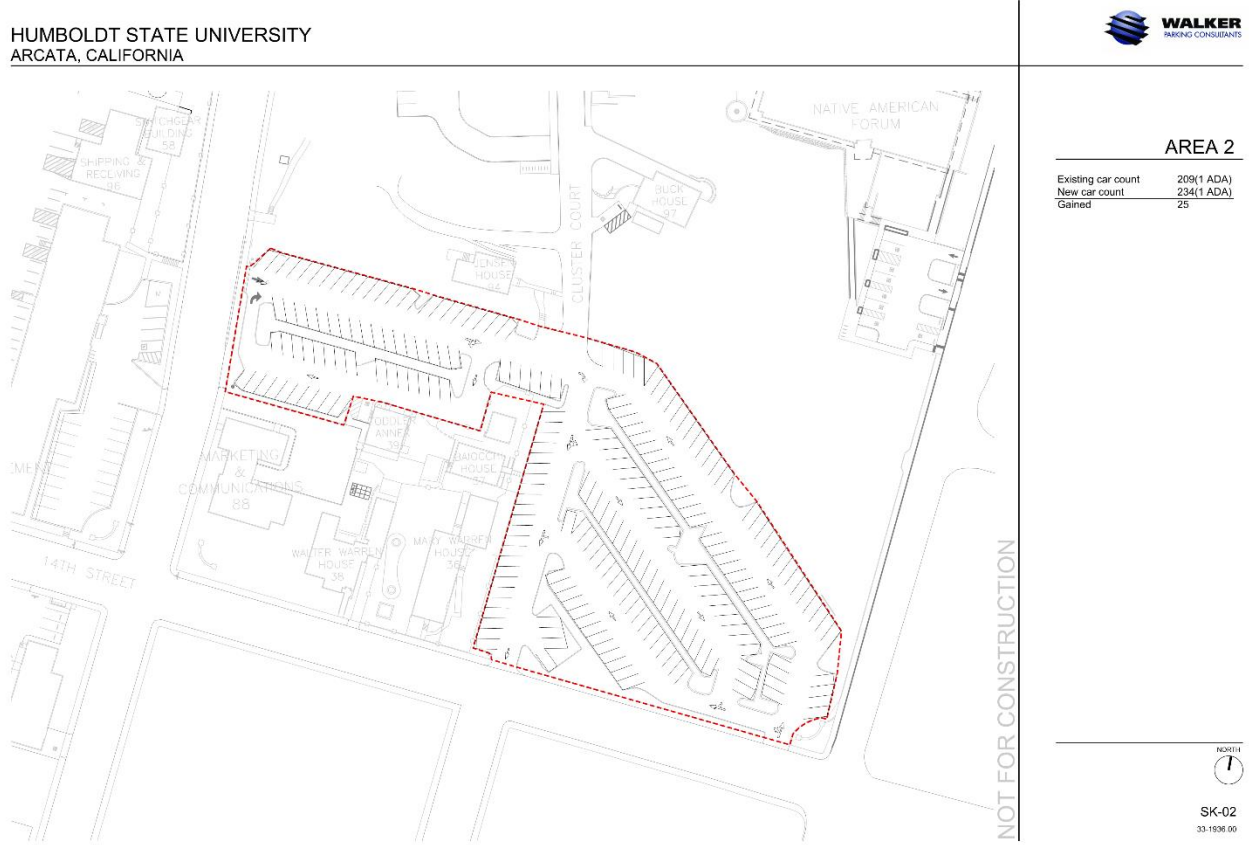
RESTRIPING OR RECONFIGURATION OF LOTS

Another tactic that HSU asked Walker to consider would be the possibility of using existing asphalted paving areas more efficiently. The University has already used its existing parking areas to significant advantage, carving out a few extra spaces here and there throughout campus. Since most campus parking areas are small and/or integrated into the difficult topography, there are not many opportunities. However, there are three lots that Walker took a closer look at to see if there was the potential to gain any more spaces, without constructing new campus parking lots or structures. These lots include:

- The combined area around the Student Business Services Building (G11, FS9, and R8)
- The two lots south of Harry Griffith Hall (G12)
- Two lots along 14th Street, between B Street and Union Street (G14 and G15)

G14 and G15 are already slated for major renovations, and Walker has offered the following striping plan to maximize the use of this area. The boundaries remain essentially unchanged, although some trees may need to be removed.

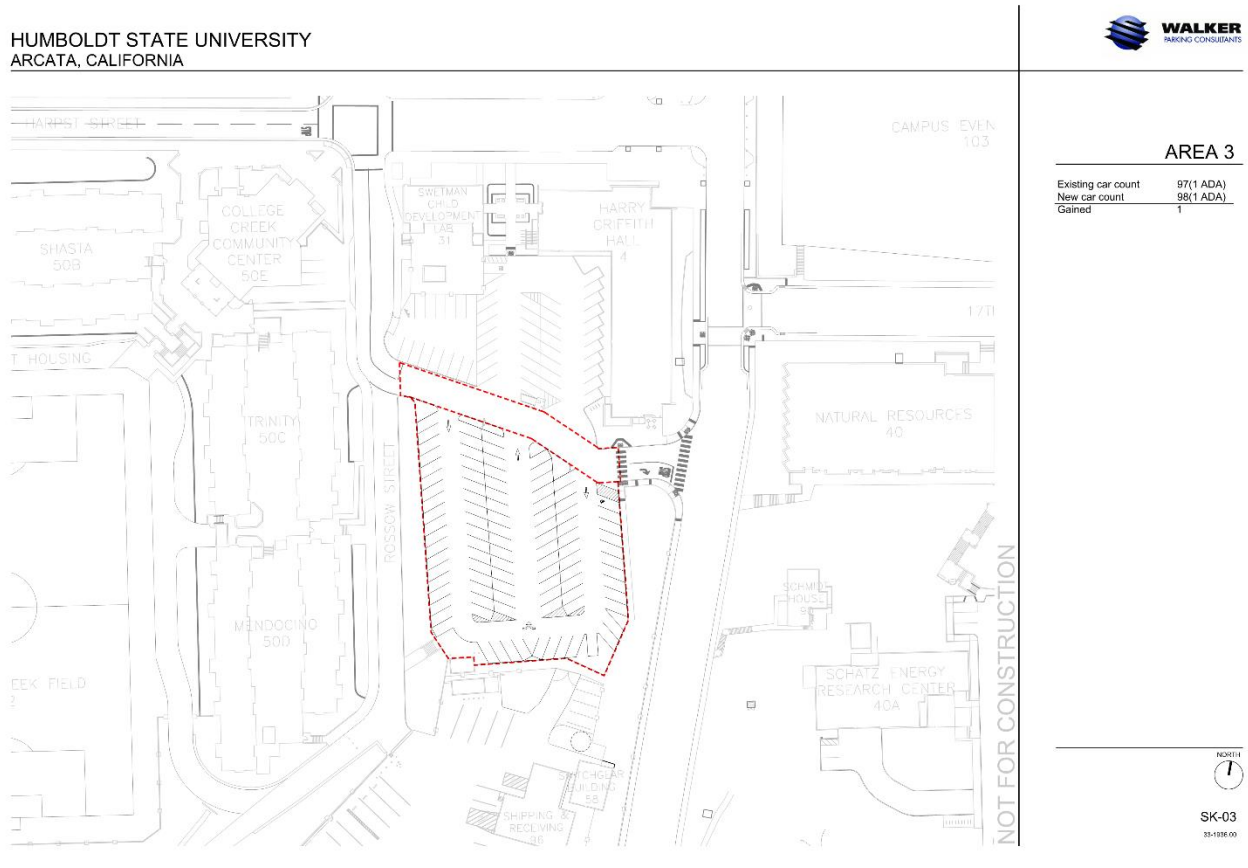
Figure 43: Potential Striping Plan—Lots G14 and G15



Source: Walker Consultants, 2018

Walker estimates that using this striping pattern could increase the inventory by 25 spaces from what currently exists in these lots.

Lot G12 has less to gain in terms of increasing the number of parking spaces but could benefit from a revised circulation pattern for safety and ease of use.

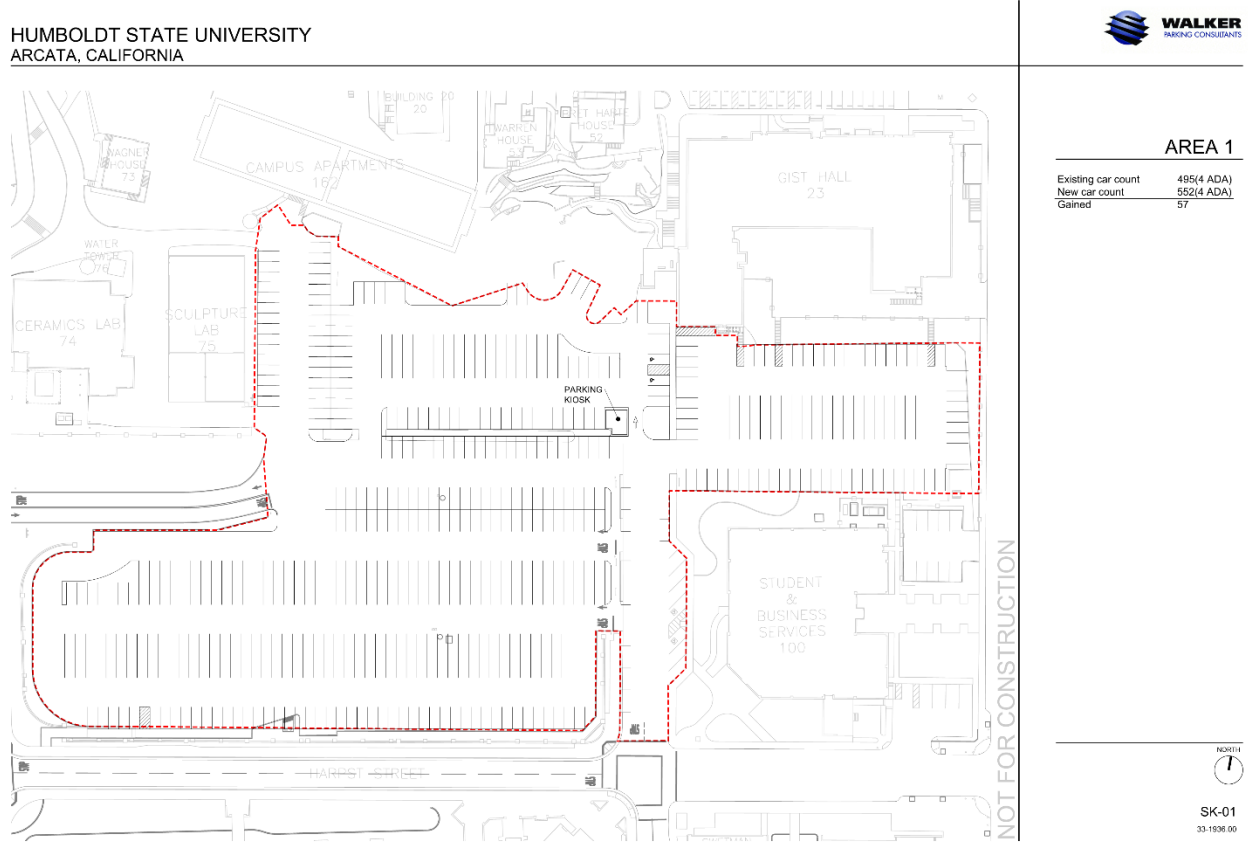
Figure 44: Potential Striping Plan—Lot G12


Source: Walker Consultants, 2018

In this plan, only the lower half of the lot materially changes, but it becomes easier to navigate and gains one parking stall. Walker only recommends making these changes if the lot is being redone anyway, in order to improve pavement conditions.

The third area that Walker considered is the large three-lot area to the west of the Student Business Services Building including lots G11, FS9, and R8. Most of the gains could be realized if the area between G11 and R8 is graded and made continuous, and some trees were removed from R8, allowing a more regimented layout. The proposed striping plan would appear as follows:

Figure 45: Potential Striping Plan—Lots G11, FS9, and R8



Source: Walker Consultants, 2018

This striping plan would require a minor relocation of the parking kiosk but would yield safer and more regular circulation and an additional 57 parking spaces. Given the magnitude of the unmet and latent demand described in the section above, an increase of 57 parking spaces would not have a measurable impact on campus operations. So, while Walker feels the lot can be reconfigured to good advantage, given the minor impact, and the recentness with which G11 was renovated and repaved, Walker recommends that these changes be incorporated into regular maintenance and repair projects. We do not recommend a special and/or immediate-term project intended to reap this gain in parking inventory.



05 Existing Conditions

SECTION 5 – EXISTING CONDITIONS

TRANSIT ANALYSIS

GIS data—shown earlier in this report—indicates that public transportation routes serve nearly all significant nodes of demand with the service area of the Humboldt Transit Authority, providing blanket management of local and regional bus services. These services include the Arcata and Mad River Transportation Service (A&MRTS), Redwood Transit System (RTS), the Willow Creek Intercity Service, Eureka Transit Service, and other routes serving the southern reaches of Humboldt County.

The geographic coverage of the region is extensive, however, on most routes the service is infrequent and travel times are long. A&MRTS has among the most consistent service in the system, with two routes that run in hourly in Arcata. Each route returns to the HSU Library Circle 2 or 3 times per cycle (likely only taking one the right direction once an hour).

Commuter routes serve as far north as Trinidad, as far south as Scotia and as far east as Willow Creek.

To the south, Scotia is served by two commuter trips in the morning one arriving around 8:15 a.m. and the other at 9:10 a.m. Return trips are offered at 4:25 p.m. and 6:27 p.m. Travel time is approximately an hour and 45 minutes, about an hour longer than the time it would take to drive oneself. Communities that are a closer to Fortuna or King Salmon each have four trips that arrive on campus by 9:10 a.m. Trip durations are an hour or more for Fortuna and about 45 minutes for King Salmon, about 25 to 30 minutes longer than individual driving time. Bus commuters from King Salmon southwards are not likely to be choice riders but are more likely to be transit dependent.

Similarly, from the north, Trinidad is served by only one bus during the morning commute (6:46 a.m.), arriving 45 minutes later. This compares somewhat unfavorably with a 20-minute drive. McKinleyville residents can choose from three departure times, between 6:00 a.m. and 8:00 a.m., all of which arrive at HSU by 8:30 a.m., with a travel time of 25 minutes. The same trip by car is likely to take less than 15 minutes. As such, McKinleyville commuters are more likely to be choice riders than are their peers from Trinidad.

The route from Willow Creek runs to the Arcata Transit Center at 6:25 in the morning; it is a one-hour bus trip, which is comparable to car travel time. Return trips are offered at 3:40 p.m. and 5:40 p.m. and take 50 and 55 minutes respectively. Due to the very similar travel times (the bus is an express route, without intervening stops), this route may attract choice riders, if the departure times fit one's schedule.

Commuters from Eureka are offered trips approximately every half hour from 6:45 a.m. onward, with a travel time of 20-30 minutes, as compared to car travel times of 9-14 minutes. This frequency and regularity is strongest in the system. At this frequency and trip length, some commuters may actively choose public transportation.

The transit system planners are actively interested in pursuing some park-and-ride opportunities to improve access to public transportation. Park-and-rides also offer the opportunity to create more direct and express bus routes that can make travel time and convenience competitive with single-occupancy vehicle driving. They are looking at two types of facilities. Some that can be located further from Arcata (which, due to the University, is the largest single employment center in Humboldt County), and can collect commuters who might otherwise drive from more populous areas, such as Eureka or McKinleyville. Other facilities that could be of interest to HSU

would be parking lots in Arcata that are more remote from campus, with regular, direct shuttle connections to the University. While this would not necessarily reduce the number of SOV commuters, it could reduce the demand for parking on campus, and lessen traffic congestion on campus and in the community.

TDM

HSU has made considerable efforts to be an environmentally sustainable institution, it is a signatory of the American College and Universities Presidents [sic] Climate Commitment (ACUPCC), it participates in the Sustainability Tracking and Reporting System (STARS) and has earned a “gold” rating, and it has prepared a Climate Action Plan (CAP). None of these commitments and activities can be undertaken lightly; they require significant investment both financially and in terms of staff time. The campus creates a positive feedback loop of environmental invest and academic programs that attract students who are aware of, and interested in, sustainability, who in turn push the campus to become more sustainable. This was often evident during Walker’s conversations on campus.

HSU has implemented several initiatives that help promote sustainable transportation.

JACKPASS

This is an unlimited-use transit pass that is valid on all local and regional bus lines, including Arcata and Mad River Transit System (A&MRTS), the Redwood Transit System (RTS), and the Eureka Transit System (ETS). Students are eligible for a JackPass, during the fall and spring semesters, the cost is covered by their IRA (Instructionally Related Activities) fee. Faculty and staff are eligible to purchase JackPasses for \$60 per semester. Summer JackPasses are available to faculty, staff, and students for a fee of \$45.

By comparison, a single fare on these transit routes ranges from \$1.25 to \$5.50, and monthly passes from \$30 to \$108. The fares and passes, as advertised on the Humboldt Transit Authority’s page, are illustrated in the following table:

Figure 46: Humboldt County Bus Fares and Pass Prices

	Single-Ride	Monthly Pass	Value of JackPass (at ~5 months)	Savings
Arcata and Mad River Transit Service	\$1.50	\$30.00	\$150.00	\$120.00
Mainline RTS (single city)	\$1.90	\$59.00	\$295.00	\$236.00
Mainline RTS (multi-city)	\$3.00	\$59.00	\$295.00	\$236.00
Southern Humboldt RTS (single-city)	\$1.65	\$108.00	\$540.00	\$432.00
Southern Humboldt RTS (multi-city)	\$5.50	\$108.00	\$540.00	\$432.00
Eureka Transit Service	\$1.70	\$48.00	\$240.00	\$192.00
Willow Creek Service	\$4.35	\$82.00	\$410.00	\$328.00

Source: Walker Consultants, 2018

The last column in the table above indicates how much faculty and staff could save versus purchasing monthly passes from these transit agencies. Students, of course, save the entire amount, as they pay nothing in addition to their IRA fee to be eligible for fall and spring passes. Essentially, students can pay \$45 for a full year of transit service that might otherwise cost between \$360 and \$1,296 per year.

ZIPCAR

Zipcar has placed five carshare vehicles scattered around campus at three locations—the one at the Student Business Services Building, two at the Library Circle, and two at the Jolly Giant Commons. These vehicles are available for short-term use to students 18 years old and older, and to any faculty or staff member. The membership fee is a subsidized \$15 per year for students and \$25 per year for faculty and staff. Hourly rates vary by the make and model of car and range from \$8.50 to \$11.00 per hour, and from \$77 to \$84 per day. Memberships are transferable to any Zipcar location around the country. These five vehicles are the only Zipcars in Humboldt County.

Departments can create departmental accounts to which they can add all employees, so the vehicles can be used for business purposes. This could prove to be economical versus purchasing a departmental vehicle. Perhaps more importantly, if any campus employees bring their cars to campus every day, solely because they need them for work (as was suggested in several open-ended responses), this may allow those individuals to commute via other means, and use carshares for business errands instead. Examples:

- I am willing to use other modes, but due to having to shop for work and bring it to campus, it becomes problematic. Also, because I need to be at work by 7:30 to support students in my Lab class, I cannot really carpool or take the bus.
- I live to [sic] far to walk. I often have to use my car on company business.
- People do not normally come as early as I do, nor leave as early as I do so car/van pools wouldn't work. I also have to have my vehicle to do company business at times during the week.

ZIMRIDE

Zimride is a carpool matching service; it can be used to form or increase carpools and vanpools for daily commutes, for one-time rides to or from work or an event, or for trips out of town (e.g., students at break times). This service is paid for by the University and is available as a free resource for faculty, staff, and students to help them share rides. Based on the survey results, one of the main reasons that people choose not to carpool is that they say it is too difficult to find someone with whom to ride. Yet awareness of the Zimride ride-matching platform is low. Among faculty, 28% have heard of Zimride, and only 1.3% have used it. Staff are more aware at 44% and have used it at 3.8%. Undergraduate students are somewhat familiar with 51% of resident students and 37% of commuting/off-campus students having heard of it; they have used it at rates of 3.1% and 5.4% respectively. Grad students are familiar at a rate of 22%, and only 2.2% have used it.

CARPOOLING

HSU has a carpool incentive program available, and seven preferential parking spaces (adjacent to the parking kiosk near the Student Business Service Building). These spaces are reserved for carpools only between 7 a.m. and 11 a.m. before they convert to General spaces available to any campus parking permit holder. As this is among the most central locations on campus and is in high demand throughout the day, this is a valued perk. During Walker’s occupancy counts, these spaces were all full at both counts—in the morning while they were still restricted, and in the afternoon.

The program is offered as a daily perk to commuters that arrive on campus with three or more occupants in their vehicle (two, if that is the vehicle’s maximum capacity). The car must pull up to the kiosk, and upon presenting their regular campus parking permit can then be issued (on a space-available basis) a Preferential Carpool Parking Permit for the day, which allows them to use one of the designated carpool parking spaces.

Figure 47: Carpool Flier

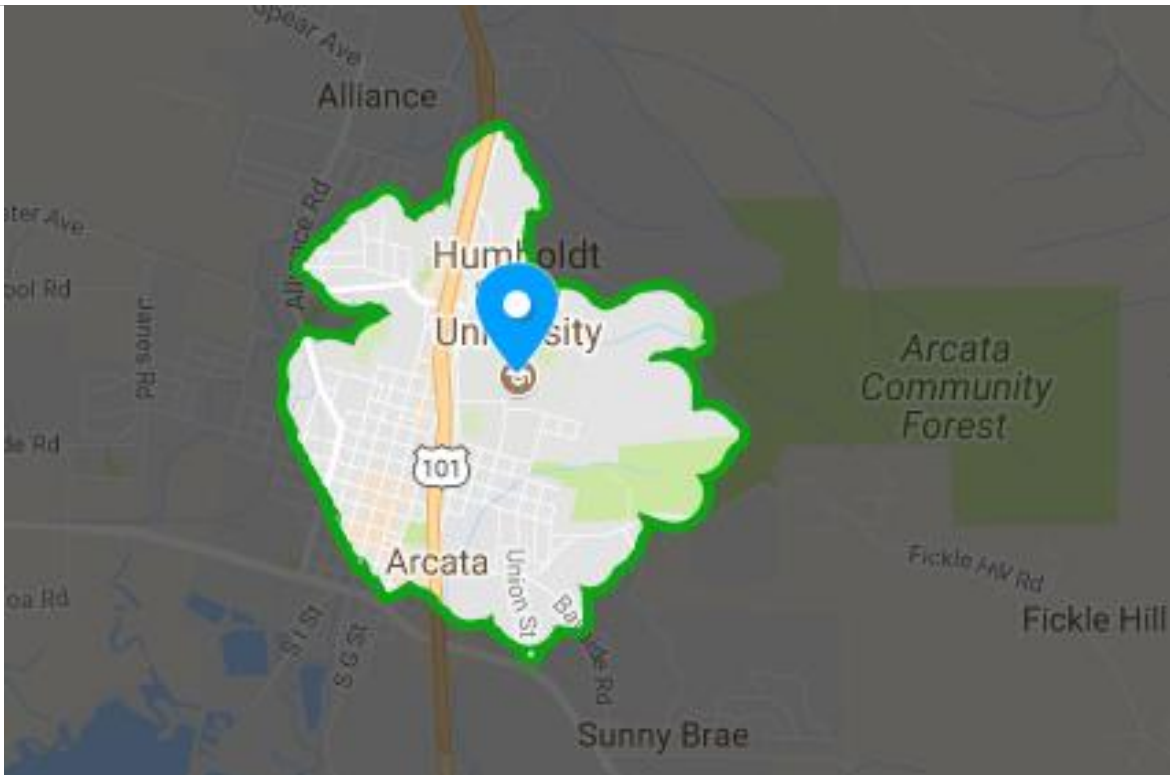


Source: Walker Consultants, 2018

WALK SCORE

Referencing the website [WalkScore.com](https://www.walkscore.com), the City of Arcata scores 47 out of 100 for walkability, and is defined as a “car-dependent City.” This is due in large part to the topography, size, and lack of density in the City, along with areas that do not have sidewalks available. When taken separately, however, Humboldt State University fares somewhat better on WalkScore, with a score of 81 out of 100, or “very walkable.” This refers not only to the campus itself but to a walking radius of 20 minutes in each direction from campus. The 20-minute travel time map that they display appears as follows:

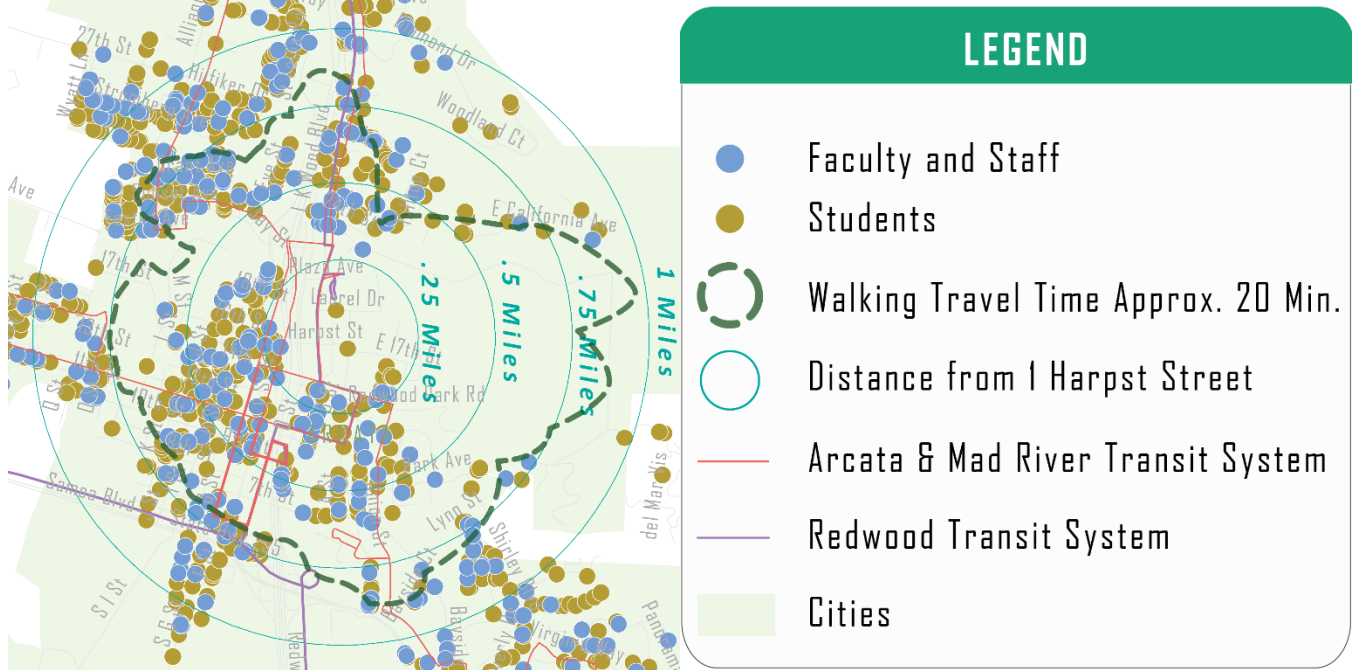
Figure 48: 20-Minute Walking Radius



Source: Walker Consultants, 2018

When we overlay this particular graphic with the GIS home-address data that was illustrated in Figures 48-49, we see a considerably-sized population lives within this 20-minute walking boundary. As is the previous figures the blue dots represent faculty and staff commuters, and the gold dots represent student commuters, in the following figure:

Figure 49: 20-Minute Walking Radius, with GIS Home Address Data Overlaid

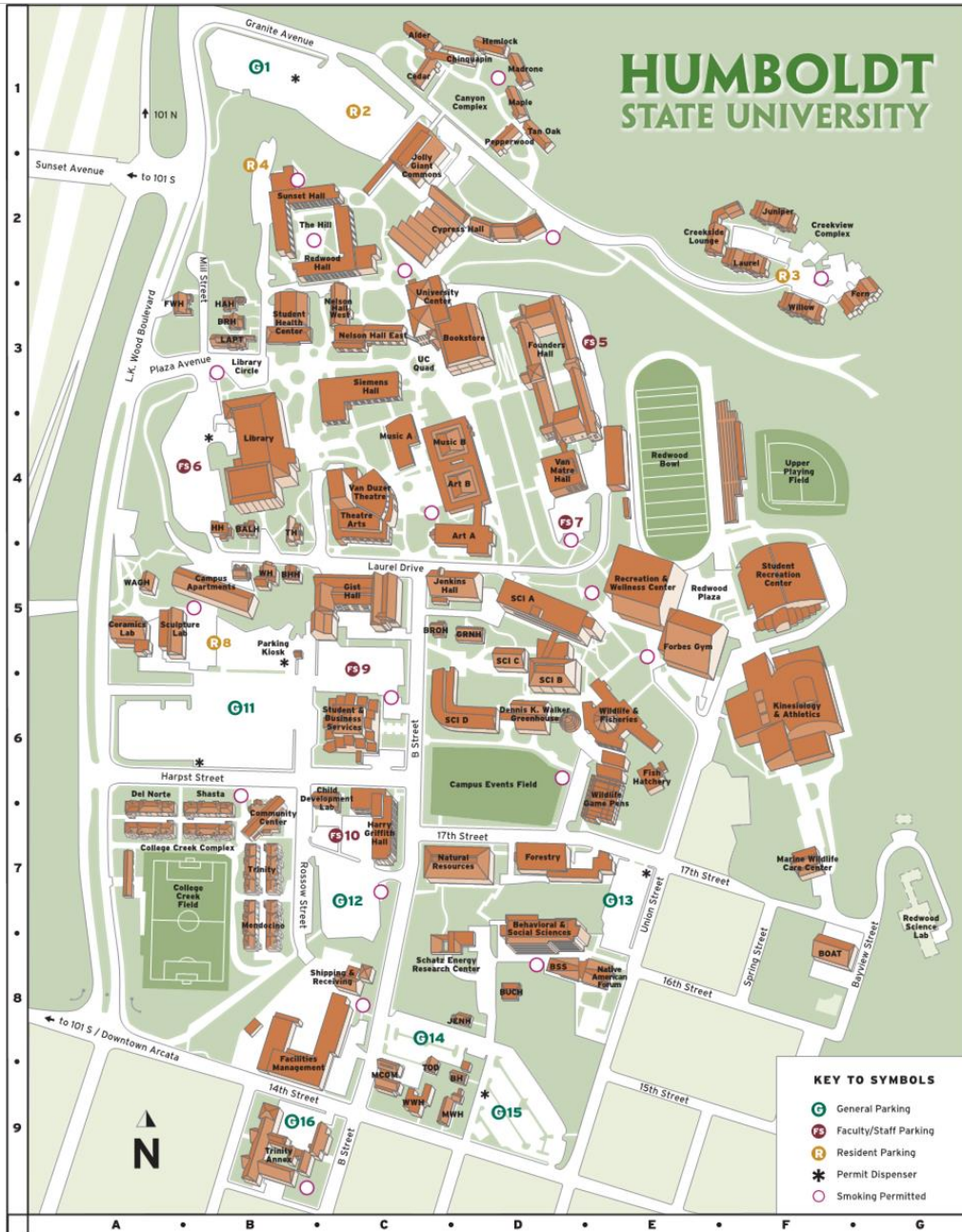


Source: Walker Consultants, 2018

USER ASSIGNMENT

The current parking permit program of user assignments is illustrated in the official HSU campus parking map as appears below:

Figure 50: HSU Campus Parking Map



Source: Humboldt State University, 2017

The lots labeled “R” are designated for students living in campus residence halls; as such these are only sold to resident students. Those marked “FS” are sold only to faculty and staff. Finally, those indicated with a “G” are valid in general permit parking spaces and are sold primarily to commuter (off-campus) students.

- Holders of “R” permits can park in “R” areas and are allowed to overflow into “G” areas; they are not valid in “FS”
- “FS” permits are allowed to park in spaces designated as “FS” and “G.”
- Those individuals hold “G” permits can only park in spaces designated as “G.”

Although it sounds somewhat pejorative, this type of parking system, in which very general permit types and lot designations are used—is sometimes called a “hunting permit” or “hunting license.” These systems give wide privileges, and allow users to seek parking in various lots all over campus. There is generally a high oversell rate (number of permits versus number of spaces), and with some of the privileges overlapping (e.g., “FS” can park in “G” or “R”), it is difficult to gauge actual levels of demand (absent counting every permit in concurrent use on campus).

While oversell rates in a “hunting” system are generally high, HSU experiences particularly elevated rates. HSU data indicate the average number of permits that are concurrently issued. This is calculated by starting with the number of annual permits purchased and then adding the average of “spring-only” and “fall-only” permit purchased (example: if 100 resident students purchase annual permits, 45 purchase “fall-only,” and 55 purchase “spring-only,” then we add 100 plus the average of 45 and 55, to come up with an average of 150 concurrent permits).

In the case of HSU, the average numbers of permits sold by constituent group are as follow:

- FS permits = 957
- R permits = 683
- G permits = 1584

This yields 3,224 permits versus 1,744 permit-controlled spaces (i.e., those spaces available to permit holders); an aggregate permit-to-space ratio of 1.85:1. By permit type the ratios are as follow:

- FS permits = 2.33:1 (410 spaces)
- R permits = 2.34:1 (292 spaces)
- G permits = 1.52:1 (1,042 spaces)

While these ratios would seem to favor commuting students (“G” permits), with the lowest permit-to-space ratio, the true impact may be different. As noted anecdotally, and supported by survey results, many resident students don’t move their cars frequently. At some time during the late night or early morning hours, it is fair to assume that nearly all resident cars are concurrently present. If by the 10:00 a.m. peak, only 80% of resident students are parked, the demand for spaces would be about 550—with only 292 “R” spaces, about 260 of these residents will filling “G” spaces. If only 60% of faculty and staff are present at this peak hour (a very conservative number), they would create a demand for 575 parking spaces, of which only 410 are designated “FS”; this would yield another 165 cars filling the “G” spaces. This means before many commuting students are competing for the “G” spaces as many as 425 or more of those spaces may be occupied by “R” and “FS” parkers, reducing the available inventory to 617 spaces—an adjusted permit-to-space ratio of 2.57:1. So while, “R” and “FS” permit holders are not constrained to their permit-to-space ratios of approximately 2.3, “G” permit holders may be

feeling the pinch disproportionately—with no overflow alternative, other than paying for metered parking (in addition to the cost of their parking permits), or looking to the city streets (either metered, time-restricted, or open).

PARKING LOT EFFICIENCY

By some measures, the efficiency of HSU parking lots is extremely high. Most lots are as efficiently laid out as they can be. Walker was able to identify a total about 83 parking spaces that could be gained through restriping and parking lot renovation (see “Restriping and Reconfiguring Lots” in the Parking Supply and Demand section of this report). Among a total of 2,162 spots, this would represent a gain of less than four percent; and of these 83, HSU had already determined to renovate G14 and G15 (in which Walker had identified a potential gain of 25 of those 83 spaces). There is little to be gained, and Walker wouldn’t recommend undertaking any of the identified reconfigurations outside of a normal rehabilitation schedule—for the sake of cost efficiency.

Permit-controlled spaces are not going unused during the day, they fill early and remain full throughout the day (between 98% and 100% occupied). To the extent these spaces are highly-utilized, there is a level of efficiency. This represents 1,744 or 81% of 2,162 total parking spaces. The remaining 418 stalls are devoted to a variety of specialized designations, these spaces. Among these are the following space types (and their associated peak occupancy percentages):

Figure 51: Specially Designated Parking Spaces

Space Type	Inventory	Percent full at 10:00 a.m.
ZipCar	5	100%
Carpool	7	100%
10-hour meter	44	95%
Bus only	7	71%
RLC	6	67%
10-minute	3	67%
1-hour meter	16	63%
30-minute meter	13	62%
Service	137	53%
Health Center	2	50%
Reserved	7	43%
ADA	92	41%
UPD only	8	38%
20-minute	35	26%
Drop off	16	25%
Motorpool	20	20%
TOTAL	418	52%

Source: Walker Consultants, 2018

Some of these were full, or nearly full, all day including Zipcar and carpool spaces. Walker encourages very limited use of reserved spaces, a practice that HSU observes, but preferred carpool spaces (especially those that convert to general spaces after a certain hour) and carshared spaces, are valuable demand management tools. In these instances, reserved spaces provide a benefit to the whole system. The occupancies of other spaces ranged between about 20% and 70% full. Most of the time-limited spaces (metered or signed) were about two-thirds full throughout the day, which is valuable to ensure availability and indicates reasonable turnover,

allowing the most possible users access. It is also beneficial to have a surplus of drop-off and Health Center spaces. The number of vacant ADA spaces was strikingly noticeable, and at some institutions, we might recommend a reduction. However, the topographical challenges of the Humboldt State University campus would suggest a higher number of spaces, as those spaces that can provide access are very limited—and the hills, slopes, and limited paths of travel may require people with disabilities to move from facility to facility throughout the day.

In all, although the peak occupancy of non-permit-controlled spaces hovered around halfway, Walker does not recommend any substantive reallocation of these space to permit-controlled spaces. Within the permit-controlled spaces, however, some adjustment among “R”, “FS” and “G” spaces, as well as revised permit management, may be of benefit. This is discussed further in the Recommendations section of this report.

PARKING OFFICE OPERATIONS

The parking function at HSU is operated by Parking and Transportation Services, which has been its own organization, and a self-funded function since splitting from the campus Police department about six years ago.

As set forth in the 2016 Parking and Commuter Services Business Plan the mission and values of the Parking and Commuter Services department are as follows:

MISSION STATEMENT

Parking & Commuter Services is committed to ensuring the University community and campus visitors are provided with access to parking and transportation services that align with the University’s core mission and goals. We accomplish this through the provision of responsive, cost-effective, customer-driven and sustainable programs and services.

VALUES STATEMENTS

Parking & Commuter Services embraces the following core values in all endeavors associated with serving the campus and community.

- **Customer Service:** We commit to understanding the needs of the campus community, communicating effectively and delivering services and solutions in a courteous, professional and timely manner.
- **Collaboration & Transparency:** We commit to building strong, successful partnerships and sharing our expertise and knowledge within our department and with the campus community.
- **Respect:** We commit to developing and maintaining mutual respect through soliciting input, active listening and communication, recognizing diverse points of view, and receiving constructive feedback.
- **Integrity:** We commit to conducting our business ethically and with the highest level of integrity while demonstrating social responsibility and showing respect for those with whom we work, partner and contract.
- **Excellence & Pride:** We commit to the highest standards of quality and performance and are dedicated to continuous improvement. We are proud of our work and are devoted to serving the campus community.

- **Effectiveness & Accountability:** We commit to efficient, transparent processes and delivery of services that meet campus priorities and achieve department goals while also being financially, operationally, and environmentally responsible.
- **Innovation:** We commit to learn, develop and improve continuously; we will build on our successes and learn from our failures.
- **Stewardship:** We commit to respecting the history and traditions of the University while managing our resources for the benefit of present and future generations and taking responsibility for our work and actions.
- **Safety:** We believe workplace injuries are preventable and will work together to promote safety and wellness within the department and throughout the campus community.
- **Employee Ownership & Satisfaction:** We commit to providing the resources, professional development, and support necessary to effectively complete our job responsibilities. We commit to having a work environment inclusive of diversity and conducive to staff engagement, a sense of ownership, high performance and professional satisfaction.
- **Sustainability:** We commit to providing services and infrastructure that lessen reliance on single-occupant vehicle travel and reduce vehicle trips to campus as a means of relieving congestion and parking pressures while reducing HSU's environmental impact.

STAFFING

The associate vice president for facilities management is supported by a parking and commuting services coordinator, two field enforcement personnel, and student field staff. Significant support is provided by the Cashier's office (through which permits are sold, and payments are collected), from the AVP's office, and from facilities staff (maintenance, landscaping, cleaning). Parking and Commuter Services pay administrative overhead costs for these support services.

Among the fulltime staff, the coordinator is the primary customer-service interface by phone and email; this person also handles citation appeals; events; requests for exceptions; permit management; JackPass program management; coordination with the Cashier's office; and, all reconciliations of data from software systems that are used to manage permits and citations.

PARKING SOFTWARE

During the course of the study, Walker noted the following regarding third party parking software products and services used by HSU.

- Phoenix Group Information Systems (permits, citation management). Includes the program WinCite, and provides all DMV searches and holds, generates all letters, adds late fees. It is Phoenix's phone number on the citations. The Phoenix Group provides citation management and collection services. They pursue payment and issues payment to the University.
- Clancy Systems International (issue citations). Clancy operates as a subcontractor to the Phoenix Groups. They provide the citation equipment, citations, envelopes, etc. They are responsible for the equipment, including upgrades, repairs, and replacements.
- The process, as it is supposed to work: citations are issued using Clancy's hardware in the field, handheld ticket writers are synced at the end of each day/shift with Clancy's software. Then, each evening, Clancy's information is downloaded by Phoenix, into their citation management system.
- Phoenix and Clancy systems do not communicate well anymore. Some data doesn't transfer well between the systems, sometimes transfer incorrect data, and Clancy has been suffering "crashing" problems. Neither company is taking accountability, with each blaming the other. Both companies claim to be able to provide the full suite of services without the other. However, both having been unresponsive seem unappealing as a solution.
- Issues between Phoenix and Clancy come at a real financial and human resource cost, amounting to half an hour wasted per day of auditing, error correction, and reconciliation. Mathematically, this would suggest that the systems problem has translated into over six percent of an FTE.

Walker has been informed that since the study was completed, HSU has selected and implemented a new product/provider.

PARKING ENFORCEMENT

Parking enforcement is conducted by two fulltime Parking and Commuter Services employees, supported by student staff, weekdays between 7:30 a.m. and 10:00 p.m., during the academic year (8:00 a.m. and 5 p.m. during the summer). Their activities are supported by the University Police Department during off hours. As noted, above, enforcement is conducted using Clancy hardware.

HSU issued approximately 6,400 parking citations in the calendar year 2016. Based on Walker's experience at other universities, the annual issuance of three to four citations per space in the inventory per year indicates that appropriate diligence is being taken to protect the parking system and its paying customers. With approximately 2,160 parking spaces, HSU is writing almost exactly three citations per space. Among these citations about 17% were voided (0.2%) or dismissed (16.8%). Unless many of these tickets were issued in error, this may indicate that the University is too lenient with respect to violations of the campus' parking rules and regulations. The collection rate of 91.1% achieved by HSU via the Phoenix Group is excellent—though all tickets,

particularly among campus community members should be aggressively pursued, to ensure compliance with campus parking rules.

However, it is a perception among permit-holders on campus—and this perception is borne out by the data—that it is possible to arrive on campus and not find a single legal place in which to park. This makes enforcement’s job difficult as they are put in the position of “punishing” people who feel as if they have no choice but to park illegally and take their chances.

It is important to consider parking enforcement to be a customer service function—intended to generate compliance rather than revenue (though it can be a valuable revenue source). Parking violations, particularly on a campus like HSU with parking demand that has thoroughly outstripped the parking supply, is vital to helping ensure that permit holders can find legal places to park and that transient visitors to campus can be welcomed and have a good first experience with the University.



CURRENT FINES

Figure 52: Parking Violations and Fines

Violation Name	Pre-2009 Fine	2009 Fine	Fine	Delinquent Fine
Parked In Intersection	\$30	\$35	\$40	\$80
Parked In Crosswalk	\$30	\$35	\$40	\$80
Blocking Driveway	\$30	\$35	\$40	\$80
Parked On Sidewalk	\$30	\$35	\$40	\$80
Obstructing Traffic	\$30	\$35	\$40	\$80
Double Parking	\$30	\$35	\$40	\$80
Bus Zone	\$50	\$55	\$303	\$306
18" From Curb/Wrong Way	\$30	\$35	\$40	\$80
Disabled Parking Stall	\$330	\$335	\$338	\$341
15' From Hydrant	\$35	\$40	\$48	\$96
Not Setting Parking Brake	\$30	\$35	\$40	\$80
Blocking Disabled Access Ramp	\$330	\$335	\$303	\$306
No Permit	\$25	\$30	\$40	\$80
Permit Not Displayed	\$20	\$25	\$28	\$53
Use Permit W/O Fee (Lost/Stolen)	\$150	\$155	\$158	\$158
Improper Use of Permit			\$158	\$158
Out Of Permit Area	\$20	\$25	\$28	\$53
Special Permit Required			\$40	\$80
Service Vehicle Zone	\$25	\$30	\$40	\$80
Signed Special Use Area	\$25	\$30	\$40	\$80
Motocycle Only Zone			\$40	\$80
Parking/Stopping/Standing in Fire Lane			\$48	\$96
Missing License Plate/VIN			\$114	\$114
Beyond Designated Lines	\$25	\$30	\$40	\$80
Permits Not Allowed at Meter	\$25	\$30	\$40	\$80
Failure to Obey Posted Signage			\$40	\$80
No Parking at Out of Service Meter			\$40	\$80
No Storage or Repair of Vehicle			\$43	\$86
Keys Left In Vehicle	\$25	\$30	\$40	\$80
Area Not For Parking	\$25	\$30	\$40	\$80
Abandoned Vehicle	\$35	\$40	\$48	\$96
No Use of Motor Vehicle for Living or Overnight Sleeping			\$53	\$106
Parking Meter Violation	\$25	\$30	\$40	\$80
Stopped/Parked/Standing Vehicle (Red Curb)	\$30	\$35	\$40	\$80
Not Loading/Unloading (Yellow Curb)	\$25	\$30	\$40	\$80
Not Loading/Unloading Passengers (White Curb)	\$25	\$30	\$40	\$80
Time Limit Exceeded (Green Curb)	\$25	\$30	\$40	\$80
Unlawful Use of ADA Placard	\$250	\$255	\$258	\$258
Improper Registration Tab			\$40	\$80
More than One Vehicle at Same Meter/Stall	\$25	\$30	\$40	\$80
Fraudulent Permit	\$150	\$155	\$158	\$158
Missing 1 or 2 Plates			\$114	\$114
Warning Warning	\$0	\$0	\$0	\$0

Source: Walker Consultants, 2018

Most of the fines seem commensurate with the violations. However some violations that may endanger health or safety (e.g., obstructing traffic, too close to a hydrant, or fire lane) have fines that are the same, or are similar to, lesser violations (e.g., parking without a permit). Unless these violations have similar fines by statute, Walker would recommend reviewing some of the violations for more substantial penalties. It is curious that several of the violations don't double, or do not exactly double (e.g., \$28 and \$53) or only increase by \$3. As appears to be the case, Walker usually recommends that the fine for ADA is set at the highest legal limit, to encourage compliance and maximize accessibility for people with disabilities.

VISITOR PARKING

Parking is often the first and last impression that visitors have of a college campus and can be influential or set a tone for the individual's relationship with the institution. It is important for the campus to be welcoming to its guests, whether potential students, alumni, guest speakers, conferees, the media, or others. And these visitors often have short-duration stays. Permit dispensers in several campus lots could fill much of this need, if those lots were not predominantly full throughout the day. Parking meters and time-limited spaces are another way to meet this need; during Walker's occupancy counts 10-minute spaces, 30-minute meters, and 1-hour meters had about a third of their inventories available (a total of about ten spaces). The 20-minute spaces were only a quarter full when measured at peak, providing another 25 spaces. So, transient visitors to campus with short stays on campus could find accommodation. However, it would have been difficult to find someplace to park for more than one hour, as permit spaces were occupied, and the 10-hour meters remained full or nearly full during the occupancy counts.

Walker believes that if some of the supply and demand strategies found in the recommendation section are implemented, fewer permit holders would resort to using (and paying for) 10-hour meters, due to the difficulty (or potentially the impossibility) of finding a permit-controlled parking space.

ACCESS CONTROLLED LOTS

Sometimes permit- or use-restricted parking lots have the additional protection of access controls (e.g., gates). At HSU, only one lot has a gate which can be activated with a card. This gate only blocks about half of the entry lane and could be circumvented; but perhaps it sends a message that this facility takes its parking restrictions seriously. Walker would contend that this gate is likely unnecessary. Further, Walker does not recommend that HSU pursue the installation of any other access controls, and that current or enhanced enforcement techniques can effectively attain adequate compliance with parking rules and regulations. Potential improvements to enforcement tools and techniques are discussed in the recommendations section of this report.

FINANCIAL ANALYSIS

There are a total of five funds under the purview of Parking and Commuter Services: parking fees; fines and forfeitures; parking projects; alternative transportation projects; and, JackPass. The following figures are a summary representation of Parking and Commuter Service’s overall balance sheet, which varies between positive and negative from year to year. In some years a fund balance is reserved, and in other years it is spent on routine, preventative, or deferred maintenance.

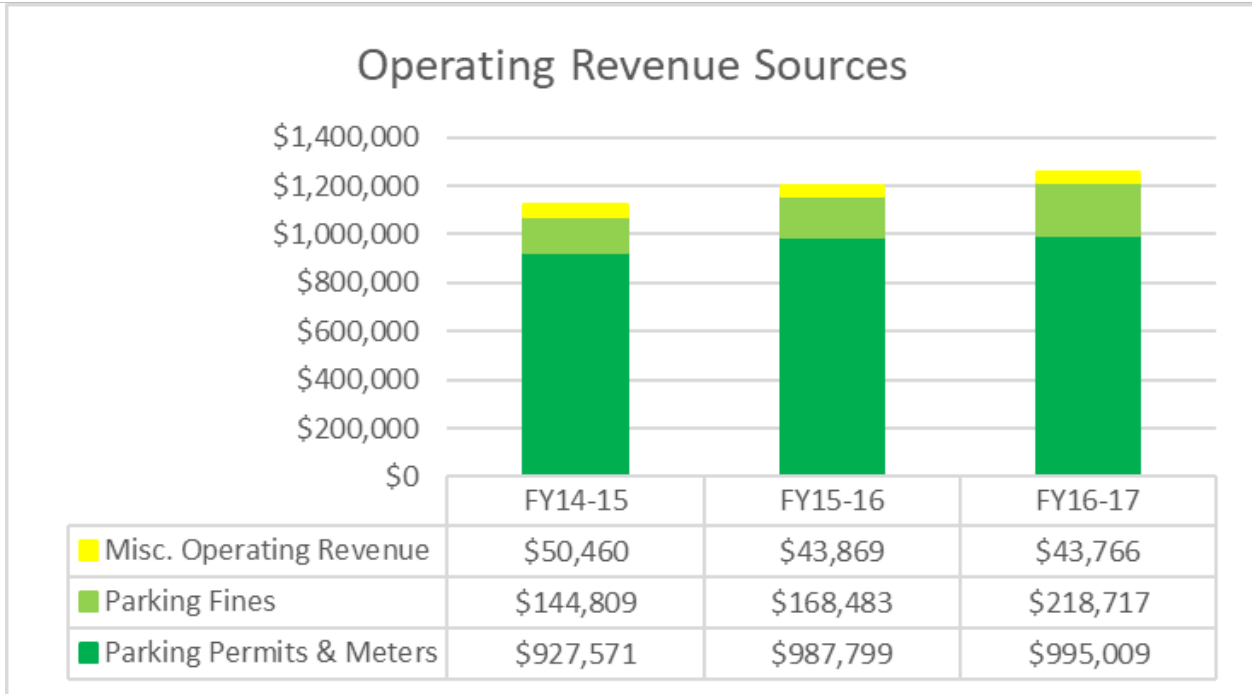
Figure 53: FY2015 – FY2017 Pro Forma

PARKING REVENUES / INCOME	FY14-15	FY15-16	FY16-17
<i>Operating Revenues</i>			
Parking Permits & Meters	\$927,571	\$987,799	\$995,009
Parking Fines	\$144,809	\$168,483	\$218,717
Misc. Operating Revenue	\$50,460	\$43,869	\$43,766
<i>Non-operating Revenues</i>			
Investments	\$0	\$0	\$28,752
Transfers/Appropriations In	\$584,844	\$0	\$0
TOTAL REVENUE	\$1,707,684	\$1,200,150	\$1,286,244
PARKING EXPENSES			
<i>Operating Expenses</i>			
Parking Staff Salaries, Wages & Benefits	\$121,460	\$160,487	\$169,777
Transfer: Services from Other Funds/Agencies	\$179,825	\$179,670	\$165,941
Contractual Services	\$40,362	\$56,100	\$76,534
Utilities	\$22,642	\$22,167	\$7,534
Communications & IT	\$5,193	\$6,461	\$9,891
Equipment	\$6,053	\$0	\$0
Travel	\$5,855	\$1,044	\$4,470
Misc. Operating Expenses	\$118,826	\$247,587	\$111,467
<i>Non-operating Expenses</i>			
Capital Projects	\$10,568	(\$10,568)	\$0
State Pro Rata Charges	\$13,189	\$9,560	\$7,951
Operating Transfers Out*	\$584,844	\$1,293,776	\$0
TOTAL EXPENSE	\$1,108,817	\$1,966,283	\$553,564
NET OPERATING INCOME	\$622,624	\$526,635	\$711,880
FUND ACTIVITY	\$598,867	(\$766,133)	\$732,680

*FY14-15 transfer to CIP/R&M funds; FY15-16 were not transferred within Auxiliary

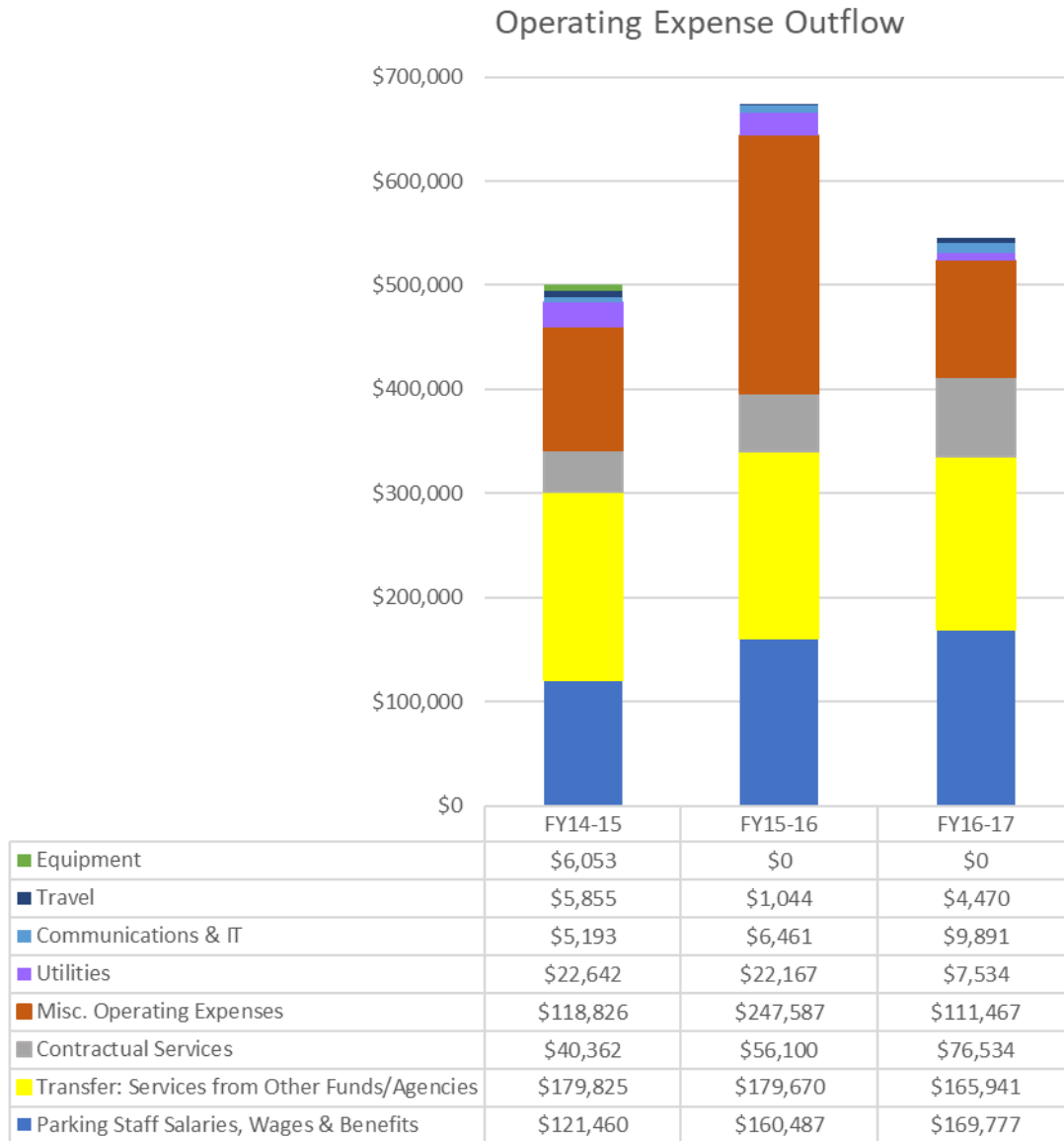
Source: Walker Consultants, 2018

Figure 54: Parking and Commuter Services Operating Revenues



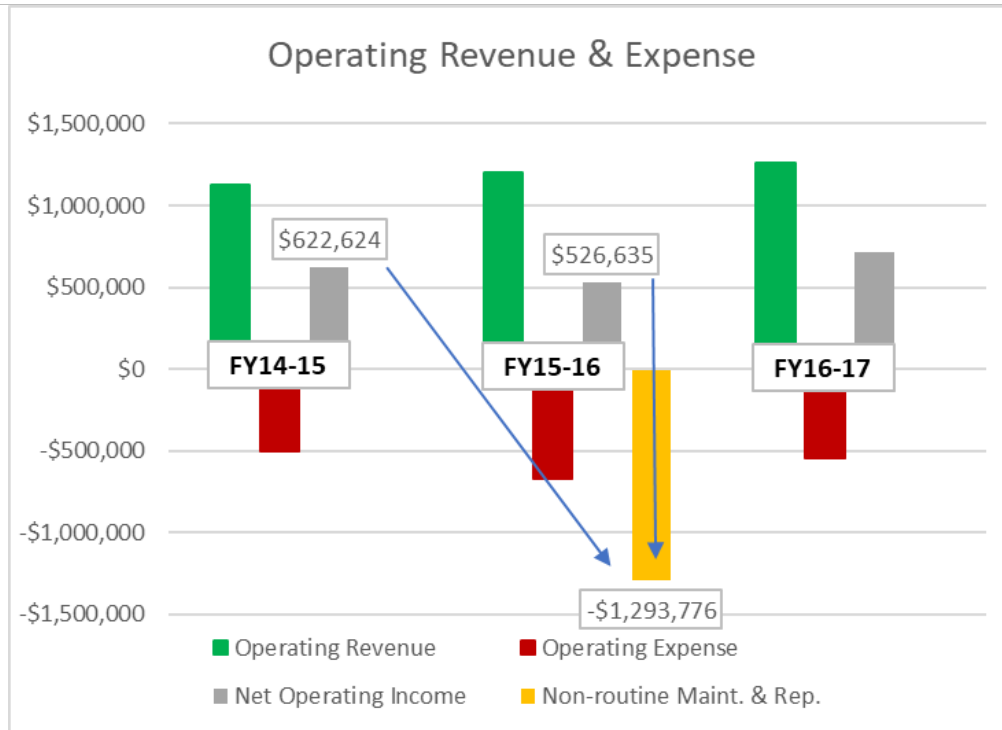
Source: Walker Consultants, 2018

Figure 55: Parking and Commuter Services Operating Expenses



Source: Walker Consultants, 2018

Figure 56: Parking and Commuter Services Net Revenues



Source: Walker Consultants, 2018

When viewed in summary above, Parking and Commuter Services is financially stable. What these pictures do not show, is what the 2016 five-year business plan projects—a gradual decline in all funds over time as expenses slowly overtake revenues. While there is still a small reserve retained by the end of the five-year plan, funds are projected to be running out. The funds should be adequate, however, to address approximately \$1M in deferred maintenance projects, during this planning horizon. Another \$700K in deferred maintenance on parking lots G14 and G15 has been replaced by a plan to bond-finance a \$2.5M complete renovation to those two lots during the summer of 2018.

Beyond the five-year horizon, it is likely that additional revenues will be required to fund the existing parking program, and that a fee increase will be necessary in order to sustain the JackPass program. However, the current parking and commuting program is not adequate to today’s needs (i.e., the parking supply is inadequate, and the existing alternative transportation programs are not likely to be adequate to meet enough commuters’ needs, in order to shift demand). This is to say: current revenues and operations are not sustainable in the mid- to long-term—and, even if they were, these operations could not meet current needs, nor will they meet future demand.

HSU will require a major shift in strategy, and investment in transportation alternatives which will drive the revenue needs to be associated with maintaining a balanced budget for Parking and Commuter Services. This is discussed in more detail in the Recommendations section.



06 Future Conditions

SECTION 6– FUTURE CONDITIONS

There are currently minimal changes planned, institutionally. Over the next five years, HSU is anticipating an increase in the student body of 0.5% per year, for a total of 400-600 additional students. During this same planning window, there are no planned gains or losses to parking infrastructure. Parking fees and fines, at present are not anticipated to change substantively. The pricing 790 of 957 faculty and staff permits are governed by bargaining unit contracts, and cannot be increased by any significant amount. Any permit price increases could be applied only to students, to those few staff (MPP) not covered by union contracts, and to short-term/transient parking privileges (meters and daily permits).

Per the 2016 five-year business plan, all Parking and Commuter Services funds are projected to decline and/or approach deficit conditions.

Given the current shortage of parking, limitations upon alternative transportation, growing (albeit slowly) population, and financial constraints, HSU Parking and Commuter Services needs a strategic plan going forward. Walker's considered recommendations are discussed in the next section and are intended to provide a general roadmap going forward. As the University begins to choose its direction, and the types of approaches that are most palatable, Walker stands ready to work side-by-side with HSU to realize its goals and to grow and thrive sustainably.



07 TDM Strategies

SECTION 7— TDM STRATEGIES

TDM PROGRAMS

TRANSIT

Public transportation in the Arcata region is provided by the Humboldt Transit Authority (HTA), which runs bus services including the Redwood Transit Service (RTA), the Arcata and Mad River Transit Service (A&MRTS), and the Eureka Transit Service (ETS). The HSU JackPass (unlimited use transit pass) is valid on all HTA routes and services. According to the survey results, students are aware of the JackPass at a rate of 82%, 53% of students have used their JackPass at some point, and 35% of undergraduate commuter students had ridden the bus at least once in the previous two weeks. Among faculty and staff, 75% are aware of the JackPass, but only 8.1% had purchased one, and 7.7% had used the bus at least once in the previous two weeks. Although this is a small number, the data do suggest that faculty and staff who purchase the JackPass are likely to use it.

The majority of commuters do not use transit, and the data indicate that the routes, schedules, and trip durations do not meet their needs or preferences. To a lesser degree, respondents indicated that they lack information about transit routes and schedules. The open-ended questions point to another challenge, however, one of perception—including concerns about safety and comfort related to other passengers, including people who are transient and/or mentally ill. Some respondents reported having experiences with such passengers; others reported hearing of negative experiences of others who have ridden the buses. This seemed to be much more a perception of A&MRTS than of the regional services. Several respondents suggested, either directly or by implication, a greater likelihood to ride HSU-only buses.

CARPOOLING

HSU currently has a carpooling program that rewards three or more people to share a ride to campus on a day-by-day basis—this requires daily verification and permitting, and has been successful.

The University can further strategically incentivize long-term carpooling commitments in order to reduce further the number of SOVs arriving on campus each day. The members of a “committee” carpool typically are only eligible to purchase one parking permit (e.g., semester or annual) for the group; usually, this permit can be switched among members’ cars.

A carpool can have as few as two members, but in this way, each carpool can effectively remove at least one car from campus. Carpool benefits are generally provided as preferential parking, discounted parking, or both.

Carpooling may be able to serve the large number of HS community members who live outside of the areas most densely served by public transit, particularly those in perhaps a six- to the ten-mile radius, in which the population density may remain conducive to people finding carpooling partners.

VANPOOLING

A vanpool program operates in the gray area between carpooling and public transportation. Vanpooling is most frequently a contracted service, with a vanpool company such as RideShare by Enterprise providing the vehicle. The group of commuters, usually facilitated by the provider, gathers as a carpool would. The van is driven by one of the members of the group. The cost for the van, which can range from minivan to full-size (based upon the size of the group, ranging from four to 15), depends upon several factors: the size of the van, the type of van, the number of members, distance traveled, and whether or not fuel is included in the price. The vanpool company provides the vehicle lease, insurance, maintenance, and repairs. There are often funds available to subsidize the full cost of vanpools from metropolitan planning organizations (MPOs), councils of governments, or air quality management districts. An employer can also provide some subsidy to its employees.

Vanpools function somewhat like transit, the member of the group who is the driver (there are usually secondary and tertiary drivers as well), picks up the balance of the passengers. This can happen home-by-home, but more commonly groups meet at park-and-ride locations (formal or informal). The driver often receives some level of benefit, sometimes they travel with no fare, or they do not pitch in for fuel. They may also be allowed personal use of the vanpool vehicle on evenings and weekends, up to a certain number of miles per month. Any or all of these benefits may vary by vanpool provider or group norms. The driver or some other member of the vanpool may be responsible for a small amount of monthly paperwork.

Among the costs of parking permits, gas, oil, maintenance, tires, wear-and-tear, and depreciation, commuting via vanpool is a substantial savings when compared to the cost of individual commutes. Essentially, vanpooling works best and is most cost effective when it operates like transit in situations in which transit does not otherwise work. The most efficient vanpools operate to locations that are unserved or underserved by public transit, and/or during hours that transit does not run. Vanpools are generally most cost effective for roundtrip commutes of 20 miles or more.

For example, a vanpool works well for groups of shift workers who share a schedule that is stable, such as dining and custodial workers, who need to arrive earlier than transit starts running or leave campus after regular transit service ends. It is important to note that the employees do not need to live in the exact same community—they simply need to share a corridor between home and work. Even their work locations can vary to a degree and still allow vanpooling to be effective.

It is important to note that some service workers are experiencing socio-economic conditions in which their transportation costs are highly disproportionate to their household income, with vehicles that are older,

VANPOOL PROGRAM AT CU BOULDER

The University of Colorado—Boulder, after months of struggling to launch a vanpooling program, went back to the drawing board with their vanpool provider and designed a simple flat-rate fee structure that was easy to understand and explain, was fair to the vanpool members, generated income for the vanpool company, and allowed P&TS to work with payroll to implement consistent paycheck deductions (which allow users to save even more money, by paying with pretax dollars, since vanpooling is a form of transit). Within a few months, CU Boulder went from struggling to launch a single vanpool, to having seven of them serving around 50 people. This represented a very real reduction in the number of vehicles brought to campus each day.

less reliable, and less fuel efficient. For this group of workers, vanpooling can have a very positive economic impact.

Often the most challenging problem with marketing vanpooling is explaining it. The first hurdle is helping potential riders and drivers understand who owns the van and manages the liability (the vanpool provider), and that the van is driven by a member of the vanpool, rather than by a hired driver. The next challenge is finding the person or people in a potential group who are willing to be drivers and backup drivers (the vanpool provider usually provides driver training for those who would be driving full-size vans). A third challenge is forming and managing (e.g., counseling through conflict) the group—the vanpool company will usually facilitate these interactions. The last major obstacle is that the matrix of pricing which depends upon so many factors (size of a van, type of van, number of seats, number of occupants, distance traveled), can be confusing; this is particularly true if marketing to individuals for whom English is not their first language.

In order to be successful, there are several strategies that have been proven to help. First, arrange a situation in which you can speak directly with the people who would benefit from the service—do not count on gatekeepers (e.g., shift managers). For service workers, hold a brief timeclock meeting as a shift begins, or visit a staff meeting; have a member of parking and transportation services, a representative from the vanpool company, and (as appropriate) foreign language interpreters. This direct and personal contact can be very effective and reassuring. Second, make sure all of the subsidies are lined up, to reduce the costs to the individual end users; this may require partnership with regional organizations (a vanpool provider may undertake the full burden for this task), and as desired identify any subsidies the University may be willing to contribute to each van or participant. Third, and most importantly, work with the vanpool provider to simplify the equation by which the pricing is determined—perhaps limit the selection vehicles, increase the mileage bands that determine pricing based on distance, eliminate month-to-month changes in pricing that make using payroll deduction prohibitively difficult. To the degree possible work with the vanpool provider to create as few flat rates as possible. Most conversations with potential vanpoolers end when they ask how much it will cost them, and the answer is “well, that depends...” They glaze over, and they are lost.

Once a campus gets a handful of vans operating, it has a built-in group of representatives that can provide testimonials, advice, and information. At that point, the University can go beyond the low-hanging fruit like service workers and market more broadly. Vanpooling has a 40-year history of providing a cost-saving commuting choice to office workers and other professionals, as well.

In short, the successful launch of a vanpool program requires a very active, creative, and engaged partnership with vanpool provider and institutional support (supervisors, parking services, payroll, etc.). The right combination of incentives will help as well: free or discounted parking for vanpools, payroll deduction, and University subsidies can all help.

WALKING AND CYCLING

Pedestrian and cycling improvements support parking and demand management strategies in several ways. A welcoming and safe walking/cycling environment can provide a viable alternative for those living in proximity the University, encouraging them to not utilize their vehicles at all to travel to and from the campus.

As part of the long-term planning efforts ongoing at the University, there should be a recognition of a shift in generational trends away from driving/car ownership and towards multi-modal transportation. Therefore, various means of pedestrian and cyclist improvements should be considered throughout the campus. These improvements can include wider sidewalks, better-defined bike routes/paths, changing/shower facilities, and

secure bike storage. Overall, long-range planning efforts for the University should keep in mind the objective to de-emphasize the reliance on the vehicle and highlight multi-modal choices.

For those for whom walking and cycling do or can work as commuting modes, their efforts can be assisted by the support services that also make transit, carpooling, and vanpooling more accessible to more people. Some of these TDM “enablers” or “security blankets” are discussed in further detail in the following section.

TDM SUPPORT SERVICES

TDM programs tend to work best when they are accompanied by support services or TDM “enablers,” which can act as a security blanket for commuters who leave their personal vehicles at home. These can include a guaranteed ride home (GRH) program, park-and-ride lots, commuter ride matching, one-day parking permits for alternative commuters, a bike-share program, and carshare vehicles available on campus.

Some TDM initiatives are not programs in and of themselves, but are “enablers,” enhancing people’s ability to participate in programs. We refer to these as support services. While the TDM programs themselves reduce single-occupancy vehicle presence, the support services help *attract and retain* program participants. Above, we referred to these offerings as security blankets. That is what our cars are for most of us, most of the time. The average car spends 95 percent of its time parked, and only five percent actually transporting us someplace.² But, we know it is *there* if we need it.

It is this sense of security that keeps some people driving every day, even if they know that transit, carpooling, vanpooling, or cycling can work perfectly well for them—even if they know that changing commuting modes could save them hundreds or even thousands of dollars per year. We say a *sense* of security because while programs such as GRH tend to rate high in importance, their utilization is generally low.

² Shoup, Don. *The High Cost of Free Parking*, 2005

GUARANTEED RIDE HOME

Guaranteed ride home (GRH) programs may be the most important support service to offer. Here is an example from Cornell University, in Ithaca, NY.

When TDM programs were implemented at Cornell in 1990, potential participants were surveyed. Among the questions asked was: “How frequently do you think you would require [a guaranteed] ride home?” The consensus was around once per month. Within less than two years of the introduction of TDM at Cornell, there were over 3,000 participants eligible for the GRH program. If each of them required one ride per month, the University would have been providing tens of thousands of rides each year. In reality, over the course of the next 20 years, the average was around 5 rides per month among the full campus population. The importance of a GRH program is its existence, not its actual use. In the course of those 20 or so years, Cornell’s GRH program was broadened to include anyone on campus, the assumption being that if someone requests a ride, they had—almost by definition—not brought a car to campus that day. The number of rides requested did not increase, but the public relations value was high and the awareness of GRH did increase.

Similarly, CU Boulder introduced GRH and the amount of money that was budgeted to pay for rides in the first year of the program was not depleted for over ten years.

Part of the reason for these extremely low levels of use of GRH is that it is a safety net of last resort. Even those people who are eligible, and whose circumstances dictate a need for a GRH, will seek out other means of obtaining a ride before calling for this service. They will ask coworkers, family, and friends first; and only failing this, will they finally call for a guaranteed ride home. Guaranteed rides home can be provided or augmented by campus staff using University vehicles, with taxicabs, by employing a ride-hailing service (e.g., Uber or Lyft), or by taking advantage of carsharing vehicles.

CARSHARING

Much like the guaranteed ride home program, the availability of carsharing vehicles on the campus can serve as an enabling service that can increase levels of participation in TDM programs. Again, this plays to why people want to have a car with them at work or school, to begin with—just in case. With GRH the question is “what if I need to get home (or to daycare or my kid’s school) in a hurry?” With carshare, the question is “what if I need to run a midday errand?” Some people even drive their own cars to campus every day in order to run periodic business-related errands.

Individual and departmental carshare memberships can cover these needs. The point is to help convince campus community members that alternatives exist for getting around during the day that do not require them to have their own cars. In fact, in many cases, a carshare car will be closer to their location (and will have a guaranteed, reserved spot available when they return).

The magnitude of a carshare’s presence on campus will be directly related to the level of usage of the cars already there—meaning that the more the cars are used, the more likely it is that the carshare provider will add more vehicles to campus, presumably scattered around campus, making carsharing increasingly convenient. By

encouraging more individuals and departments to join carshare and to use those cars for errands, rather than using their personal or campus-owned vehicles, the more prevalent the service can become.

The two main benefits are that people who could commute by alternative means, but bring a car just so it is available for potential midday use can now leave their cars at home and still feel that they have mobility when they need it. In the case of people who bring cars to work for work-related errands, carsharing provides a good tool that may expose the University to less liability.

BIKESHARING

Bikesharing, works much like carsharing, with people able to check out bikes for short periods of time, returning them to the system when they are done. This is particularly good for quick trips across campus—and unlike carsharing, bikesharing systems often allow one-way trips, in which the bicycle does not have to be returned to the same rack from which it was checked out. Like carsharing, this is about midday mobility—an enhanced sense that once you come to campus via alternative transportation, you are not restricted in your ability to get around. Because bikeshare trips generally replace trips that would otherwise be walking or bus trips, it is less of a TDM enabler than GRH or carsharing, but it reinforces the notion that mobility is not all about individual automobiles.

ONE-DAY PERMITS

A GRH program can account for the days on which people experience unexpected needs to leave campus. However, there are days on which individuals know that they have before- or after-work commitments or daytime errands for which they cannot (or prefer not to) use carshare or bikeshare. For these planned needs, it can be mutually beneficial if customers who choose not to purchase long-term permits can be given access to one-day permits. These may be offered free, at a discount, or at the current going rate for daily parking. In order to incentivize alternatives to the SOV, Walker recommends that at least some permits (e.g., ten per year or one per month) are provided at partially- or fully-subsidized pricing. Like each of the preceding support services, this “enabler” addresses the security blanket issues, as described earlier in this section, which surround people’s choices to bring their personal vehicles to campus every day.

PARK-AND-RIDE LOTS

Park-and-ride lots can be formal, official places to meet public transit. Using park-and-ride lots is also useful for carpools and vanpools in areas in which population density drops rapidly outside the employment centers. It is likely that there are other underutilized parking lots in the environs of the City or in surrounding communities that may be good places for official or unofficial park-and-ride lots—these may be places of worship or commercial centers that see low levels of use during business days. Often businesses will welcome this use, as it can bring them customers as people drop off or pick up their cars.

RIDEMATCHING

Many carpools are formed between spouses and partners, who unless provided additional incentives to ride together, may bring two vehicles to campus each day. Alternatively, neighbors may pair up to commute to HSU—or co-workers may realize that they live close enough to each other to make carpooling viable. Zimride is a valuable tool that supports the formation of carpools and should be further employed as HSU encourages more TDM participation.

TDM MARKETING

It is not enough to simply offer alternatives to the SOV commute. TDM must be marketed so that people are both aware of the programs, and see how they fit their individual needs.

Because the single-occupancy vehicle is so deeply engrained in people’s minds and in the culture, the TDM message can be challenging one to get through. It needs to be interwoven in all conversations about transportation. And it is more than a discussion about environmental sustainability: it is about the University investing in people, not parking, about land-use, about the amount of money that individuals can save by commuting differently, about traffic and emissions, and about transportation equity.

Many people choose their mode of commuting reflexively, through habit. Because new employee orientation may not occur for days or even weeks after a new hire, it is imperative to get alternative transportation information into the hands of new employees immediately. If the University waits until orientation, the new staff member almost certainly already has a parking permit and an ingrained commuting habit that will be much harder to break. Education regarding commuting options (and the individual benefits) has to start with the first contact that faculty, staff, and students have with representatives of parking services. When a new community member comes joins the campus, if they have a car they are likely to request a parking permit. This should immediately generate a conversation that begins: “But, did you know...” It takes training, discipline, and consistency to ensure that this happens—but, the chances of encouraging someone to join a TDM program will be highest during this first contact.

However, TDM is not a one-time message; the presence of these programs needs to be a constant undercurrent in the communications that come from parking. People’s lives are a continuum of changing circumstances, and their transportation needs and options *can* change with them. The transportation needs of a single person versus one who is married may differ. Requirements also change as children progress from infancy to childcare to school age and older. People find themselves caring for elders, or working more than one job, or participating in community activities. Each transition brings an opportunity to reconsider one’s transportation choices.

Among the marketing messages, we recommend highlighting a guaranteed ride home program—open to anyone who did not arrive on campus in an SOV. We also suggest focusing on an employee commuting incentive program that provides enough flexibility to encourage people to relinquish their parking permits, without feeling as if a single trip to campus will wipe out the savings gained by several days of using alternatives. Another important message is the availability of carsharing vehicles for personal and business-related errands.



08 Recommendations

SECTION 8 – RECOMMENDATIONS

BALANCING PARKING SUPPLY AND DEMANDS

HSU is experiencing a significant imbalance between its supply of parking and the demand for such. At hours of peak demand, the system is completely full. When the recommended effective supply cushion is factored, the system is well over capacity (see Section 4: Current Parking Supply and Demand, for a complete description current conditions and a definition of terms). Because the system is so full, it is difficult to extrapolate the full extent of the unmet and latent demand, in addition, to the number of vehicles that successfully parked on campus. Using survey data, open-ended responses to survey questions, and anecdotal experience, Walker projects that the unmet demand may exceed 500 vehicles or more, during peak hours. Section 4, concludes with a hypothetical exercise illustrating Walker’s projection of the efficacy of constructing additional on-campus parking (i.e., a parking structure).

SUPPLY MANAGEMENT RECOMMENDATIONS

- Walker does not recommend building a parking structure at this time. It would be expensive to build and maintain, would require significant parking fee increases (among those whose fees can be increased, i.e., students, guests, and MPP staff), would use valuable/limited land, and would likely NOT improve the campus parking experience.
- Two parking areas (G14/G15 and G11/FS9/R8) could be reconfigured within current footprints to gain parking inventory.
 - G14/G15 could gain approximately 25 spaces versus current conditions if completely rebuilt. The renovation is planned for summer 2018, and Walker has provided a potential striping plan.
 - G11/FS9/R8 could be reconfigured to gain as many as 57 spaces. As much of this lot was recently renovated, Walker does not recommend reconfiguring this lot until routine maintenance and repairs dictate the necessity.
- Consider the cultivation of outside assets, including remote parking lots and park-and-ride lots.
 - Remote parking served by shuttles could provide an option for commuters or for resident students who “store” their cars between occasional use and/or travel out of town.
 - Park-and-ride lots in other communities could support transit use, carpooling, and vanpooling.
- Consider making the JackPass available at no fee to any campus community member (this may require other sources of funding (see “TDM funding” under, Demand Management Recommendations, below)

DEMAND MANAGEMENT RECOMMENDATIONS

- Invest in transit. Specifically, this would mean “buying up” service—paying for higher frequency, more routes, longer service days, and/or express routes.
 - While this would leverage the existing transit system, would be more efficient and effective than building additional parking, and would be an investment that would also benefit the broader local and regional community, there may be more impactful ways of expending these funds.
- Establish park-and-ride lots.
 - It may be possible to secure low- or no-cost parking alternatives in surrounding communities, such as Eureka or McKinleyville.
 - These lots would need to be served by HTA or with dedicated shuttles.
 - Park-and-ride lots can also be used as meeting places for carpools or vanpools
- Enhance carpooling
 - Augment the current day-to-day ad hoc carpooling incentive with long-term carpool permits.
 - Carpool permits would be issued to groups of two or more. Each member of the group would turn in an individual permit, or would be ineligible to purchase an individual permit. If JackPasses are made available to faculty/staff at no fee, the faculty or staff member could choose either the transit or carpool benefit.
 - A carpool can have as few as two members, but in this way, each carpool can effectively remove at least one car from campus on a longer-term basis. Carpool benefits are generally provided as preferential parking, discounted parking, or both.
 - Because so many employee parking permits are already deeply discounted due to bargaining unit negotiated pricing, Walker recommends expanding the program of offering preferential parking spaces for carpools. As they are today, these spaces can be released to the inventory after a certain time in the morning.
 - Continue to offer preferential parking for carpools. Perhaps the number of carpool spaces should be based on the number of long-term carpool permits issued, and ad hoc carpools (still 3 or more people) can fill in any carpool spaces that aren’t used on a given day.
 - Promote Zimride (more actively than it is currently) to help people form carpools with fellow HSU community members that are not necessarily directly adjacent co-workers or neighbors (see recommendations under “marketing and communications,” below).
 - Enhance vanpooling with park-and-ride lots and “TDM support services” (as described later in this section)
- Introduce vanpooling
 - Engage a third-party vendor (e.g., Enterprise); they will do much of the work to establish, promote, communicate, and manage the program.
 - Use the techniques described in Section 7: TDM Strategies
 - Enhance vanpooling with park-and-ride lots and “TDM support services” (as described later in this section)
- Incorporate bicycle and pedestrian improvements into campus projects
 - Widen sidewalks
 - Add bike racks
 - Improve bike paths/routes
 - Add bike lanes by removing on-street parking, as demand reductions allow



- Add bike lockers, bike cages, and/or covered bike parking
- Provide more access to shower and locker facilities
- Add bike-share locations as demand/popularity dictates
- Introduce and enhance TDM support services
 - Guaranteed Ride Home
 - This program is described in the TDM section of this report and is critical to success.
 - It can be provided using campus staff in university vehicles, carshare cars, Lyft/Uber, or taxicabs.
 - Intended for unanticipated events and emergencies (e.g., called to pick up a sick child)
 - Carshare
 - This program exists on campus already (Zipcar), and is scalable. As demand grows, the third-party provider will add cars.
 - The more vehicles there are, the more people use it (as confidence grows that a vehicle will be available as they need it).
 - Encourage departments to set up accounts for business use. This reduces the number of people who feel they need to commute alone because they need their cars for work. People that departments sign up also get personal accounts.
 - One-day parking permits
 - Provide a limited number of complimentary one-day parking permits to transit riders and carpoolers, who have given up or decline individual parking permits. For occasional days that people need to come to campus alone.
 - Intended for anticipated events (e.g., medical appointments during the workday).
 - Park-and-ride lots
 - In surrounding communities, such as Eureka or McKinleville
 - Can be used to intercept traffic that would otherwise come all the way to Arcata
 - Support transit, carpooling, vanpooling
 - Can be a leased or borrowed facility
 - Can be existing lots that are underutilized during the business day (e.g., churches, shopping centers, big-box retailers, supermarkets, etc.)
 - Ridematching
 - Promote the use of Zimride by faculty, staff, and students
 - This is an existing and paid resource, that is proven to work
 - Educate consumers that they don't need to share a work address or even a neighborhood to share the ride—all they need is to share one of the few corridors that come to Arcata (essentially one each from the north, south, and east).
 - Again, this can be supported by park-and-ride lots along each of those approach corridors.
 - Bikeshare
 - The Zagster bike-share program has been introduced as a partnership between the City of Arcata and Humboldt State University.
 - There are currently two locations on campus

- Bikeshare can provide daytime mobility within the campus or between campus and City locations. This helps support people who come to campus without personal vehicles.
- Bikeshares can help enhance a community's bike culture, by introducing more people to bicycle use, and can make drivers more accustomed to sharing the road with cyclists.
- Market TDM programs actively and continuously. See specific examples of the recommendations for Communications and Marketing, below.

MAINTENANCE OF PARKING ASSETS

- Catch up on deferred maintenance. The campus has planned for this, but doing so will deplete current and anticipated reserves
- Fund and keep current with preventative and routine maintenance to avoid the degradation of surface parking lots, which is a logarithmic, non-linear function.
- Once all deferred maintenance is performed, maintain a sinking fund as part of the parking budget, setting aside a recommended \$60 per space per year. This will address maintenance including crack sealing, potholing, seal coating, striping, and an occasional rotomill/overlay.
- A separate capital reserve should be set aside to fund periodic full-depth reconstruction of parking lots.

PARKING OPERATIONS

- Staffing
As a campus parking operation moves from a police function to a customer service function, and/or from being generally funded to being self-supported—the assets need to be more closely stewarded, from the perspectives of maintenance, operations, and allocation. Part of the natural progression is that the system will require a more frequent customer-relations contacts and closer management of the system. This requires more staffing. From an administrative perspective, Parking and Commuter Services, in order to grow to meet the campus' needs, will require more than 0.65 FTE of a coordinator role.
 - The outsourcing of permit sales, audit, and reconciliation to the cashier's office is an important support; Walker recommends keeping this in place, rather than duplicating this "front counter" experience (whether physical or virtual)—at least in the short term.
 - Walker recommends a Parking and Commuter Services manager who can supervise a communications and marketing function (described more fully below) and the field services component of the operation.
 - The duties of the manager would include oversight of the operation and budget, vendor and partner relationships (internal and external), operations software expertise, making determinations regarding exceptions (e.g., permit privileges), operation of TDM programs, appeals, citation reconciliation, JackPass management, updating rules and regulations, etc.
 - A marketing coordinator would be the first lines of answering questions (email, phone, social media) and conducting marketing and communications for the department. The marketing and communications functions are described below.

- Field staff (at 2.0 FTE, one field coordinator, one field staff) is adequate to a campus of HSU's size, especially because with the inclusion of student labor this service area is scalable. The FTEs and students will conduct field operations, including: staffing the kiosk, functioning as ambassadors, and conducting enforcement operations.
- Software
 - To a great extent, a service area can only be as effective as its tools. The operations software behind the enforcement program in particular is dysfunctional. The programs offered by the Phoenix Group and its subcontractor Clancy Systems are not communicating with each other. Neither company is taking accountability and the problems are not getting resolved. This requires hours of manual reconciliation by Parking and Commuter Services staff each week.
 - Walker recommends procuring new, state-of-the-art software
 - Outline system needs (including future needs, e.g., expansions of a TDM program) in an RFP and invite competitive responses/proposals
 - Changes to the software system can present opportunities to revise the permit process, perhaps using "virtual" permits that are issued using license plates as credentials, and can be managed, measured, and enforced using a license-plate recognition (LPR) system.
 - LPR enforcement has allowed some campus to not only issue virtual permits, but to issue paperless citations as well.
- Signage
 - The campus is short on parking signs, and among those that exist many are wordy, faded, or unclear. For example, ADA signs could be simplified and have the actual fine added. Some signs say "Permit Required" but don't specify that they are referring to HSU permits.



Figure 57: Wordy, Unclear, Obscured, or Faded Signs





Figure 58: Clear Sign (top); Unclear Juxtaposition (bottom)



- Small lots with single uses can easily function with a sign at the entrance if it is clear, simple, and direct. Larger lots require interior signs as well, to reinforce regulations.
- Along some streets (e.g., 17th Street) “permit required” signs are far apart, and do not specify HSU permits. Signs should offer clear communication and provide the best opportunity for people to be compliant.



Figure 59: 17th Street Parking Sign



PARKING ALLOCATIONS (LONG-TERM PERMITS)

As demonstrated in the supply/demand analysis, there is much higher demand for parking than there is supply. This leads to frustration, poor customer service (as permit holders are unable to find a legal space), and an unwillingness to leave a parking space once it is secured (further compounding the problem). Ideally, a permit holder should be able to find a space for which they are eligible, even during times of peak demand.

- Walker has recommended the application of parking demand management techniques and stands by those recommendations, but the development, improvement, and adoption of alternatives will be an incremental process.
- Walker has advised against adding parking to the main campus. In particular, we do not recommend the addition of a parking structure at this time.
- Walker does, however, recommend the addition of parking inventory at off-campus locations, whether on University-owned land or by lease agreement. This could shift some demand away from existing campus parking spaces.
- Parking permit allocation principles and parking pricing strategies have to support an effort to redistribute parking demand and lessen the pressure on on-campus parking facilities.

PARKING PERMITS AND FEE STRUCTURES

- Resident parking:
 - Currently, nearly 700 “R” parking permits are sold to residents, for whom only 300 parking spaces are designated. As a consequence, HSU must allow nearly 400 campus residents to park in “general” parking spaces.
 - As many as 300-400 resident vehicles may remain parked in resident and general parking spaces throughout the typical business/class day.
- Faculty/staff parking:
 - About 960 “FS” parking permits are sold for 460 FS parking spaces, if faculty and staff are concurrently present at peak hours at a rate of only 60%, as many as 150 may be parked in “general” parking spaces.
- General parking:
 - General “G” parking permit holders may use only parking “general” parking spaces, of which there are about 1,100 (an effective supply of about 1,000 spaces).
 - Of the 1,000 space effective capacity, as many as 550 may be occupied by R and FS permit holders. This leaves 450 parking spaces to be shared among approximately 1,600 “G” permit holders.
 - Of course, any permit holder may be displaced by this overcrowding of “G” parking areas, but as staff tends to arrive on campus earliest, and resident student vehicles may not move during the day—it is likely that commuting students are bearing the greatest brunt of this overcrowding.
- Recommendations
 - Increase parking fees for those for whom they can be raised. This is appropriate as demand has outstripped supply.
 - Increase the annual permit rate for students and MPP staff from \$315 to \$400 (use this as a “base” rate on which to key all other rates on a percentage basis).
 - Key all rates to the “base” rate, including semester, weekly, evening, motorcycle, summer, even daily (exception, obviously, for bargaining unit rates).
 - Increase bargaining unit rates to the limits allowed by the contract, even if the gain is small, to maximize equity within the system to the degree possible.
 - Increase on-campus resident parking rates to double “base” amount (\$800/year), and sell these 24/7 privileges at 1:1 permit-to-space ratio.
 - Secure and offer an off-campus parking alternative to resident students for half the “base” amount (\$200 per year). Connect this off-campus parking to the main campus by shuttle and/or transit. (Evenings and weekends could be served by an on-demand van service).
 - Sell faculty/staff permits at \$400 at a lower ratio, perhaps 1.3:1 permits per space. Offer \$200 remote parking as an option.
 - Offer bargaining unit staff 50% off their current rate for remote parking
 - Sell “G” permits to commuting students and to faculty and staff (if/when FS parking is sold out). Sell “G” permits for \$400 per year, with an option to purchase remote parking for \$200 per year instead. Sell limit “G” parking to an oversell of 1.3 permits per space.



- Adjust on-campus permit-to-space ratios (i.e., sell more) as peak demand becomes evident. Target peak occupancy of all areas at between 90% and 95%.
- Allow all permit holders to overflow into remote parking if their parking areas do fill.
- Walker estimates that HSU will need an off-campus/remote parking inventory of at least 500 parking spaces—initially. As TDM programs are expanded and adopted, the demand may drop, as some commuters realize that a transit trip directly to the center of campus may be as convenient or more convenient than parking remotely and shuttling.
- Allow carpoolers to share the full cost of parking permits and to use preferential campus parking, reserved for carpools until 11:00 a.m. (as is currently the case).
- Provide reserved parking spaces for vanpools (5-15 members) at the “base cost.”

TRANSIENT PARKING (METERS, VISITORS, ETC.)

- Increase meter rates to \$1.50 per hour.
- Increase daily rates to at least \$6 per day. If meters are freed up because permit holders are not compelled to use meters. The campus may be able to eliminate this option. Using multi-space “smart” meters instead at current meter locations.
- Short-term spaces should provide availability to campus guests, and should nearly always have availability.
- Short-term parking options should not be appealing options versus purchasing a parking permit; rates must increase as permit prices increase to maintain this gap.
- Consider the elimination of 10-hour meters, and either reduce the time limit (e.g., 4 hours) or make them unlimited. Overall, the general purpose of metered parking is to ensure continuous turnover and availability. The price should be set to discourage all-day parking.
- Add pay-by-phone option for customer service value.
- Since the Redwood Sciences Laboratory never fills their lot, designate a portion of that lot for short-term parking (metered pay-station), for recreational users, as an additional revenue source.
- Some of the meters on or adjacent to the HSU campus are owned, operated, and enforced by HSU; others are by the City of Arcata. Walker recommends distinguishing between City and campus meters, because they have different regulations and hours of operation, and users should understand from whom they receive citations. We recommend the potential of using colored tape on meter poles, perhaps different colors for the different time limits.
- As Parking and Commuter Services is expected to be self-supporting, all parking should be paid.
 - This doesn’t mean that the end-user always has to pay
 - Departments can pay for their visitors and volunteers
 - The Admissions Office and the Office of Alumni and Engagement, for example, can pay Parking and Commuter Services on behalf of their valued guests
 - In a self-sustaining environment, anyone who doesn’t pay for parking is being subsidized by those who do. If everyone pays, then the amount charged to each constituent group can be lower, or increases can be smaller and/or less frequent.

ENFORCEMENT

It is important to understand that parking enforcement is a customer service function—intended to generate compliance rather than revenue (though it can be a valuable revenue source). Parking violations, particularly on a campus like HSU with parking demand that has thoroughly outstripped the parking supply, is vital to helping ensure that permit holders can find legal places to park, and that transient visitors to campus can be welcomed and have a good first experience with the University.

- Focus on compliance, adopt “campus ambassador” approach, described in the Marketing and Communications recommendations, below.
- Maintain fines at the allowable maximum for ADA, life-safety, and theft of services (e.g., forged or stolen permits) violations
- Increase fines, as allowed, for other violations to keep pace with fee increases

Without regard to whether current vendors are retained, continue to hold all constituents accountable for paying fines, use tools such as the bursar’s office, payroll deduction (voluntary), and collection agencies as necessary.

USER ASSIGNMENTS

- In addition to raising rates and limiting permit allocations (i.e., oversell), consider selling (and selling out) parking permits on a lot-by-lot or zone-by-zone basis.
- This creates an ability to manage the system more closely and to adjust permit-to-space ratios more finely by demonstrated demand.
- Eliminating the “hunting permit” by three space types can also reduce customers’ search times for parking spaces—this can reduce campus congestion, traffic, and cruising for spaces. These reductions translate into increased safety and lower greenhouse gas emissions.

JACKPASS/TRANSPORTATION FEES

- With the JackPass fund projected (in the five-year business plan) to gradually deplete over the course of the next few years, the University and Associated Students should consider proactively increasing either IRA fee or the allocation of that fee being provided to support the JackPass
- Consider raising the fee in excess of the amount needed to support JackPass to create better transit connections (invest directly in the transit system), support the construction of an additional (and student-oriented) transit stop near the JGC, fund a student carpool incentive program, provide connections between remote parking and the main campus, and other transportation demand management (TDM) related investments.
- Fund faculty/staff TDM programs as employee benefits through a small overhead charge. This could spread the cost evenly and inexpensively across the campus—in the same way other centrally funded benefits are paid for, such as the employer-funded portion of health insurance costs.
- Using funding from previous recommendation, incentivize faculty and staff to make better use of the JackPass program by offering no-free JackPasses to faculty and staff who don't purchase individual or carpool parking permits.

MARKETING AND COMMUNICATIONS

On most college and university campuses, parking is a paid privilege—and on most campuses, the parking, commuter, and transportation functions are poorly understood. These organizations are often seen as profit centers (“cash cows”), or as being greedy or as nickel-and-diming campus community members. Very often—almost always—the function is poorly understood, with the campus community being unaware of the degree of expense that it takes to build, operate, maintain, repair, administer, and enforce campus parking assets. This is usually related to an inadvertent lack of transparency.

- Annual Report
 - To help faculty, staff, students, and even administrators better understand the parking and commuting functions on campus, Walker recommends that Parking and Commuter Services produces and publicizes an annual report. From a financial standpoint it would:
 - show all sources and uses;
 - describe staffing levels (which are demonstrably lean);
 - track current and deferred maintenance;
 - show funds that supplement TDM (beyond citation revenue);
 - include citation revenue and expenses—especially sustainable transportation;
 - illustrate long-term capital and O&M plans; and,
 - justify what is being spent and what is being retained.
 - A robust and transparent discussion of revenues and expenses will help demonstrate that the costs are real, conveying the message: “no-fee” parking is not the same as “free” parking. If one group of customers isn't paying for parking, their costs are being absorbed by and distributed among others who are.



- There are large and hidden costs associated with providing parking that are often overlooked. It is the department’s responsibility to be accountable for the revenues they collect and the expenses that they cover—this activity may not make people like paying for parking, but the relationship with customers will be less contentious if they understand that for which they are paying.
- Beyond finances, the annual report would describe programmatic offerings beyond parking, particularly transportation demand management (TDM) initiatives. This provides an opportunity to market the programs, illustrate participation levels, and show measures of the effectiveness regarding campus sustainability goals. There is an opportunity to describe the avoided costs (land-use, environmental, and monetary) when TDM programs avert or reduce the need to construct additional parking.
- While the finances of the enforcement program and the distribution of its revenues will be discussed in the financial section, described above, the annual report would provide an opportunity to have a more qualitative conversation regarding the service that enforcement personnel provide, and the value of enforcement—particularly to permit holders.
- It is unlikely that it would be beneficial to produce a printed version of the annual report. The most likely distribution channel would be a link from the department’s website. In order to drive community members to that link, we would recommend use of campus media outlets. A targeted emailing to at least faculty, staff, and student leaders could be an effective means of reaching out to campus constituents. If possible, perhaps the most effective tool to get the most campus community members to see the annual report would be an email to everyone on campus from a senior administrator.
- Items from the annual report can be presented as “dashboards” on the front page of the department website, including:
 - Parking budget information
 - Parking Inventory
 - Citations Issued
 - TDM participation (carpool, vanpool, transit, bikes, skateboards, walkers, etc.)
 - Parking Spaces Saved
 - Vehicle Emissions Saved

- TDM Marketing

These marketing efforts should pervade written, electronic, and face-to-face interactions. Some examples follow:

- Develop a consolidated transit map, that illustrates the broad privileges conveyed by the JackPass. Help people “visualize” themselves in the system. While the HTA website has individual route maps and schedules, there is nothing that shows all local and region transit as a system that connects people and communities to their destinations.
- Transportation Fairs—Once or twice a year, University Parking and Commuter Services can sponsor a transportation fair, with representatives from public transportation, private shuttles, vanpool providers, ridematching companies, bicycle sales, and repair shops, carshare, bikeshare, taxi services, ride-hailing services, and more. These events may be held outdoors in the early fall or in the spring, or indoors in student gathering spaces. Often campus governance bodies, sustainability groups, and other campus offices (student life, sustainability, etc.) may help organize and fund a transportation fair. Vendors may also contribute funding or door prizes.
- Work-Study—Students learn best from students. Parking and Commuter Services might engage work-study students to provide education about bicycle safety, transportation options, the cost of vehicle ownership, and daily commuter training. The students would spend 10 to 15 hours per week speaking to residence halls, staffing outreach events, providing travel training, and collecting transportation-related data on campus.
- New Student Orientation—The TDM Plan would integrate transportation-related planning for parents and students in the student orientation programs. The plan should focus on the economic impact of vehicle ownership on campus and the University’s effort to provide inexpensive transportation alternatives to support the student with daily commuting and other transportation needs.
- International Student Travel Training—International students, are some of the most frequent users of bus systems but arrive unfamiliar with the surrounding area and the capabilities of the transportation system. This reality leads to a feeling of isolation and may challenge retention. The TDM Plan should include a travel training program that introduces the transit system and transportation culture of the campus to support the travel alternatives for shopping, child-care, and entertainment. Training could include group bicycle rides to introduce the city and bike laws. It could also include a “transit scavenger hunt” to desirable locations as international grocery stores, religious centers, and entertainment.
- Employee Travel Training—The TDM Plan can include a curriculum to encourage these faculty and staff to try transit, carpooling, vanpooling, and cycling. Parking and Commuter Services can perform outreach by making presentations to departmental or divisional staff meetings, or by staffing an information table in a breakroom for a couple of hours.

- Ambassadorial approach to field services (including enforcement)
 - As alluded to several times throughout this report, Walker recommends that HSU adopt the “ambassador” program model or approach to parking enforcement. This program is based on positive customer and visitor contact. The perception of parking enforcement is often negative. Enforcement is seen as punitive, which in many cases it is. The manner in which enforcement is presented to the parker is often the reason.
 - The mission of a Parking Ambassador Program would be to provide hospitality, information, and public safety services to students, faculty/staff, and visitors, in addition to enforcing campus parking regulations. These ambassadors would be required to complete multi-faceted training in hospitality and customer service, emergency response and first aid, wayfinding, transportation, and campus services. They should work directly with internal and external clients of the University. This model emphasizes some significant differences between police activities and parking enforcement.
 - The primary goals of an ambassador program would be to promote the goals of the University, resolve concerns, provide information, deter criminal activity, and help make the campus a better, safer and friendlier place to live, work, and visit. Ambassadors should initiate personal contacts with the parking system users (known as “touches”), issue more warnings and slightly fewer citations, and interact with students, faculty/staff, and visitors in a positive manner. The vision of the program is to help promote a more constructive, dynamic experience by extending this service beyond parking lot enforcement.
 - The ambassadors may accomplish these goals while providing parking management by monitoring public safety, extending a helping hand in emergency situations, and calling on stakeholders on a regular basis. Beyond enforcing parking regulations, examples of appropriate behaviors of ambassadors would be:
 - To greet visitors and offer customer service.
 - To provide information and explain local traffic and parking regulations to seek voluntary compliance.
 - To give a positive face to many people’s first contact with the University.
 - To give accurate directions to visitors and direct visitors to local destinations and attractions.
 - To distribute brochures and maps.
 - To provide a motorist assistance program
 - To offer an emergency response and first aid.
 - To deter criminal activity by their presence.
 - Ambassadors would be assigned to patrol areas within the campus. As part of a larger auxiliary organization, the program should be self-funded by citation fees. Parking and Transportation Services should acknowledge that all staff are commuter and parking representatives, just as TDM should be a part of everyone’s jobs. As ambassadors, each employee must have a general understanding of and be able to present how Parking and Commuter Services works by being able to answer the following questions:
 - Why charge for parking?

- How come employees need to “pay to come to work”?
- How are permits allocated?
- Why do “sold-out” lots appear to have capacity?
- Why do some meters have different policies than others?
- Where does the money come from and go to?

FINANCIAL

Many of the recommendations throughout this section of the report have implications for revenues (increased long- and short-term parking fees, parking fine adjustments, JackPass/IRA fee adjustments, employee benefits overhead, adding metered parking at the Redwood Sciences Laboratory) or expenses (remote lot construction or lease, park-and-ride facilities, shuttle services, no-fee faculty/staff JackPass).

Actual parking demand appears to exceed the parking supply; it is difficult to get an exact measure of demand and potential parking revenues. Similarly, it is difficult to anticipate what it would cost to attain off-campus parking solutions.

As HSU narrows down the path or paths that it would like to follow in terms of programmatic elements, palatable parking fees, approaches, costs, and potential revenue streams. Walker is invested in HSU’s success and would be pleased to help the University develop implementation plans and financial pro forma. What is clear is that the current situation is unsustainable from a customer-service standpoint, financially, and environmentally, but that there are paths forward. Ultimately, the solutions and the funding mechanisms will have to be complementary, and each will have to be adjusted to meet the constraints of the other. A key finding of this report is that this is currently a problem with too many variables and too many unknowns to develop a reasonable financial model at this point. The research, feedback, study, analysis, and this report have revealed a substantive amount of data, which informs the paths and decisions moving forward.

STATEMENT OF LIMITING CONDITIONS

1. This report is to be used in whole and not in part.
2. Walker's report and recommendations are based on certain assumptions pertaining to the future performance of the local economy and other factors typically related to individual user characteristics that are either outside Walker's control or that of the client. To the best of Walker's ability, we analyzed available information that was incorporated in projecting future performance of the proposed subject site.
3. Sketches, photographs, maps and other exhibits are included to assist the reader in visualizing the property. It is assumed that the use of the land and improvements is within the boundaries of the property described, and that there is no encroachment or trespass unless noted.
4. All information, estimates, and opinions obtained from parties not employed by Walker Parking Consultants/Engineers, Inc. are assumed to be true and correct. We assume no liability resulting from misinformation.
5. None of this material may be reproduced in any form without our written permission, and the report cannot be disseminated to the public through advertising, public relations, news, sales, or other media.
6. We take no responsibility for any events or circumstances that take place subsequent to the date of our field inspections.
7. This report was prepared by Walker Parking Consultants; all opinions, recommendations, and conclusions expressed during the course of this assignment are rendered by the staff of Walker Parking Consultants as employees, rather than as individuals.
8. The conclusions and recommendations presented were reached based on Walker's analysis of the information obtained from the client and our own sources. Information furnished by others, upon which portions of this study may be based, is believed to be reliable; however, it has not been verified in all cases. No warranty is given to the accuracy of such information; moreover, any significant differences between these assumptions and actual performance may impact the financial projections for the subject parking operation.

The background of the page is a complex geometric pattern of overlapping teal and blue triangles and polygons. The colors range from a light, pale teal to a dark, almost blackish-blue. Overlaid on this background are several white-outlined rectangular boxes of varying sizes and positions. One box is on the left side, another is in the upper center, and a third is on the right side. A larger box is positioned in the lower center, partially overlapping the white area at the bottom of the page.

A Appendices

APPENDICES

APPENDIX A

Inventory/Occupancy Data & Full Size Heat Maps

APPENDIX B

Full Size GIS Maps

APPENDIX C

Humboldt State University Parking and Commuter Services Business Plan; January 1, 2016

APPENDIX D

Survey Communications and Survey Instrument

APPENDIX E

Full Survey Responses, By Affiliation

APPENDIX F

Open-Ended Survey Comments



APPENDIX A: PARKING INVENTORY AND OCCUPANCY

FULL INVENTORY AND OCCUPANCY TABLES

Number	Name	Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 10:00 a.m.
20		General	155	154		152	
Subtotal	G1		155	154	99%	152	98%
44		Resident/Staff	118	118		118	
		Fac/staff	18	18		18	
		ADA	6	0		0	
		ZipCar	2	2		1	
		Service	6	5		3	
Subtotal	R2		150	143	95%	140	93%
28		General	4	4		4	
		Fac/staff	8	8		8	
		ADA	1	0		0	
		20-minute	6	1		3	
Subtotal	Granite Avenue		19	13	68%	15	79%
31		Service	6	6		4	
Subtotal	JGC Service Vehicle		6	6		4	
45		Resident	77	75		73	
		Service	1	0		0	
		10-minute	2	1		0	
		ADA	4	0		0	
		RLC	1	0		1	
Subtotal	R3		85	76	89%	74	87%
46		Resident	32	32		32	
		RLC	3	2		2	
		20-minute	3	1		1	
		ADA	5	1		1	
		Service	2	0		0	
		Reserved	1	0		0	
		Health Center	2	1		0	
Subtotal	R4		48	37	77%	36	75%
40		ADA	5	3		3	
		Service	2	0		0	
Subtotal	Nelson Hall (Redwood Fire Lane)		7	3	43%	3	43%
56		Service	6	4		3	
Subtotal	University Center		6	4	67%	3	50%
16		Fac/staff	27	26		26	
		Service	4	2		0	
		20-minute	1	1		1	
Subtotal	FS5		32	29	91%	27	84%
18		Fac/staff	29	29		29	
		ADA	4	0		2	
		20-minute	1	1		0	
		Service	4	3		3	
Subtotal	FS7		38	33	87%	34	89%
38		Service	3	0		1	
Subtotal	Music Building (Art Music Fire Lane)		3	0	0%	1	33%
3		ADA	1	0		0	
		20-minute	1	0		0	
Subtotal	Art A		2	0	0%	0	0%
52		Service	5	0		6	
Subtotal	Sequoia Mall (JVD Service Vehicle)		5	0	0%	6	100%
37		Fac/staff	3	3		3	
		ADA	1	1		1	
		Service	2	2		2	
Subtotal	Multicultural Center/ Library South Lot		6	6	100%	6	100%
17		Fac/staff	114	114		114	
		1-hour meter	16	10		16	
		ADA	10	9		10	
		Reserved	3	1		1	
		Service	3	0		1	
Subtotal	FS6		146	134	92%	142	97%
43		10-hour meter	7	5		7	
		Drop off	4	1		0	
		Zipcar	2	2		2	
		Service	1	0		1	
Subtotal	Plaza Avenue		14	8	57%	10	71%
36		10-hour meter	7	7		6	
Subtotal	Mill Street		7	7	100%	6	86%
12		Fac/staff	6	6		6	
		Drop off	1	0		0	
Subtotal	Feuerwerker House		7	6	86%	6	86%



FULL INVENTORY AND OCCUPANCY TABLES (CONTINUED)

Number	Name	Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 10:00 a.m.
58	Wagner House	Fac/staff	18	18		18	
Subtotal			18	18	100%	18	100%
33	Laurel Drive	General	6	6		6	
		ADA	9	4		5	
		Service	7	2		3	
		20-minute	3	1		2	
Subtotal			25	13	52%	16	64%
41	North Campus Apts.	Resident	14	13		13	
Subtotal			14	13	93%	13	93%
6	Bret Harte House	General	2	2		2	
Subtotal			2	2	100%	2	100%
30	Jenkins Lane	Fac/staff	8	8		8	
		ADA	2	1		1	
		20-minute	2	0		0	
		Service	2	0		0	
Subtotal			14	9	64%	9	64%
51	Science C Service Road	ADA	2	1		1	
		20-minute	1	0		1	
Subtotal			3	1	33%	2	67%
27	Gist Courtyard	Fac/staff	14	14		14	
		ADA	2	0		0	
Subtotal			16	14	88%	14	88%
4	B Street	General	55	55		53	
		Service	4	0		0	
		10-hour meter	26	26		26	
		10-minute	1	1		1	
Subtotal			86	82	95%	80	93%
57	UPD Lot	UPD only	8	3		4	
Subtotal			8	3	38%	4	50%
50	SBSB Service Vehicle	ADA	2	2		1	
		Service	4	1		1	
Subtotal			6	3	50%	2	33%
29	Harpst Street	Drop off	4	0		0	
		30-minute meter	5	3		2	
		Zipcar	1	1		1	
		20-minute	2	0		1	
		Service	2	1		0	
Subtotal			14	5	36%	4	29%
48	Rossow at SBSB	10-hour meter	4	4		4	
		ADA	2	0		1	
		20-minute	2	2		0	
		30-minute meter	8	5		2	
Subtotal			16	11	69%	7	44%
19	FS9	Fac/staff	95	95		95	
		Reserved	1	0		0	
		Service	2	2		2	
Subtotal			98	97	99%	97	99%
21	G11	General	287	287		287	
Subtotal			287	287	100%	287	100%
42	North G11	General	56	56		56	
		Carpool	7	7		7	
		ADA	1	0		0	
		Service	3	0		0	
Subtotal			67	63	94%	63	94%
47	R8	Resident	33	33		33	
Subtotal			35	33	94%	33	94%
8	Ceramics	Fac/staff	7	7		6	
		ADA	1	0		1	
		20-minute	2	0		0	
Subtotal			10	7	70%	7	70%
49	Rossow Street (College Creek)	20-minute	2	0		1	
		Service	3	1		1	
Subtotal			5	1	20%	2	40%
15	FS10	Fac/staff	49	49		49	
		ADA	1	1		0	
		Service	1	1		0	
Subtotal			51	51	100%	49	96%
22	G12	General	93	93		93	
		RLC	2	2		2	
		20-minute	2	1		1	
		ADA	1	1		1	
		Service	1	0		0	
Subtotal			99	97	98%	97	98%



FULL INVENTORY AND OCCUPANCY TABLES (CONTINUED)

Number	Name	Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 10:00 a.m.
10	Facilities Mgmt.	Service	40	27		15	
		Bus only	7	5		6	
Subtotal			47	32	68%	21	45%
11	Facilities Mgmt. @ B Street	20-minute	3	0		3	
		ADA	1	0		0	
		Motorpool	20	4		5	
Subtotal			24	4	17%	8	33%
26	G16	General	25	25		25	
		Service	1	1		1	
Subtotal			26	26	100%	26	100%
2	Annex at 13th	General	17	16		17	
Subtotal				17	16	94%	17
59	Walter Warren House	General	1	1		1	
Subtotal				1	1	100%	1
25	G15	General	143	143		140	
		Drop off	3	2		1	
Subtotal			146	145	99%	141	97%
7	CCAT	ADA	1	0		0	
		Resv (CCAT only)	2	2		2	
Subtotal			3	2	67%	2	67%
53	SERC	ADA	1	1		0	
		Service	0	0		0	
Subtotal			1	1	100%	0	0%
24	G14	General	61	61		61	
		ADA	1	0		0	
		Service	2	1		0	
		Drop off	2	0		0	
Subtotal			66	62	94%	61	92%
34	Marcom Service Vehicle	Service	1	1		2	
Subtotal				1	1	100%	2
1	17th St	General	42	42		42	
Subtotal				42	42	100%	42
39	Natural Resources	Fac/staff	2	2		2	
		ADA	2	1		1	
		Service	2	2		1	
Subtotal			6	5	83%	4	67%
14	Forestry	Fac/staff	3	3		3	
		Service	2	2		2	
Subtotal			5	5	100%	5	100%
60	Wildlife Lane	Fac/staff	12	12		10	
		ADA	2	1		1	
Subtotal			14	13	93%	11	79%
13	Fish Hatchery (Wildlife Service)	20-minute	1	1		1	
		Service	7	8		7	
Subtotal			8	9	113%	8	100%
55	Union Street	Fac/staff	9	9		9	
Subtotal				9	9	100%	9
9	East Gym	ADA	4	0		0	
		20-minute	1	0		1	
		Service	1	1		1	
Subtotal			6	1	17%	2	33%
54	SRC/ Fieldhouse Lane	General	27	26		27	
		ADA	8	3		0	
		Service	2	0		0	
Subtotal			37	29	78%	27	73%
32	Kinesiology & Athletics	Fac/staff	14	13		11	
		ADA	4	1		1	
		20-minute	1	0		0	
		Service	1	0		0	
Subtotal			20	14	70%	12	60%
35	Marine Wildlife Care Center	General	1	1		1	
		ADA	1	0		0	
Subtotal			2	1	50%	1	50%
23	G13	General	59	59		52	
		Service	1	0		0	
		Drop off	2	1		0	
Subtotal			62	60	97%	52	84%
5	Behavioral & Social Sciences ADA	ADA	7	7		2	
		Service	1	0		0	
		20-minute	1	0		0	
Subtotal			9	7	78%	2	22%
TOTAL Campus			2,162	1,954	90%	1,925	89%

INVENTORY AND OCCUPANCY TABLES—PERMIT SPACES

Number	Name	Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.
20	G1	General	155	154		152	
			155	154	99%	152	98%
44	R2	Resident/Staff Fac/staff	118	118		118	
			18	18		18	
			136	136	100%	136	100%
28	Granite Avenue	General Fac/staff	4	4		4	
			8	8		8	
			12	12	100%	12	100%
45	R3	Resident	77	75		73	
			77	75	97%	73	95%
46	R4	Resident	32	32		32	
			32	32	100%	32	100%
16	FS5	Fac/staff	27	26		26	
			27	26	96%	26	96%
18	FS7	Fac/staff	29	29		29	
			29	29	100%	29	100%
37	Library South Lot	Fac/staff	3	3		3	
			3	3	100%	3	100%
17	FS6	Fac/staff	114	114		114	
			114	114	100%	114	100%
12	Feuerwerker	Fac/staff	6	6		6	
			6	6	100%	6	100%
58	Wagner House	Fac/staff	18	18		18	
			18	18	100%	18	100%
33	Laurel Drive	General	6	6		6	
			6	6	100%	6	100%
41	N. Campus Apts	Resident	14	13		13	
			14	13	93%	13	93%
6	Bret Harte	General	2	2		2	
			2	2	100%	2	100%
30	Jenkins Lane	Fac/staff	8	8		8	
			8	8	100%	8	100%
27	Gist Courtyard	Fac/staff	14	14		14	
			14	14	100%	14	100%
4	B Street	General	55	55		53	
			55	55	100%	53	96%
19	FS9	Fac/staff	95	95		95	
			95	95	100%	95	100%
21	G11	General	287	287		287	
			287	287	100%	287	100%
42	North G11	General	56	56		56	
			56	56	100%	56	100%
47	R8	Resident	33	33		33	
			33	33	100%	33	100%
8	Ceramics	Fac/staff	7	7		6	
			7	7	100%	6	86%
15	FS10	Fac/staff	49	49		49	
			49	49	100%	49	100%
22	G12	General	93	93		93	
			93	93	100%	93	100%
26	G16	General	25	25		25	
			25	25	100%	25	100%
2	Annex at 13th	General	17	16		17	
			17	16	94%	17	100%
59	Walter Warren	General	1	1		1	
			1	1	100%	1	100%
25	G15	General	143	143		140	
			143	143	100%	140	98%
24	G14	General	61	61		61	
			61	61	100%	61	100%
1	17th St	General	42	42		42	
			42	42	100%	42	100%
39	Nat. Resources	Fac/staff	2	2		2	
			2	2	100%	2	100%
14	Forestry	Fac/staff	3	3		3	
			3	3	100%	3	100%
60	Wildlife Lane	Fac/staff	12	12		10	
			12	12	100%	10	83%
55	Union Street	Fac/staff	9	9		9	
			9	9	100%	9	100%
54	SRC/ Fieldhouse	General	27	26		27	
			27	26	96%	27	100%
32	Kinesiology/Ath	Fac/staff	14	13		11	
			14	13	93%	11	79%
35	Marine Wildlife	General	1	1		1	
			1	1	100%	1	100%
23	G13	General	59	59		52	
			59	59	100%	52	88%
TOTAL Campus			1,744	1,736	100%	1,717	98%



SIMPLIFIED INVENTORY AND OCCUPANCY TABLES BY SPACE TYPE

Space Type	Inventory	Percent full at 10:00 a.m.
General	1,034	100%
Fac/Staff	436	100%
Resident/Staff	118	100%
Resident	156	98%
TOTAL	1,744	99.5%

Space Type	Inventory	Percent full at 10:00 a.m.
ZipCar	5	100%
Carpool	7	100%
10-hour meter	44	95%
Bus only	7	71%
RLC	6	67%
10-minute	3	67%
1-hour meter	16	63%
30-minute meter	13	62%
Service	137	53%
Health Center	2	50%
Reserved	7	43%
ADA	92	41%
UPD only	8	38%
20-minute	35	26%
Drop off	16	25%
Motorpool	20	20%
TOTAL	418	52%

Space Type	Inventory	Percent full at 10:00 a.m.
Permit	1,744	100%
Time zone	111	64%
ADA	92	41%
Other	215	51%
TOTAL	2,162	90%

Name	Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.
G1	General	155	154	99%	152	98%
R2	Res/Fac/Staff	136	136	100%	136	100%
Granite Avenue	General/Fac/Staff	12	12	100%	12	100%
R3	Resident	77	75	97%	73	95%
R4	Resident	32	32	100%	32	100%
FS5	Fac/staff	27	26	96%	26	96%
FS7	Fac/staff	29	29	100%	29	100%
Library South Lot	Fac/staff	3	3	100%	3	100%
FS6	Fac/staff	114	114	100%	114	100%
Feuerwerker	Fac/staff	6	6	100%	6	100%
Wagner House	Fac/staff	18	18	100%	18	100%
Laurel Drive	General	6	6	100%	6	100%
N. Campus Apts	Resident	14	13	93%	13	93%
Bret Harte	General	2	2	100%	2	100%
Jenkins Lane	Fac/staff	8	8	100%	8	100%
Gist Courtyard	Fac/staff	14	14	100%	14	100%
B Street	General	55	55	100%	53	96%
FS9	Fac/staff	95	95	100%	95	100%
G11	General	287	287	100%	287	100%
North G11	General	56	56	100%	56	100%
R8	Resident	33	33	100%	33	100%
Ceramics	Fac/staff	7	7	100%	6	86%
FS10	Fac/staff	49	49	100%	49	100%
G12	General	93	93	100%	93	100%
G16	General	25	25	100%	25	100%
Annex at 13th	General	17	16	94%	17	100%
Walter Warren	General	1	1	100%	1	100%
G15	General	143	143	100%	140	98%
G14	General	61	61	100%	61	100%
17th St	General	42	42	100%	42	100%
Nat. Resources	Fac/staff	2	2	100%	2	100%
Forestry	Fac/staff	3	3	100%	3	100%
Wildlife Lane	Fac/staff	12	12	100%	10	83%
Union Street	Fac/staff	9	9	100%	9	100%
SRC/ Fieldhouse	General	27	26	96%	27	100%
Kinesiology/Ath	Fac/staff	14	13	93%	11	79%
Marine Wildlife	General	1	1	100%	1	100%
G13	General	59	59	100%	52	88%
		1,744	1,736	99.5%	1,717	98.5%



Space Type	Inventory	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.
General	1030	1027	100%	1015	99%
Res/Fac/Staff	136	136	100%	136	100%
General/Fac/Staff	12	12	100%	12	100%
Fac/Staff	410	408	100%	403	98%
Resident	156	153	98%	151	97%
	1,744	1,736	99.5%	1,717	98.5%

PARKING INVENTORY ADEQUACY, WITH EFFECTIVE SUPPLY CUSHION APPLIED

Space Type	Inventory	Effective Capacity	Occupancy 10:00 a.m.	% Occupancy 10:00 a.m.	Adequacy Surplus/(Deficit)	Occupancy 2:00 p.m.	% Occupancy 2:00 p.m.	Adequacy Surplus/(Deficit)
General	1,030	927	1,027	111%	(100)	1,015	109%	(88)
Res/Fac/Staff	136	122	136	111%	(14)	136	111%	(14)
General/Fac/Staff	12	11	12	111%	(1)	12	111%	(1)
Fac/Staff	410	369	408	111%	(39)	403	109%	(34)
Resident	156	140	153	109%	(13)	151	108%	(11)
	1,744	1,570	1,736	111%	(166)	1,717	109%	(147)
Time zone	111	94	71	75%	23	80	85%	14
ADA	91	77	37	48%	40	32	41%	45
Other	213	181	109	60%	72	95	52%	86
	415	353	217	62%	136	207	59%	146
TOTAL	2,159	1,922	1,953	102%	(31)	1,924	100%	(2)

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



SOUTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
10 AM OCCUPANCY

KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

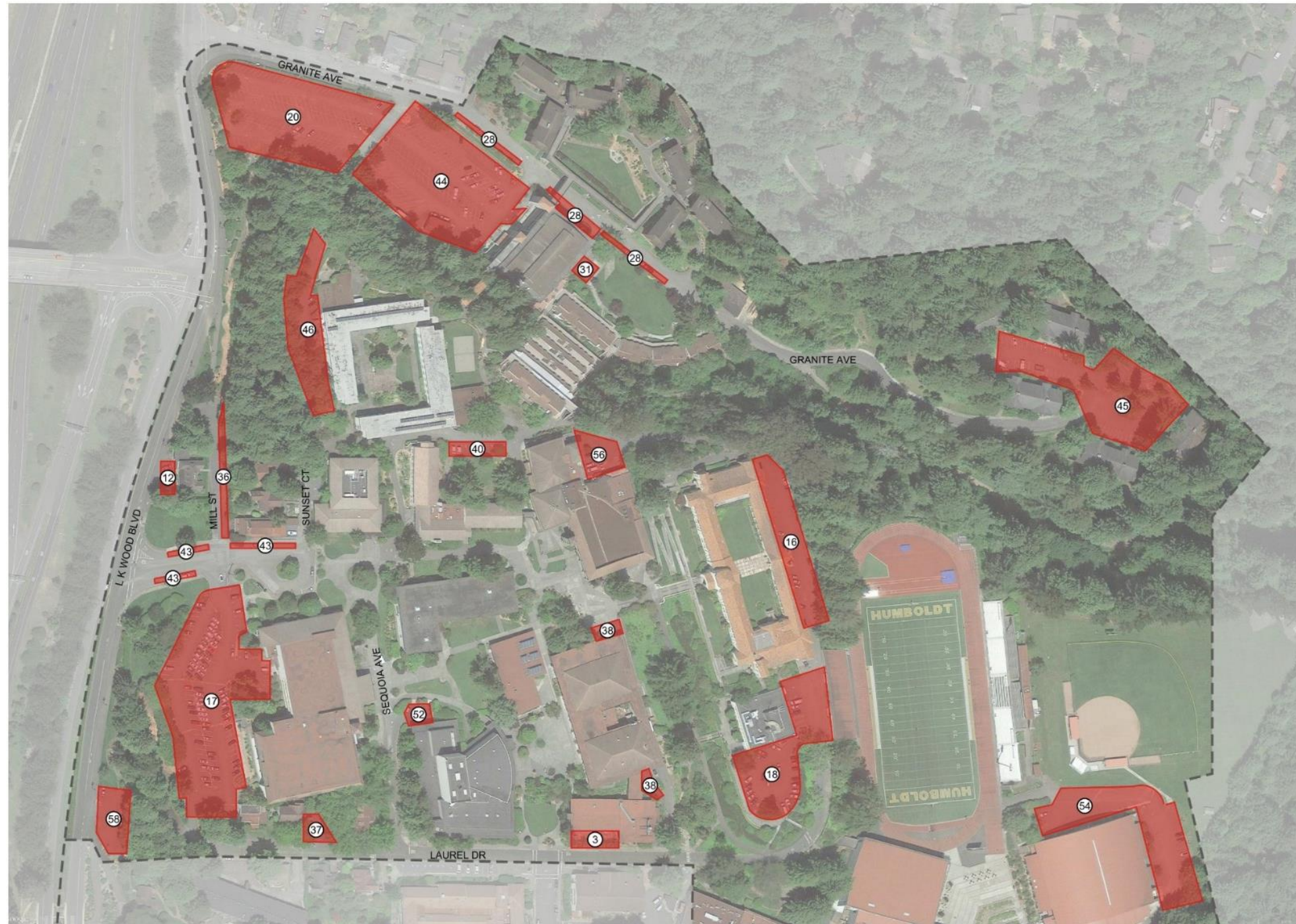
Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%



SK-02

33-1936.00

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



NORTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
2 PM OCCUPANCY

KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

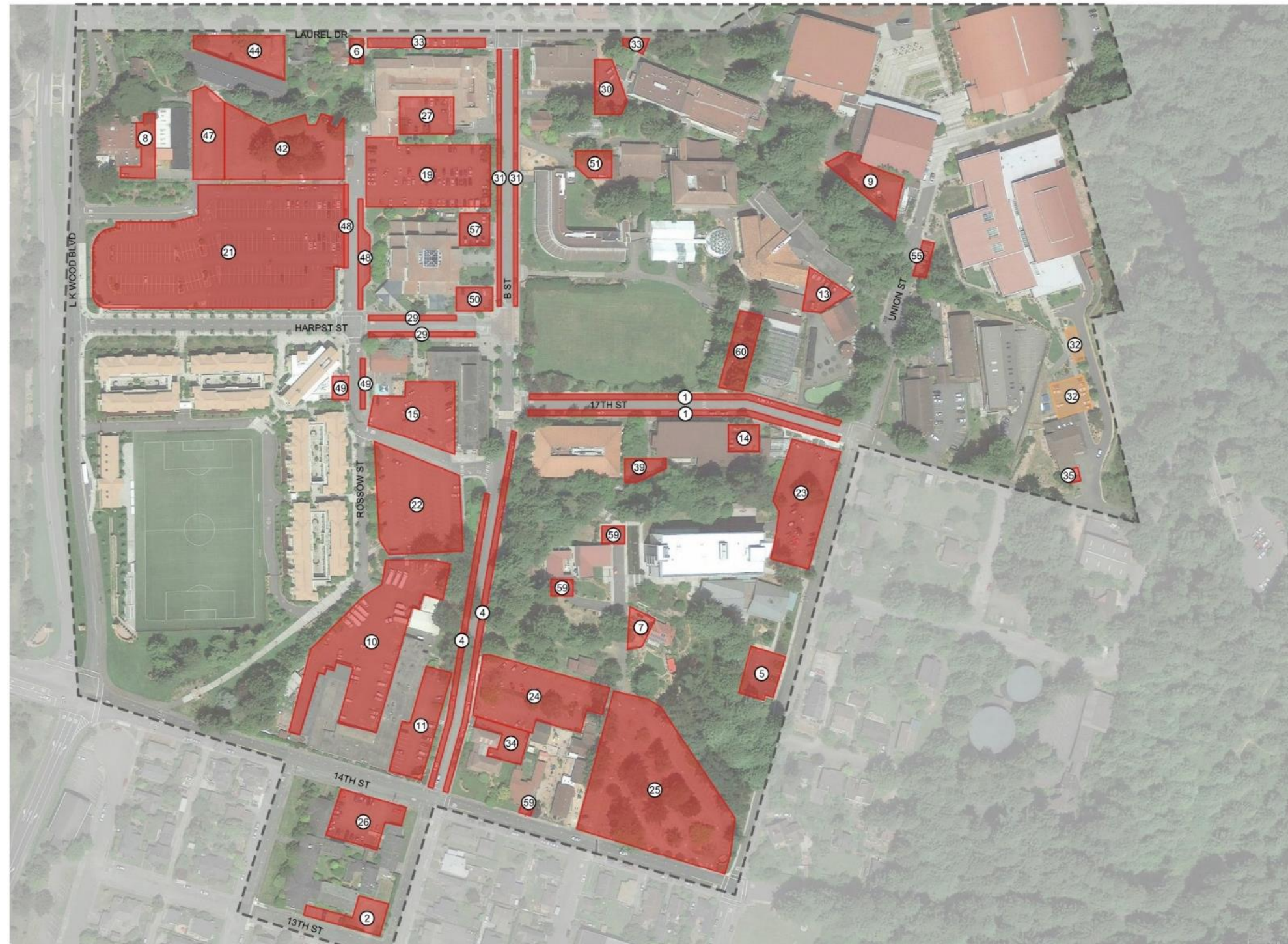
Occupancy
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 60% - 74%
 75% - 89%
 90% - 100%



SK-03

33-1936.00

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



SOUTH OF LAUREL DR
TUESDAY, SEPTEMBER 19, 2017
2 PM OCCUPANCY

KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

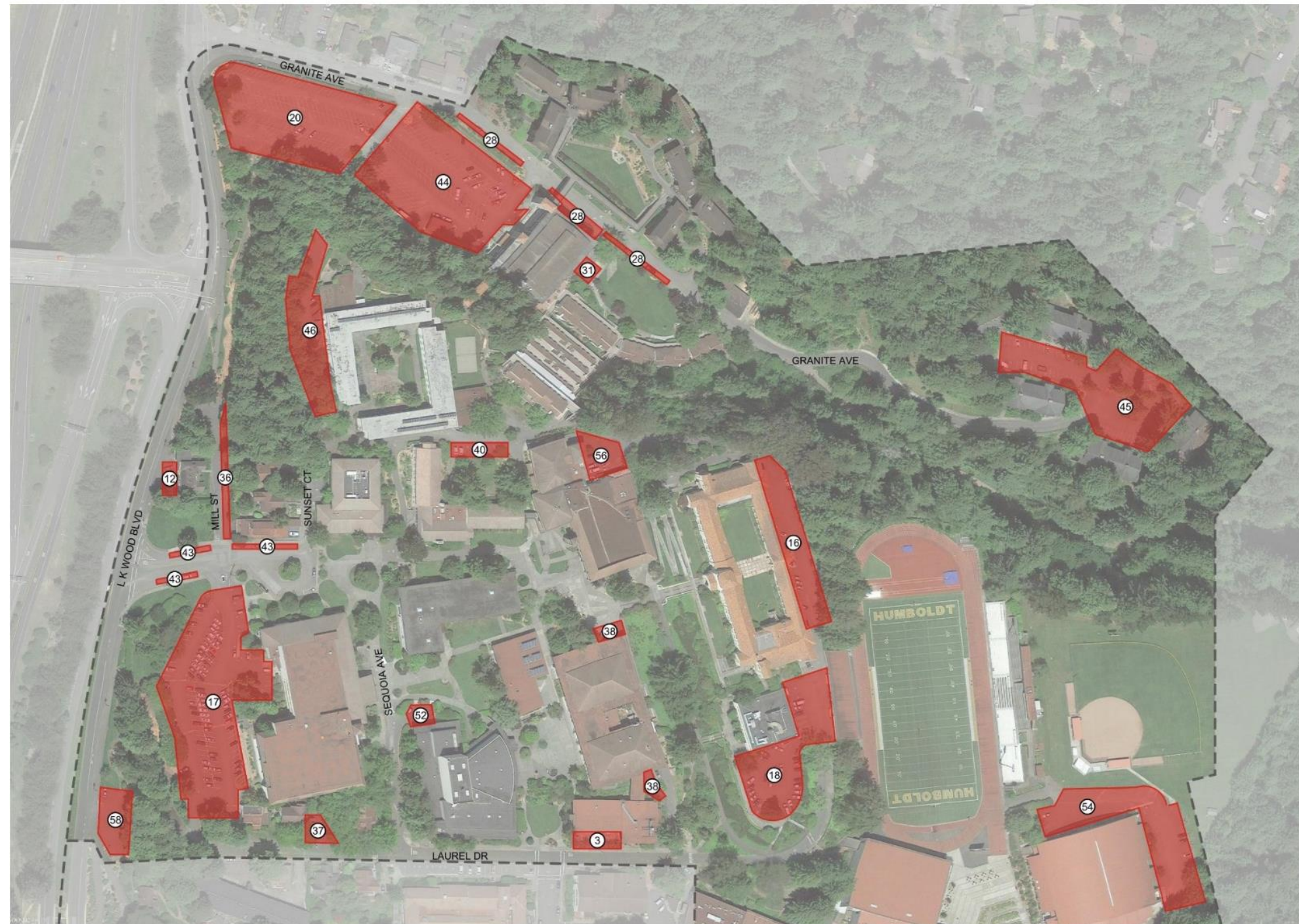
Occupancy
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 60% - 74%
 75% - 89%
 90% - 100%



SK-04

33-1936.00

HUMBOLDT STATE UNIVERSITY
ARCATA, CALIFORNIA



NORTH OF LAUREL DR

TUESDAY, SEPTEMBER 19, 2017

10 AM OCCUPANCY

KEY

NUMBER	LOT NAME
1	17th St
2	Annex at 13th
4	B Street
6	Bret Harte
8	Ceramics
12	Feuerwerker
14	Forestry
15	FS10
16	FS5
17	FS6
18	FS7
19	FS9
20	G1
21	G11
22	G12
23	G13
24	G14
25	G15
26	G16
27	Gist Courtyard
28	Granite Avenue
30	Jenkins Lane
32	Kinesiology/Ath
33	Laurel Drive
35	Marine Wildlife
37	Library South Lot
39	Nat. Resources
41	N. Campus Apts
42	North G11
44	R2
45	R3
46	R4
47	R8
54	SRC/Fieldhouse
55	Union Street
58	Wagner House
59	Walter Warren
60	Wildlife Lane

Legend
⊗ Lot Identification

Occupancy
 0% - 59%
 60% - 74%
 75% - 89%
 90% - 100%

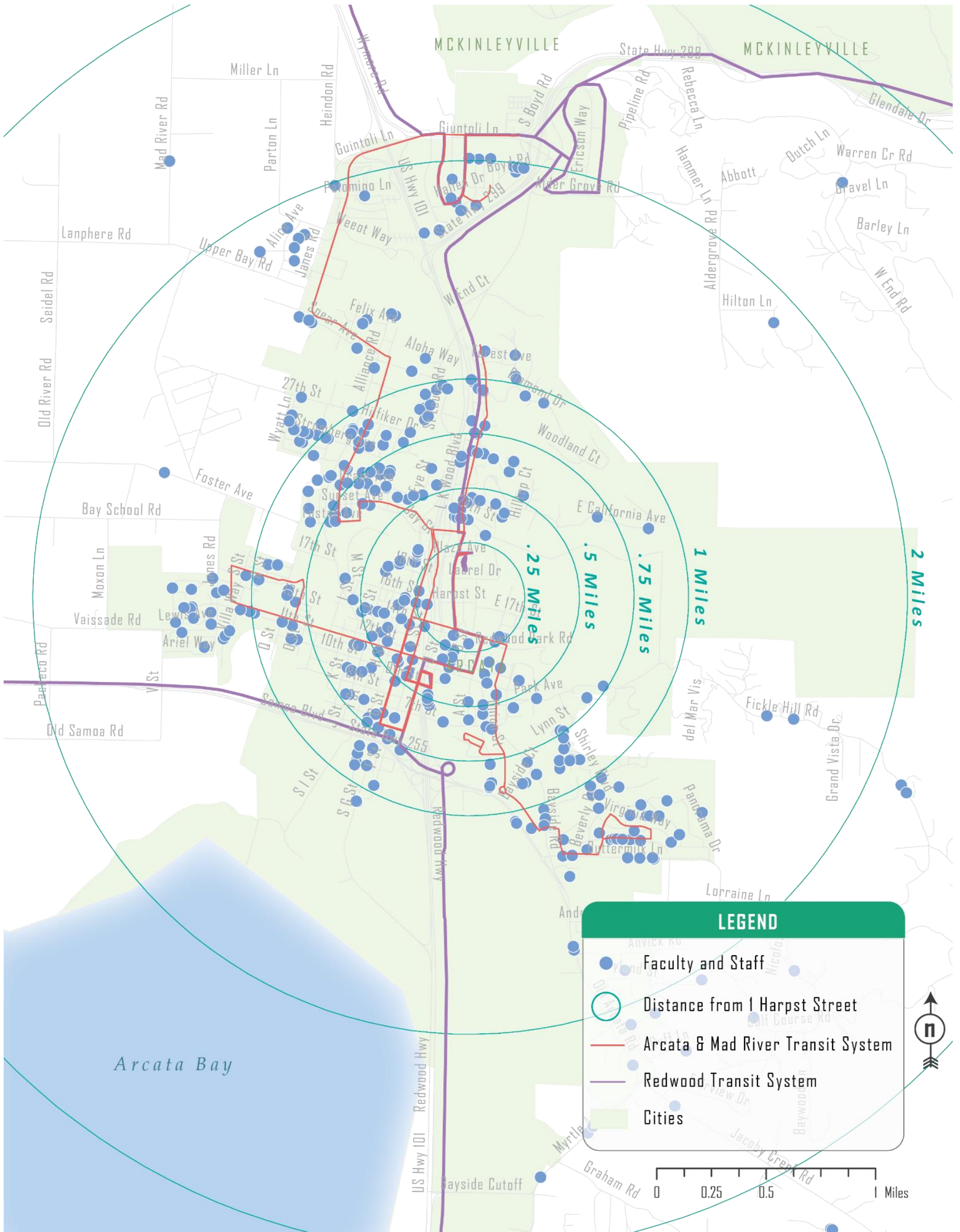


SK-01

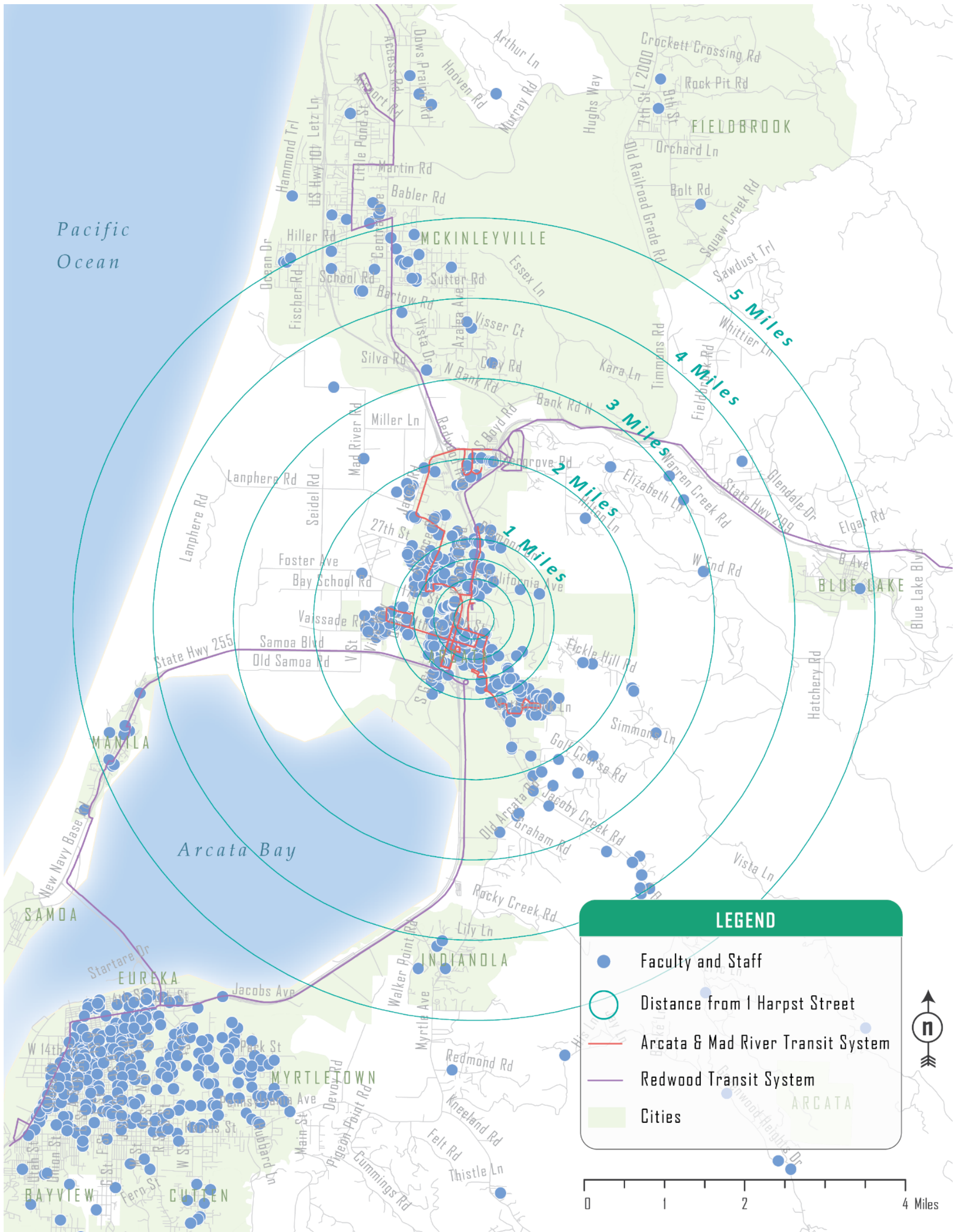
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APPENDIX B: FULL SIZE GIS MAPS

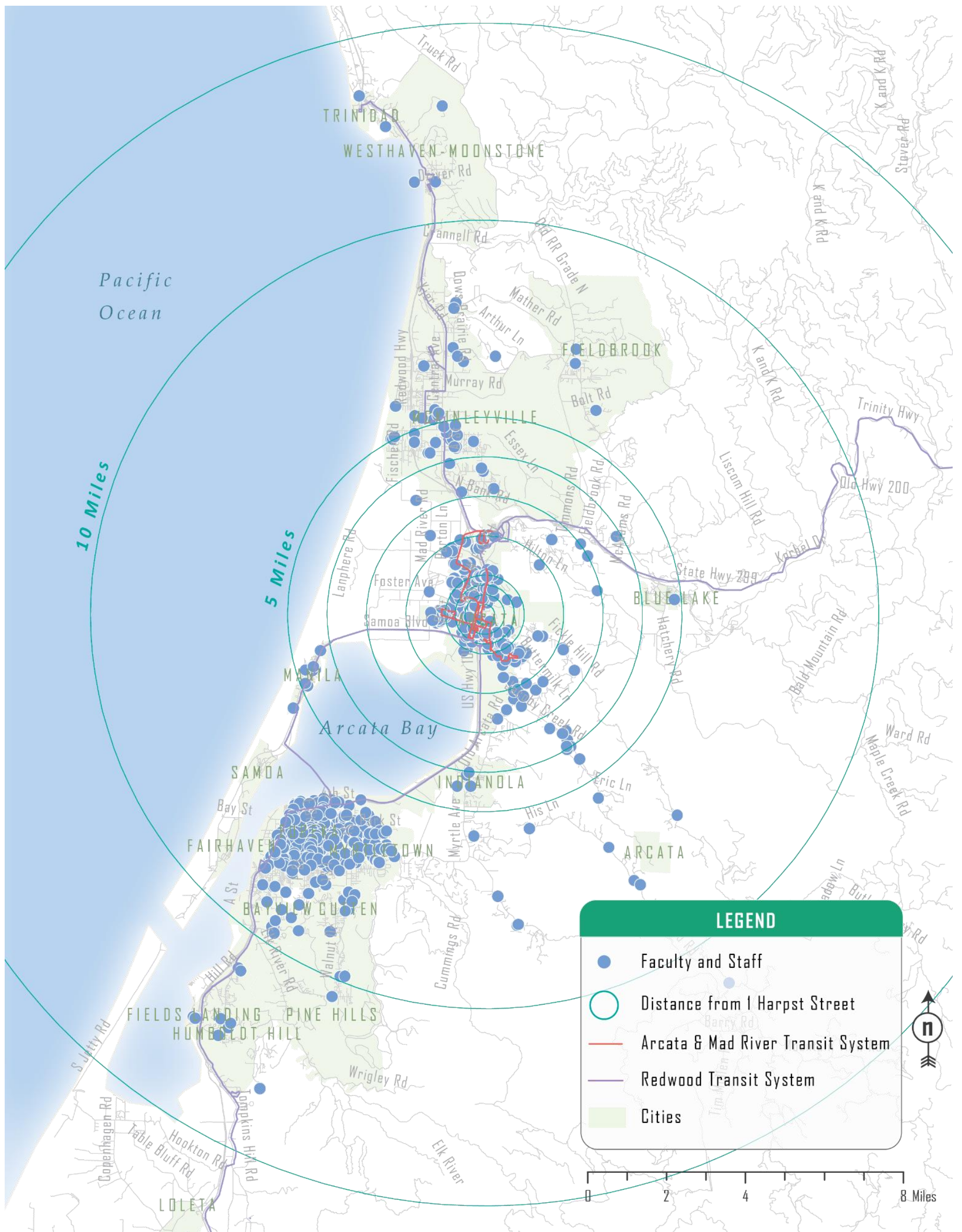
GIS MAPPING OF COMMUTER ORIGINS—FACULTY/STAFF 2-MILE RADIUS



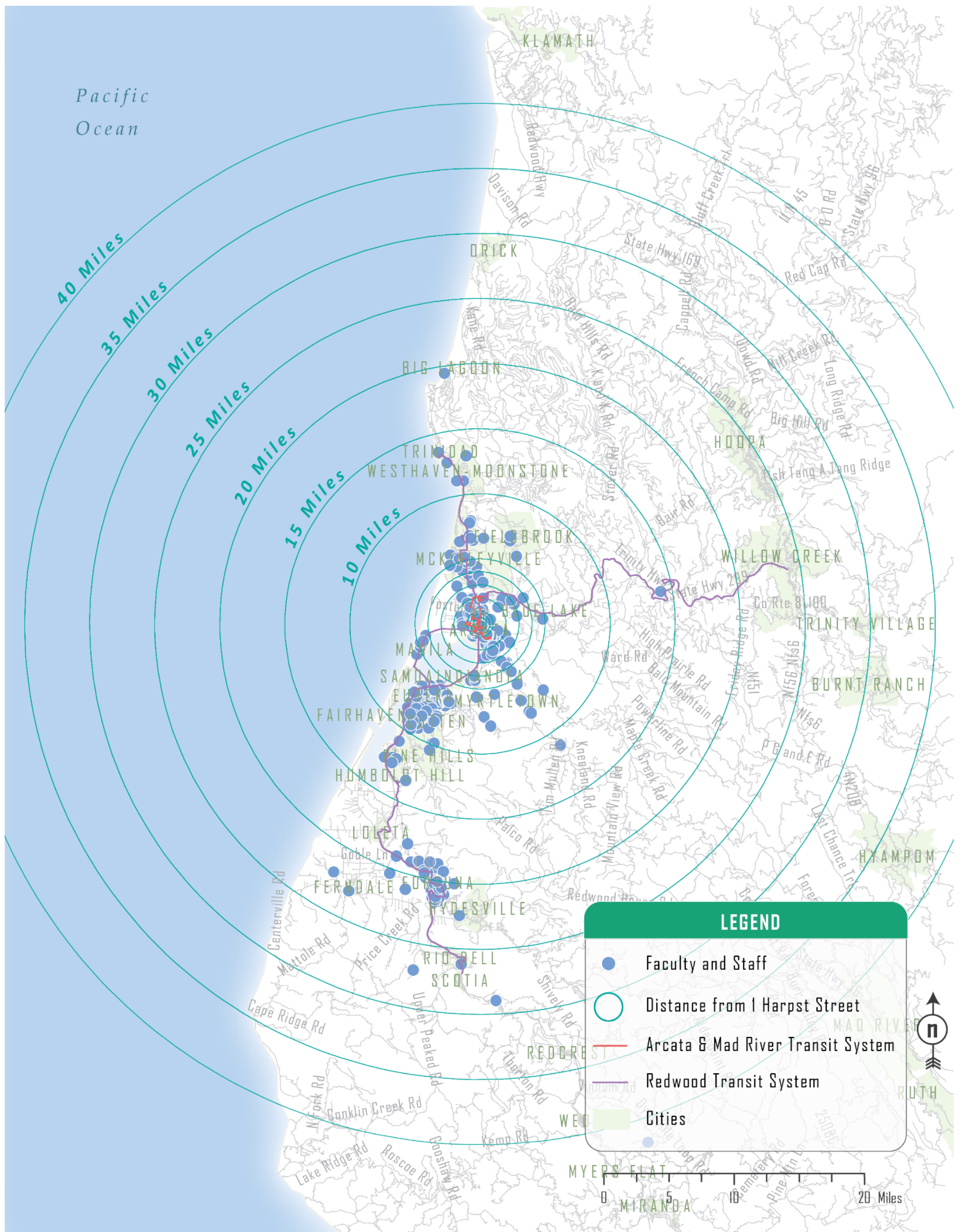
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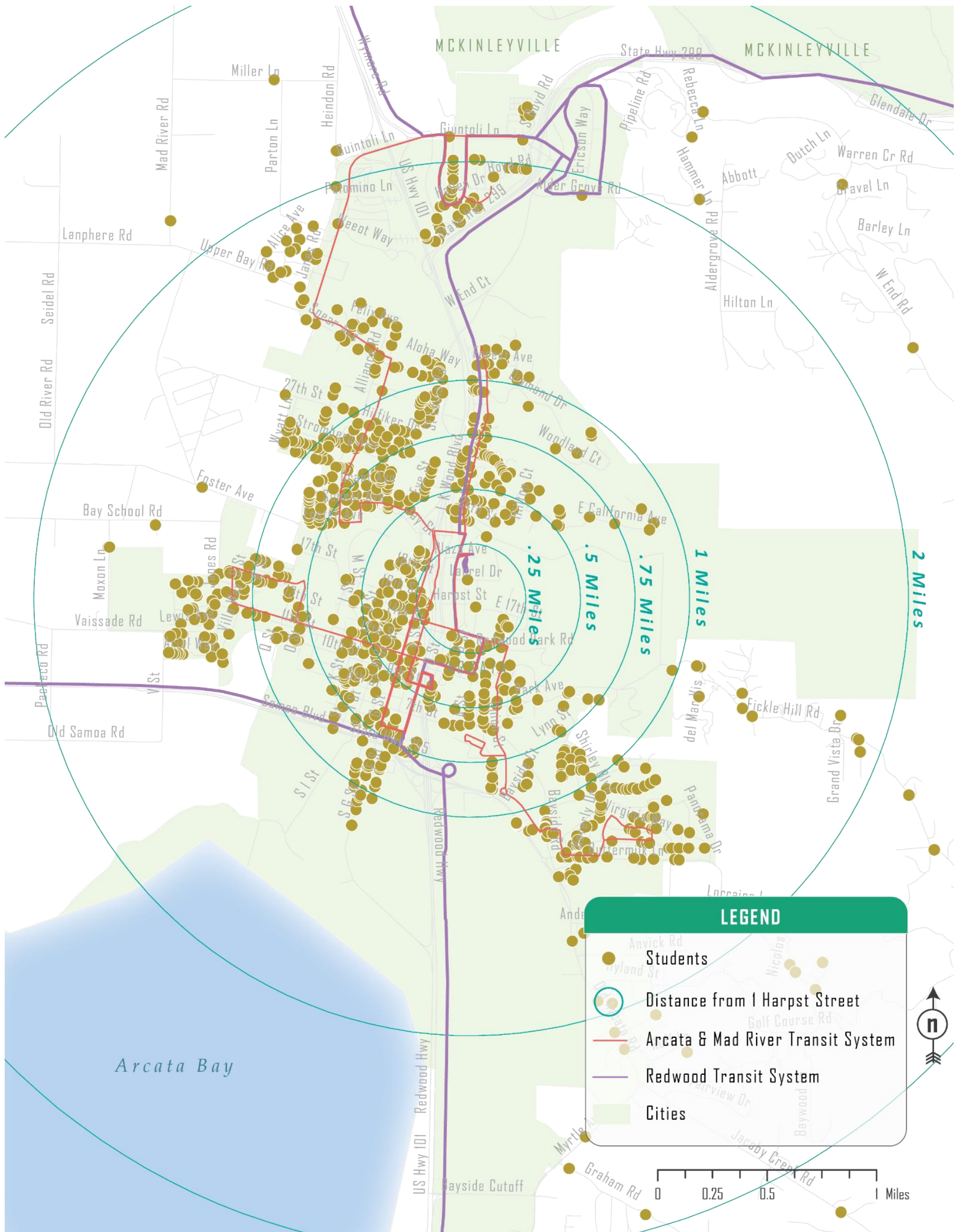
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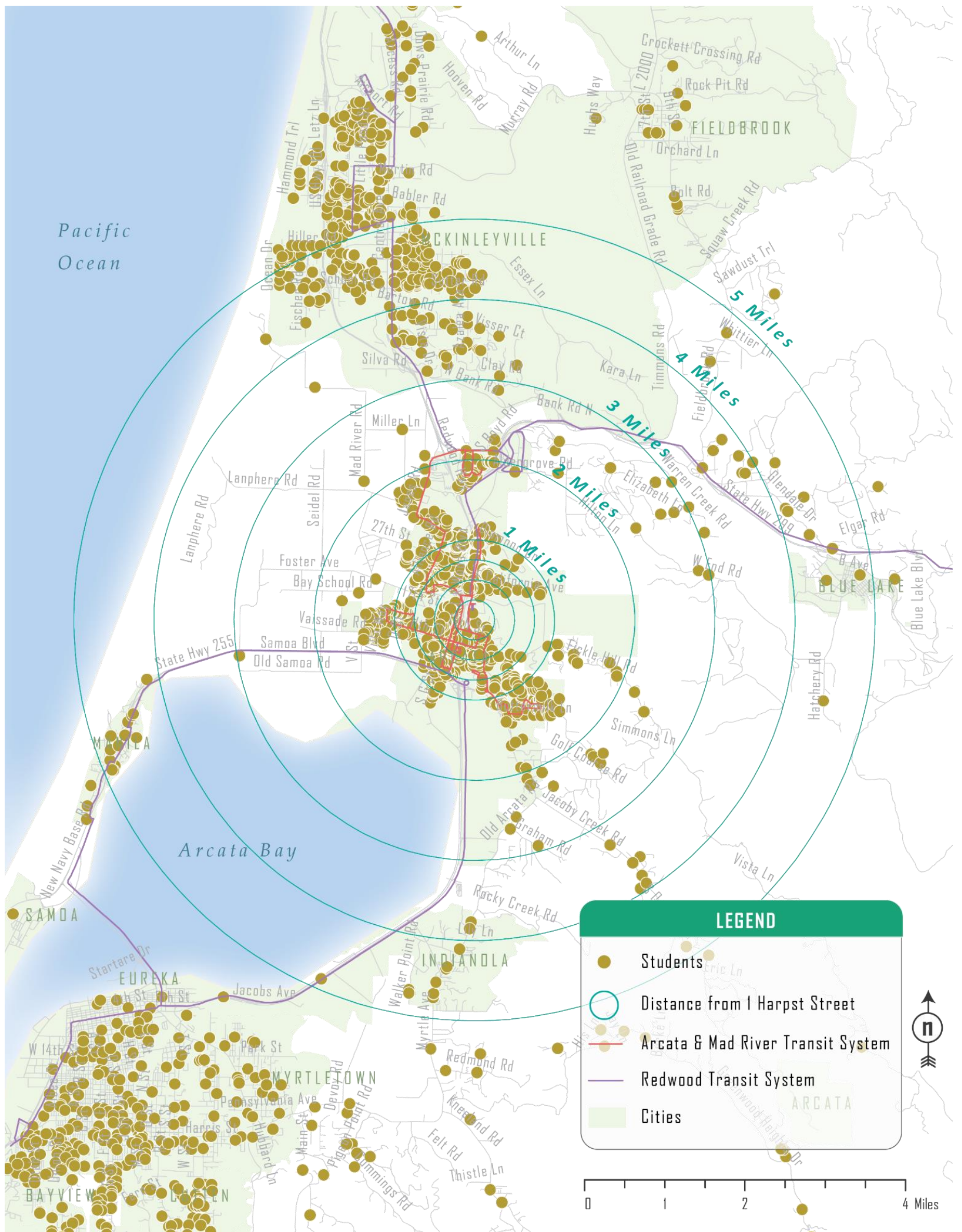
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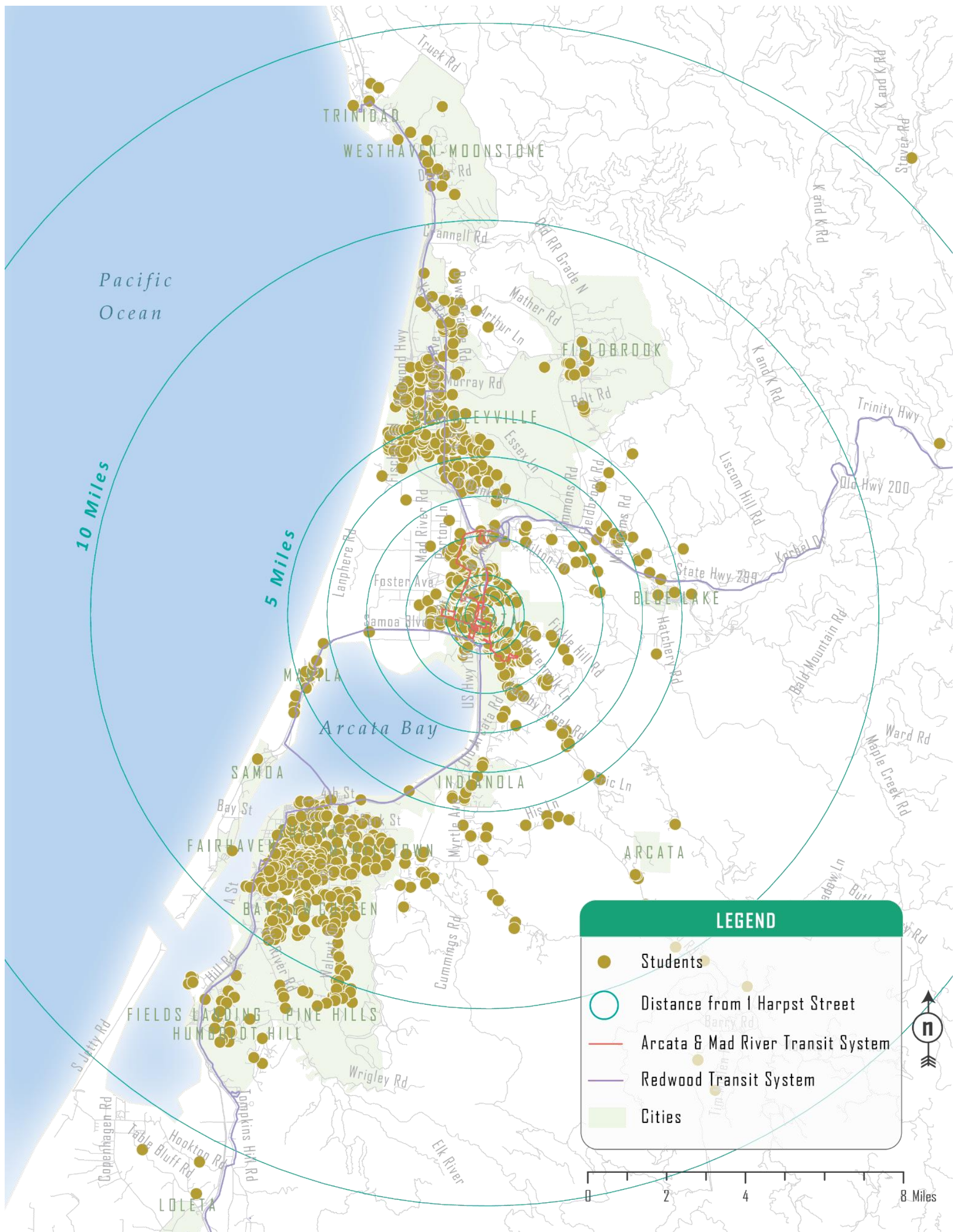
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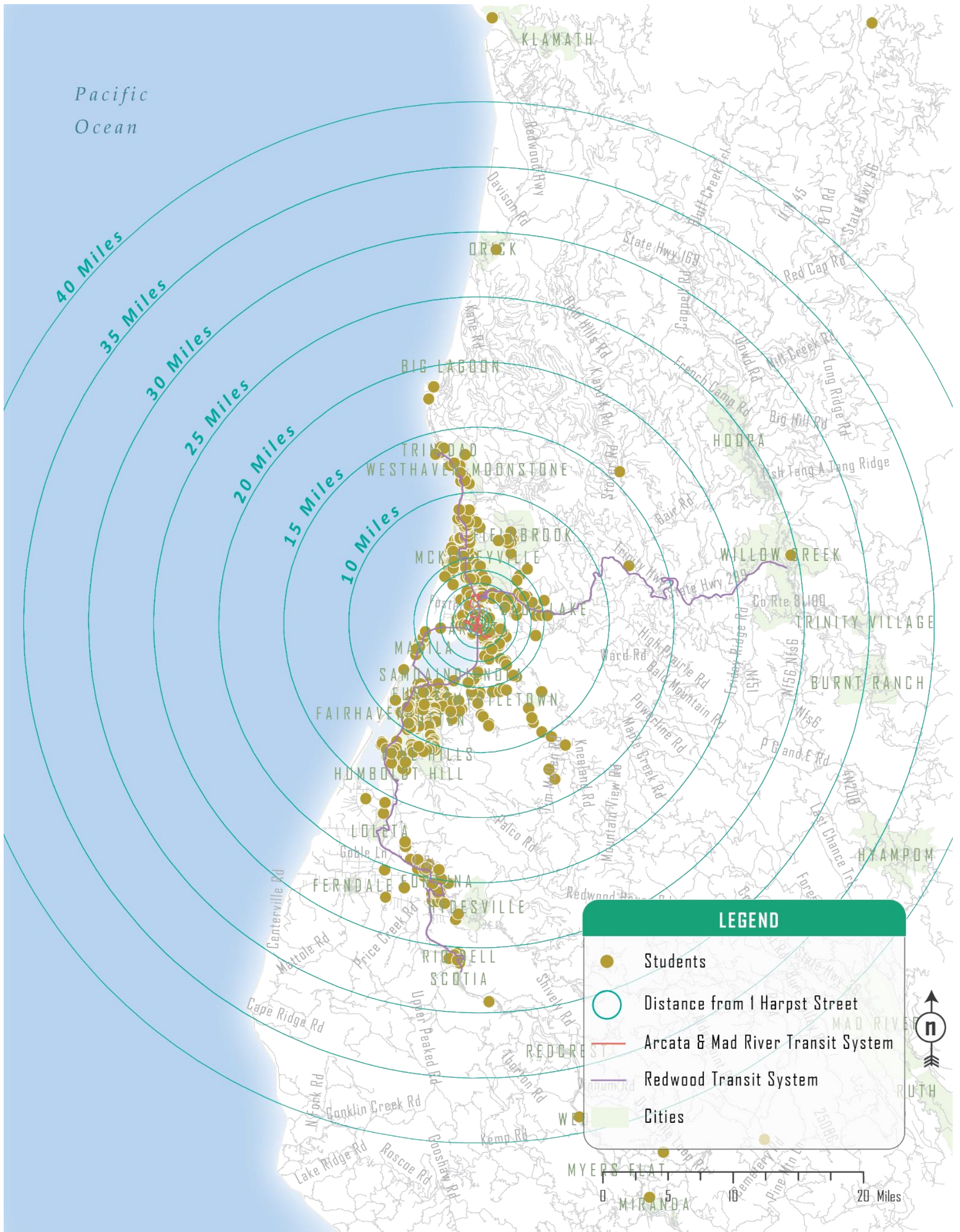
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GIS MAPPING OF COMMUTER ORIGINS—FACULTY/STAFF 10-MILE RADIUS



GIS MAPPING OF COMMUTER ORIGINS—FACULTY/STAFF 30-MILE RADIUS





APPENDIX C: HUMBOLDT STATE UNIVERSITY PARKING AND COMMUTER SERVICES BUSINESS PLAN

HUMBOLDT STATE UNIVERSITY

PARKING & COMMUTER SERVICES BUSINESS PLAN



TABLE OF CONTENTS

EXECUTIVE SUMMARY 4

ORGANIZATION DESCRIPTION..... 4

 Mission Statement 4

 Values Statements 4

 Organization Chart & Staffing..... 5

 Administration of the Campus Parking & Commuter Services Program 5

 Regulations, Standards & Operating Procedures 6

FINANCIAL OVERVIEW 6

 Existing Financial Status 6

 Fee & Fine Structure 8

PROGRAMS & SERVICES 8

 Customer Profile 8

 Programs & Services Offered..... 9

 Statistical Data..... 10

SERVICE SECTOR ANALYSIS 12

 Service Sector Description 12

 Trends..... 12

 Best Practices..... 13

 Key Performance Indicators 13

MARKET & CUSTOMER ANALYSIS 14

 Customer Needs..... 14

 Size of the Market..... 15

 Pricing..... 15

 Regulatory Governance & Restrictions 15

SWOT ANALYSIS 15

 Overview..... 15

 SWOT Chart 16

 Analysis 16

RECOMMENDED PLAN 17

 Overview..... 17

 Goals, Outcomes & Objectives..... 17

 Five Year Financial Plan..... 18

 Five Year Capital Outlay Program..... 21

APPENDICES

- A. Organization Chart
- B. Parking & Transportation Advisory Committee
- C. Existing University Code of Regulations
- D. Proposed University Code of Regulations- Parking Enforcement
- E. Operating Standard 001-151009 Emeritus Faculty Parking Waiver Eligibility
- F. Operating Standard 002-151009 Parking Fee Waiver for Students with Disabilities
- G. Operating Standard 003-151009 Parking Fee Waiver for Those Transacting State Business with the Campus
- H. Operating Standard 004-151009 Reserved Parking
- I. FY2015/16 Parking Fees Fund Budget
- J. FY2015/15 Parking Fines/Forfeitures Fund Budget
- K. FY2015/16 Parking Projects Fund Budget
- L. FY2015/16 Alternative Transportation Fund Budget
- M. FY2015/15 JackPass IRA Fund Budget
- N. Parking Permit Fees
- O. Parking Fines



- P.** Parking Inventory
- Q.** Permit Sales Data
- R.** Parking Enforcement Data
- S.** JackPass Ridership Data
- T.** ZipCar Usage Data
- U.** Parking Fee Fund (TS003) Five Year Financial Plan
- V.** Parking Fines & Forfeitures Fund (TS001) Five Year Financial Plan
- W.** Parking Projects Fund (TS020) Five Year Financial Plan
- X.** Alternative Transportation Projects Fund (TS025) Five Year Financial Plan
- Y.** IRA JackPass Fund (TO130) Five Year Financial Plan
- Z.** Parking & Commuter Services Overall Five Year Financial Summary
- AA.** Five Year Capital Outlay Program
- BB.** Map of Capital Outlay Projects



EXECUTIVE SUMMARY

At the request of the President, Parking & Commuter Services, in collaboration with the Parking & Transportation Committee, developed this business plan and accompanying five year financial plan to clearly define its roadmap for organizational success. The purpose of this Plan is to provide a clear vision of the organization including its current financial situation, services and programs along with an evaluation of its service sector, market and customer base so as to assess the ability of Parking & Commuter Services to meet the demands of the campus both organizationally and financially. The result of such an analysis deeply influenced the recommended plan which is inclusive of outcomes and objectives aligned with the University's Strategic Plan along with a five year financial and capital outlay program in support of such.

Parking & Commuter Services is a service organization within the institution. While its programs are not directly aligned with the primary mission of the institution, they are an important service allowing the University to pursue such. As a service organization, Parking & Commuter Services will continue to focus on how to best serve the institution while ensuring its programs are reflective of the University's values and supportive of the Strategic Plan. As a result and over the next five years, the core focus of Parking & Commuter Services can be summarized into six key areas:

- Technologically modernize the delivery of programs and services to gain efficiency and improve customer satisfaction.
- Aggressively support the development of additional alternative transportation programs to decrease the demand for single occupant vehicle parking within the campus boundary.
- Aggressively pursue improvements to existing facilities while maximizing the amount of parking available within the campus boundary and creatively consider how demand may be satisfied through off-site facilities.
- Support use of non-traditionally fueled, more environmentally friendly vehicles through development of additional infrastructure.
- Establish clear regulations, policies, standards and key performance indicators to ensure consistent and successful administration of existing programs and to foster growth of additional programs and services designed to better meet the needs of the campus now and in the future.
- Evaluate and analyze the success of current programs and services including review of fee structures, operational costs and capital financing requirements to achieve such.

The six key areas noted above are more specifically addressed within this Plan and also supported through the clear assignment of financial resources to help achieve such. The Plan includes specific information concerning the organization, a financial overview, programs and services, service sector analysis, market and customer analysis, and analysis of its strengths, weaknesses, opportunities and threats. This information was then utilized overall to develop the recommendations associated with goals, outcomes and objectives as well as a five year operational and capital outlay program.

ORGANIZATION DESCRIPTION

Mission Statement

Parking & Commuter Services is committed to ensuring the University community and campus visitors are provided with access to parking and transportation services that align with the University's core mission and goals. We accomplish this through the provision of responsive, cost-effective, customer-driven and sustainable programs and services.

Values Statements

Parking & Commuter Services embraces the following core values in all endeavors associated with serving the campus and community.

- *Customer Service:* We commit to understanding the needs of the campus community, communicating effectively and delivering services and solutions in a courteous, professional and timely manner.
- *Collaboration & Transparency:* We commit to building strong, successful partnerships and sharing our expertise and knowledge within our department and with the campus community.
- *Respect:* We commit to developing and maintaining mutual respect through soliciting input, active listening and communication, recognizing diverse points of view, and receiving constructive feedback.



- *Integrity:* We commit to conducting our business ethically and with the highest level of integrity while demonstrating social responsibility and showing respect for those with whom we work, partner and contract.
- *Excellence & Pride:* We commit to the highest standards of quality and performance and are dedicated to continuous improvement. We are proud of our work and are devoted to serving the campus community.
- *Effectiveness & Accountability:* We commit to efficient, transparent processes and delivery of services that meet campus priorities and achieve department goals while also being fiscally, operationally, and environmentally responsible.
- *Innovation:* We commit to continuously learn, develop and improve; we will build on our successes and learn from our failures.
- *Stewardship:* We commit to respecting the history and traditions of the University while managing our resources for the benefit of present and future generations and taking responsibility for our work and actions.
- *Safety:* We believe workplace injuries are preventable and will work together to promote safety and wellness within the department and throughout the campus community.
- *Employee Ownership & Satisfaction:* We commit to providing the resources, professional development and support necessary to effectively complete our job responsibilities. We commit to having a work environment inclusive of diversity and conducive to staff engagement, a sense of ownership, high performance and professional satisfaction.
- *Sustainability:* We commit to providing services and infrastructure that lessen reliance on single-occupant vehicle travel and reduce vehicle trips to campus as a means of relieving congestion and parking pressures while reducing HSU's environmental impact.

Organization Chart & Staffing

Parking & Commuter Services is a 100% fee-support University department whose programs and services are administered under the direction of the Associate Vice President, Facilities Management. The organization chart is included as Appendix A. Parking & Commuter Services directly employs a staff of two full-time parking service officers as well as up to ten part-time student positions. Parking officers are primarily responsible for enforcement, patrol, and event parking notification while students working for Parking & Commuter Services assist with enforcement and serve as a primary interface with customers at the Parking Kiosk located northwest of the Student Business Services Building. Facilities Management supports Parking & Commuter Services through the provision of staff responsible for coordination of programs and services as well as providing customer and business support functions. Additional support is provided by Financial Services, the Budget Office, Contracts, Procurement & Risk Management, and the University Police Department.

Authority, Administration & Oversight

The authority to administer the University's Parking & Commuter Services program is based on a number of California codes and regulations as well as California State University memoranda. Specific authority to operate and administer the Program is outlined under the following:

- California Education Code 89031 which grants the California State University authority to make rules and regulations for the governance and maintenance of University buildings and grounds; and
- California Code of Regulations, Title 5, Section 42200 provides authority to grant permission for the driving, stopping, standing, or parking of any vehicles on the University campus; and
- California Code of Regulations, Title 5, Section 42201 conveys permission to stop, park, or leave standing any vehicle may be granted only to persons who have paid a parking fee or granted a parking fee waiver; and
- California Vehicle Code, Section 21113 grants authority to enforce all parking and traffic laws and regulations upon the University pursuant to the California Vehicle Code; and
- California Vehicle Code, Sections 40200 thru 40230 outlines procedures associated with processing parking violations; and
- California Penal Code Section 830.2 provides authority for California State University Police to enforce all laws at the University; and
- California Education Code 89701 and 89701.5 provides statutory authority for California State University parking fees and their use; and
- California State University Coded Memorandum BF95-09 transferred parking programs to the campuses of the California State University and under the authority of the President.



Furthermore, the University President has delegated authority and responsibility to administer Parking & Commuter Services including operations, maintenance, construction, and planning of parking facilities to Facilities Management with enforcement being shared between those staff members directly employed by Parking & Commuter Services and the University Police Department.

To ensure open communication and collaboration with the campus community, the University maintains a Parking & Transportation Committee whose primary purpose is to serve as a forum for parking and transportation issues. This Committee is advisory in nature and receives input, evaluates parking and transportation strategies, develops and recommends policies and procedures for adoption, makes other recommendations for action, and implements strategies as directed by the President. The Committee is outlined in Appendix B.

Regulations, Operating Standards & Procedures

Parking & Commuter Services is governed by a number of California codes and regulations as well as further administered based on California State University memoranda and executive orders. Based on such guiding documents, the University has developed enforcement regulations as well as operating standards and procedures.

Enforcement is governed by the University's Code of Regulations. The existing Code of Regulations dates to 1999. Over the course of the past year, Parking & Commuter Services, in consultation with and under the advisement of the Parking & Transportation Committee, updated the code of regulations specific to parking enforcement and have recommended approval of such to the President. It is anticipated the updated code will be adopted in Spring 2016. The existing Code of Regulations is included as Appendix C and is specific to the entire University Code of Regulations; the proposed Code of Regulations specific only to Parking Enforcement is included as Appendix D.

In addition to enforcement regulations, Parking & Commuter Services requires a number of operating standards and procedures to properly and consistently administer its programs and services. As with the Code of Regulations, these documents are severely outdated, inconsistent, and not in alignment with the University structure as it is organized today. Due to this lack of appropriate organizational administrative structure, Facilities Management is working with Parking & Commuter Services staff and the Parking & Transportation Committee to review existing documents as well as consider development of appropriate operating standards and procedures. This is a critical task which will allow Parking & Commuter Services to improve the programs it offers to the campus community as well as the efficiency at which such is delivered.

Formally adopted operating standards are included as follows: 1) Appendix E, Operating Standard 001-151009 Emeritus Faculty Parking Waiver Eligibility; 2) Appendix F, Operating Standard 002-151009 Parking Fee Waiver for Students with Disabilities; 3) Appendix G, Operating Standard 003-151009 Parking Fee Waiver for Those Transacting State Business with the Campus; and 4) Appendix H, Operating Standard 004-151009 Reserved Parking. In addition to these adopted operating standards, Facilities Management anticipates additional standards will be developed, in 2016, associated with parking permit sales limitations, complimentary permit eligibility, and issuance of complimentary permits to faculty during the summer. As operating standards are developed, corresponding procedures are also created to ensure consistent implementation of such by staff.

FINANCIAL OVERVIEW

Existing Financial Status

Overview

Parking & Commuter Services is financially organized as its own major business unit comprised of five different funds under its jurisdiction. Two funds serve annual operational purposes; two funds are designed to support specific and planned projects; and the other fund is designed to support the majority of the campus mass transportation program. Each fund is described in depth below. California State University requirements concerning the development and ongoing establishment of parking fees and the use of these funds are outlined in a variety of California codes and California State University regulations. The ability to establish parking fees is specifically outlined in California Code of Regulation, Title 5, Division 5, Chapter 1, Subchapter 5, Article 7 (42200) with the development and maintenance of the primary funds below (other than the JackPass IRA Fund) outlined in the California Education Code Section 89701.



Parking Fees Fund

This Fund (TS003) is the primary source of the Parking & Commuter Services operational budget. Income is primarily derived from permit sales with expenses being associated with the majority of routine, ongoing operations and services. At the end of each fiscal year, monies earned in this Fund are rolled over into the Parking Projects Fund in order to provide a source of revenue to accommodate planned construction and major maintenance/renovation projects.

For FY2015/16, the Parking Fees Fund included planned revenue earnings of \$929,000 with planned operational expenditures being \$526,201 not including an anticipated balance transfer of \$402,799 to the Parking Projects Fund at the end of June 2016. The FY2015/16 Parking Fees Fund Budget is included as Appendix I.

Parking Fines & Forfeitures Fund

This Fund (TS001) is the primary source of the Parking & Commuter Services budget associated with enforcement activities. Income is primarily derived from enforcement-related fine and forfeiture collection with the majority of expenses being directly related to enforcement actions. At the end of each fiscal year, monies earned in this Fund are rolled over into the Alternative Transportation Projects Fund. The requirement for this Fund is specifically outlined in California Education Code Section 89701 which notes that funds derived from parking fines and forfeitures shall be used exclusively for the development, enhancement, and operation of alternative methods of transportation programs for the students and employees, for the mitigation of the impact of off-campus student and employee parking in University communities, and for the administration of the parking fines and forfeitures programs..

For FY2015/16, the Parking Fees Fund included planned fines and forfeiture revenue earnings of \$123,000 with planned operational expenses being \$90,250 not including an anticipated balance transfer of \$32,750 to the Alternative Transportation Projects Fund at the end of June 2016. The FY2015/15 Parking Fines Fund Budget is included as Appendix J.

Parking Projects Fund

This Fund (TS020) is the primary source of funds available to implement capital projects to expand existing parking as well as complete major maintenance and capital renewal projects associated with existing facilities. These funds are utilized based on a five-year capital outlay plan. Projects associated with this plan can take place over more than a single fiscal year. Projects which the University elects to pay for directly are budgeted within this Fund. Those projects which require bond proceeds are paid for over the term of the bond from the Parking Fees Fund (our operational fund). While the University does not currently have any bond debt specific to Parking & Commuter Services, the capital outlay plan proposes future projects be funded in such a manner.

For FY2015/16, the Parking Projects Fund had a carry forward balance of \$1,219,361 with an additional \$402,799 anticipated to be transferred by the end of June 2016. Planned capital projects designated to get underway in the current year are estimated to require \$948,000 in funding. If all planned projects were implemented within a single fiscal year (although they are not planned to proceed in that manner), the fund would have a fiscal year-end balance of \$674,160.

Alternative Transportation Projects Fund

This Fund (TS025) is the primary source of funds available to implement physical improvement projects associated with alternative transportation. These funds are also utilized based on a five-year capital outlay plan. Projects can also take place over more than a single fiscal year. As stated above, use of these funds are restricted in a manner consistent with that described in California Education Code, Section 89701. In addition, projects which the University elects to pay for directly are budgeted within this Fund while those paid through bond proceeds would be paid for via the Parking Fines & Forfeitures Fund.

For FY2015/16, the Alternative Transportation Projects Fund had a carry forward balance of \$505,870 with an additional \$32,750 anticipated to be transferred by the end of June 2016. Planned projects designated to get underway in the current year are estimated to require \$208,000 in funding. If all planned projects were implemented within a single fiscal year (although they are not planned to proceed in that manner), the fund would have a fiscal year-end balance of \$330,620.



JACKPASS IRA Fund

This Fund (TO130) is the primary source of funds available to implement the JackPass public transit program. Monies within this Fund are derived from IRA fees paid by students and are then utilized to partially pay for JackPass service agreements and resulting contracts with local transportation agencies. It should be noted that JackPass costs associated with ridership by faculty, staff or other qualifying non-students are paid for through the Parking Fines & Forfeitures Fund. Faculty, staff and other qualifying non-students are also assessed a fee to utilize the JackPass service.

For FY2015/16, the JackPass IRA Fund had a planned revenue stream of \$473,000 with expenditures associated with administering the program equating such revenue.

Fee & Fine Structure

Permits & Parking Fees

Parking & Commuter Services offers a number of different permits for purchase by students, faculty, staff and the general public. Permits are required to park on campus Monday- Thursday from 7:00 a.m. thru 10:00 p.m. and Fridays from 7:00 a.m. thru 5:00 p.m. unless an individual is parked at a meter. Permits sold are specific to the customer and where they are allowed to park based on type of customer and time of day; in addition, permits are sold in daily, monthly, semester, and annual formats.

The permit fee structure, attached as Appendix N, has not been adjusted for at least the past five years and is one of the lowest in the CSU system. As a comparison, our current daily permit fee is \$3.50; only one campus (Fresno) had lower daily permit fees (\$3.00) while the majority of campuses were charging at least \$5.00 for such permits as of winter 2014.

Fine Structure

One of Parking & Commuter Services primary responsibilities is associated with enforcing the parking code of regulations. Enforcement results in the issuance of citations to those who violate this code. Per the California Vehicle Code (CVC 40200), violation of any regulation not considered a misdemeanor governing the standing or parking of a vehicle under the California Vehicle Code, under any federal statute or regulation, or under any ordinance enacted by local authorities is subject to a civil penalty. Furthermore, California Vehicle Code section 21113, California Education Code 89031 and California Code of Regulations 42200 further vested the University's jurisdiction as a local authority with the capacity to determine fines associated with violation of its codes. The University's current parking fine structure is attached as Appendix O.

PROGRAM & SERVICES

Customer Profile

The primary customers served by Parking & Commuter Services include students, faculty and staff. In addition but to a lesser extent, programs and services include the general public comprised of visitors, attendees at campus events, business vendors and contractors as well as guests of the campus.

As of Fall 2015, the campus served 8,790 students (headcount). Of those, 23% were freshman, 12% were sophomores, 26% were juniors, 33% were seniors, and the remaining 6% were post baccalaureate level. Approximately 23% of students live on campus. During this same time period, the campus employed 611 faculty and 836 staff members (headcount).

Customer interface with programs is also greatly impacted by the campus schedule. The majority of classes and the highest concentration of the workforce on campus tend to occur Monday- Friday between the hours of 9:00 a.m. and 4:00 p.m.

From a student perspective and based on feedback received, Parking & Commuter Services has identified space availability and convenience of access to alternative methods of transportation as being the highest priorities to achieve customer satisfaction. Students are willing to pay reasonable fees for parking but want to ensure such is available to them.



From a faculty and staff perspective, feedback has indicated space availability and convenience to be the highest priorities. Those who begin work in the late morning or who frequently leave campus during the day are most concerned with their ability to easily park upon arriving or returning to the campus. Faculty and staff appear to be more resistant to paying increased parking fees for additional access or improved facilities; collective bargaining agreements have been modified to restrict the ability of the campus to raise rates for many in this segment of the campus population.

Visitors to the campus are most concerned with the availability of parking as well as being opposed to the payment of parking fees (as parking is often free throughout the county). Visitors often express that they are paying to attend an event on campus and therefore don't understand why the campus is also charging an additional fee to park especially in the evening when there appears to be plenty of parking available and permits are not always required (see Permits & Parking Fees section above).

Programs & Services Offered

Parking

Parking & Commuter Services provides parking in 16 developed parking lots across the campus as well as through street side parking stalls and smaller unnamed locations in closer proximity to campus buildings. Statistical information regarding the University's parking inventory is included under the section entitled "Statistical Data".

Permits

Parking & Commuter Services provides a variety of permits designed to meet customer's needs and are available for purchase by students, faculty, staff and the public. Area available for parking depends upon the permit which the customer is qualified to purchase. Students are able to purchase general and resident permits, faculty and staff are able to purchase faculty/staff and general permits, and the public is able to purchase general permits. Daily permits are available for purchase by students, faculty, staff and visitors at the Parking Kiosk as well as via a number of pay stations located throughout campus; meter payments are accepted at the meter when parking. Students, faculty and staff may also elect to purchase permits for a longer period of time (i.e., a semester or academic year); these permits can be purchased online or at the Cashier's Office located in the Student Business Services Building on campus. Online permits are fulfilled via mail provided such is requested by the payee or are available for pick-up at the Cashier's Office. In addition, faculty and staff are also afforded the option of having permit fees deducted from their paycheck on a monthly basis. Statistical information regarding permits is included under the section entitled "Statistical Data".

Enforcement

Enforcement of parking regulations, as adopted by the University and noted within the California Vehicle Code, is maintained 24 hours per day throughout the year. Enforcement staff are generally present on campus Monday-Friday between the hours of 7:30 a.m. and 10:30 p.m. during the academic year and between 8:00 a.m. and 5:00 p.m. during the summer. At those times Parking & Commuter Services enforcement staff are not present, the University Police Department assumes passive supervision of parking lots and areas throughout the campus.

Enforcement staff issue citations to those persons in violation of adopted parking regulations; citations are then processed through two third party vendors. Clancy Systems provides the University with handheld smart devices used by enforcement staff to issue citations. The handhelds are then "synced" each day with Clancy's software; information is then downloaded by the Phoenix Group into their parking citation management system. The University contracts with the Phoenix Group for its citation management and collection services. As such, the Phoenix Group is responsible to pursue payment for all citations and then issues such to the University.

Individuals issued a citation are able to appeal such under the California Vehicle Code sections 40200 thru 40230 and further defined in the Parking Code of Regulations.

Statistical information regarding enforcement is included under the section entitled "Statistical Data".

Special Events

Parking & Commuter Services provides a variety of supporting services in association with campus events. Due to the small nature of its staff, the department often relies on support from units within Administrative Affairs to support larger campus events. Examples of events supported include HOP, Housing Move-In & Move-Out, Graduation, and Spring Preview as well as Center Arts, Athletic Contests, and others. In addition to providing support in the nature



of traffic control and pedestrian safety/information, Parking & Commuter Services also provides permit support for events including the provision of numerous complimentary permits as well as “light citing” during which permit enforcement is suspended.

JackPass

The University’s JackPass program encourages mass transit and reduced fuel consumption by enabling students, faculty and staff to travel on Humboldt County bus systems. All students have unlimited free ride access on the Redwood Transit System between Trinidad and Scotia, the Eureka Transit System throughout Eureka, the Arcata & Mad River Transit System which serves the Arcata area, and the Willow Creek Transit System serving the Willow Creek and Tish Tang areas. Staff, faculty and participants in the University’s Extended Education programs are also granted the same level of access for a nominal fee each semester. The program was originally conceived by students who developed the structure for the service as well as led efforts to establish an instructionally-related activities fee to support its operation. Originally approved by students in 2006, JackPass has provided over 2.8 million rides to students, faculty and staff since its inception.

For the current fiscal year, Parking & Commuter Services has established four service agreements with the local transit agencies named above; the total contract value of these service agreements is approximately \$462,000. Statistical information regarding this program is included under the section entitled “Statistical Data”.

ZipCar

ZipCar is a car sharing alternative to car rental/ownership which reduces demand for on-campus parking yet provides self-service access to vehicles on a 24/7 basis at competitive rates inclusive of gas, insurance and limited free mileage. This service provides an easy way to get off campus whenever for business purposes, errands, entertainment, or road trips and is available to students, faculty, staff and the community.

Currently, the campus hosts three ZipCars with one located at Library Circle and two in the parking lot near the Jolly Giant Commons (R2). From a funding perspective, ZipCar was originally undertaken based on reception of a \$20,000 grant from the HSU Loyalty Fund in 2011. These funds ensured the ZipCar pilot program “got off the ground” and the current contract with ZipCar ensures that once a base level of usage is achieved, there are no charges to the campus. Parking & Commuter Services considers this program to be incredibly successful as original grant funds received in have not been fully expended (\$12,462 remaining), two additional vehicles have been added, and ZipCar recently approached the University about considering the addition of more vehicles. Statistical information regarding this program is included under the section entitled “Statistical Data”.

ZimRide

ZimRide is a fun and easy ridesharing service available to the campus community. This service allows registered riders within the campus community to request or offer rides for commutes, road trips, popular events or other needed transportation.

ZimRide was originally funded through the Humboldt Energy Independence Fund in 2013 as a pilot project to determine the feasibility of whether such an alternative transportation option would be successful on campus. In its pilot stage, the program was funded at a cost of \$25,000 which included two years of service and a set-up fee. Due to the demonstrated success of the program, funding responsibility was transferred to Parking & Commuter Services this past year. Annual cost for the program is currently \$9,000.

Statistical Data

Parking Inventory

Parking & Commuter Services currently maintains an inventory of 2,114 individual parking spaces throughout the campus. This inventory has increased by 6% over the course of the last five years. The Parking Inventory, including information concerning others campuses in the California State University system, is included as Appendix P. In comparison, Humboldt provides fewer spaces per head than all but three other campuses with two of those being located in a highly urban environment.

Of the total parking spaces available, 20% are specifically designated for faculty/staff and are available at a ratio of 3.2:1. Of the remaining spaces available, 13% are specifically designated for resident students, however, these students make up 20% of the total headcount and purchase permits at a rate in which the ratio of resident permits



to resident-specific stalls available is approximately 3:1. An additional 50% of spaces are designated for use by any person on campus. Remaining stalls available are designated for special use (i.e., service vehicle, meter, loading/unloading, etc.). Overall, the ratio of headcount to stalls available is 4.5:1. The overall headcount is somewhat misleading in that not all persons eligible to purchase a permit do so nor do so on a daily, year round basis. Further information is needed to better analyze parking demand in comparison with the parking inventory.

Permit Sales

Permit sales are tracked by Student Financial Services with permit sales data over the last five years being included as Appendix Q. Review of this data would indicate that permit sales (not including monthly payroll deducts) have been relatively level since 2010-11 with overall permit sales (as tracked) declining by 3%. Having said that, the data currently collected does not include information concerning daily permit usage, meter usage or monthly payroll deduct permits issued prior to 2013/14. To better understand parking demand, it is imperative Parking & Commuter Services work with Student Financial Services to improve reporting of such information. Overall, in 2014/15, it appears that approximately 33% of the student headcount purchased parking permits for the academic year while 86% of the faculty/staff headcount did so during the same time period. Based on the number of permits in use during the academic year (and not including daily permits purchased or metered or specially designated stalls), the ratio of permits held to stalls available (regardless of type) was approximately 2:1. This information can be somewhat misleading in that it does not take into account the average number of daily permits in use during a typical academic day in the middle of a semester. Parking & Commuter Services is working to establish methodology required to collect this data so that parking demand can be better understood and thus influence policy and protocols concerning permit sales and the parking inventory.

Enforcement Statistics

Parking and Commuter Services issues over 6,500 citations annually; citations are primarily issued during the academic year via its two full time enforcement staff with assistance from part-time student enforcement staff. Of those citations issued, approximately 20% get dismissed. Primary cause for dismissal is associated with an old practice of providing individuals with one "no questions asked" dismissal every three years. Citation revenue collected exceeds \$120,000 annually but overall collection rates could be improved through the adoption of stronger policies associated with collection of fines. Current policies are passive in nature and result in an average revenue collection rate in the low 70th percentile. Parking enforcement data is included as Appendix R.

JackPass Ridership

JackPass Ridership Data is detailed in Appendix S. Review of ridership trends would indicate an upward trajectory since FY2011/12 over the previous three fiscal years. Initial ridership at the inception of the program grew by leaps and bounds before settling down in FY2010/11; changes in the ridership pattern resulting in significant gains in ridership over FY2014/15 is attributed to reconfiguration of routes by local transportation agencies after consultation with the University. Ridership grew from approximately 325,000 rides in FY2010/11 to nearly 400,000 riders in FY2014/15. Continued gains will likely be dependent on both additional marketing combined with a greater understanding of where our client population lives in combination with location and availability/convenience of route schedules. Ridership is also clearly seasonal and centered around the academic year with ridership peaking near mid-semester annually; ridership low points are very closely tied to school closure days.

ZipCar Usage

ZipCar Usage Data is detailed in Appendix T. Since its inception in 2011, membership has grown to 887 users with more than 50% of those being currently active. Of all users, 79% are students, 4% are faculty/staff and 17% are community members. Based on information from ZipCar, the average member in our program uses ZipCar nearly three times per month exceeding the national average of roughly two times per month. In addition, ZipCar estimates that each car added to the car-sharing environment removes 15 personal vehicles from the road thus reducing carbon emissions. Based on the usage from our program, it is estimated our ZipCars removed over 215,000 pounds of CO₂ from the environment during the 2014/15 fiscal year.



SERVICE SECTOR ANALYSIS

Service Sector Description

Parking & Commuter Services operates in a fairly closed service sector with a captive audience. A commuter survey undertaken by the Office of Sustainability in 2014 found that over 55% of students, faculty and staff lived within five miles of the campus while another 27% lived between six to ten miles away. Due to the rural and suburban nature of our location the vast majority of respondents drive alone to campus with 30% overall parking off campus. Of those parking on campus, nearly half of respondents indicated it took them five minutes or less to find a parking space with over 75% of respondents locating a space within ten minutes. However, a nearly equal number of respondents actively choose to use the bus or carpool for their daily commute. With regard to alternative modes of transportation, the vast majority walk followed by riding a bike. Commutes to campus are also largely focused on the regular weekday versus the weekend which is an intuitive finding given the nature of our services and when they are offered. Respondents also indicated their primary choice for mode of travel for their daily commute was convenience followed by travel time/speed, reliability and low cost.

Based on our rural location, there is not a tremendous amount of competition nor appropriate off site location for others to provide parking services to our clients. In addition, opportunities are limited with respect to available transportation options in the area (alternative or otherwise) thus creating a very traditional environment within which the program operates.

Outside of the University, parking demand impacts the local community in a variety of ways; some beneficial and others creating tension with the town-gown relationship between the University and Arcata residents. Due to the fact demand exceeds supply within the campus boundary, local organizations and residents have taken action to provide parking spaces privately for a fee. Specifically, churches and residents in the immediate area provide permitted parking to students, faculty and staff; all such parking is guaranteed for those holding a permit. On the other hand, the lack of supply on campus has resulted in unauthorized use of parking spaces for organizations as well as private residences. Over the past decade, this has resulted in the City of Arcata issuing a residential permit for parking in the area immediately south of the campus.

In addition to traditional parking options, Parking & Commuter Services operates a number of alternative transportation programs which have been described herein. By partnering with local transportation agencies, the University has maximized the public transportation services available to its students, faculty and staff. However, due to limited infrastructure and the lack of a diverse and rich funding stream, local transportation agencies are challenged to provide a higher level of service or increased number of routes at a cost which is affordable to the campus. As a result, the ability to quickly grow and/or respond to immediate changing demands is limited and somewhat dependent upon government transportation funding subsidies. Additionally, while the local community is very environmentally focused, the infrastructure to support alternative non-vehicular modes of transportation requires vast improvements. A primary network does exist but such requires additional expansion and other amenities in order to increase usage. This includes the network and amenities in and around campus proper.

Trends

Review of literature as well as research and studies conducted by leading industry organizations revealed the following issues as the most important trends affecting the parking services industry:

- *Move toward innovative technologies to improve access control and payment automation.*
- *Prevalence of mobile applications.*
- *Collaboration between parking, transportation and decision-makers in planning.*
- *Demand for cashless or electronic payment.*
- *Real-time communication of pricing and availability to mobile/smartphones.*
- *Demand for greater revenue.*
- *Demand for environmentally sustainable solutions.*
- *Use of wireless sensing devices for traffic management.*
- *Need to accommodate electric cars/charging stations.*
- *Need for improved customer service.*



Best Practices

Review of literature by leading industry organizations revealed the following best practices in association with providing successful parking and commuter services programs within a university setting:

- *Provide free or discounted transit services for the campus community.*
- *Support location of public transit terminals on the campus.*
- *Support ease of customer interface with parking services from permit issuance through parking location.*
- *Effective parking planning and management should consider the needs and challenges of all components of the University transportation system and the surrounding transportation system.*
- *Parking officials should collaborate with and involve surrounding neighborhoods and local authorities.*
- *Pricing should be used as a mechanism to regulate demand in and around campus.*
- *To promote parking in more remote lots and to ensure safety and connectedness, it is important to have reliable shuttle service and safety measures, including adequate lighting.*
- *Clear signage and dynamic parking information can improve the experience and regulate the flow of traffic and parking density.*
- *Dedicate staff to promote alternative transportation and transportation demand management efforts.*
- *Car sharing, ride sharing, bike sharing, carpooling and other commuter benefits are nearly universal.*

Key Performance Indicators

The size, scale, efficiency and effectiveness of the programs offered by Parking & Commuter Services can be measured or monitored through several key performance indicators. These indicators are established to gauge our current performance, show evidence of progress that has been made and identify areas that require improvement. They are intended to measure how effectively Parking & Commuter Services is at achieving its adopted outcomes and objectives.

Review and research of industry standards as well as a compendium report produced by the Educational Advisory Board helped inform the selection of key performance indicators for Parking & Commuter Services. Selected key performance indicators include the following:

- **Size & Scale of Operations**
 - *Permit Revenue:* total revenue derived from permit sales by category (i.e., daily, monthly, semester, annual, etc.) and type (daily, faculty, staff, etc.).
 - *Meter Revenue:* total revenue derived from meters; reported as a whole and by meter as well as annually, monthly, daily.
 - *Permits Sold:* number of permits sold annually by type (i.e., daily, student, resident, faculty, staff, reserved).
 - *Percentage of Population Purchasing Permits:* number of permits sold (not including daily) in comparison to total headcount (students, faculty and staff).
 - *Citations Issued:* number of citations issued by citation category as a whole and by month.
 - *Citation Revenue:* total revenue derived from citation fees collected by citation category.
 - *Parking Spaces:* number of available parking spaces by type and location.
 - *JackPass Rides:* number of total rides using JackPass on local transportation vehicles.
 - *JackPass Ride Availability:* number of hours of operation, routes and stops per route on local transportation agency vehicles.
- **Efficiency & Effectiveness**
 - *Space Availability Ratio:* number of permits sold in comparison to the number of spaces available by permit and space type
 - *Disabled Space Availability Ratio:* number of disabled spaces available in comparison to the average number of disabled placards possessed by parking permit holders.
 - *Operational Cost per Head:* cost to conduct Parking & Commuter Services operations inclusive of enforcement per headcount (including students, faculty and staff). Does not include costs associated with alternative transportation programs or parking/alternative transportation projects.
 - *Citation Disposition Ratios:* ratio of citations appealed by citations issued; ratio of citations dismissed by citations appealed.
 - *Citation Appeal Decision Rate:* percentage of citation appeals uphold, reduced, warned and voided.
 - *Citation Revenue Collection Rate:* number of valid citations paid in comparison to the number of citations issued.



- *Citation Issuance Rate:* number of citations issued per enforcement personnel annually and by month.
- *Permit Sale Preference Rate:* percentage of permits sold by sale type (online, kiosk, permit dispenser, in-person).
- *Financial Transactions Preference Rate:* number of financial transactions annually and on a semester basis by payment method type.
- *JackPass Service Area Effectiveness Ratio:* number of JackPass routes and stops in off campus student housing concentrated areas to public transportation routes and stops overall
- *Web Page Visibility:* number of web page visits annually and by month; number of unique web page visitors.
- *Sustainability*
 - *Alternative Transportation Program Participation Rate:* number of participants per mode in comparison to overall headcount inclusive of faculty, staff and students)
 - *Alternative Transportation Program Cost per Head:* cost to conduct alternative transportation programs per headcount (including students, faculty and staff). Does not include costs associated with alternative transportation projects.
 - *Cost per Ride:* average cost per ride for the JackPass and ZimRide program.
 - *ZimRide Participation:* number of shared rides and miles driven as well as individual participants and average number of shared rides per participant and average number of miles per ride and number of vehicle occupants per ride..
 - *ZipCar Participation:* number of reservations and miles driven as well as individual participants and average number of reservations per participant and miles per reservation.

A key performance indicator report will be posted on the Parking & Commuter Services website annually. This report will be part of the annual programs and services report published by the department.

MARKET & CUSTOMER ANALYSIS

Customer Needs

The primary customer base associated with Parking & Commuter Services is a captive audience comprised of four distinct groups with different needs. These groups are made up of students, faculty, staff and visitors. In addition, Parking & Commuter Services is also responsible to the campus as a whole. As a result, it must be responsive to the needs of the institution as well.

Students are comprised of two different segments; those with their own transportation and those without. For those who bring a vehicle to campus, primary needs are associated with convenience of location, availability of parking during those days/times they are required to be on campus and ensuring costs remain as low as possible. Students without a traditional mode of transportation are in need of access to robust forms of public transportation as well as infrastructure designed to support alternative methods of transportation (i.e., bicycles, walking, etc.). Convenient access to the local community is highly desirable with public transportation options being available for extended periods of time.

Faculty and staff are considered to be separate customer groups due to the distinctly different nature of their positions within the campus. Faculty have expressed desire for convenient and available parking at those times they are on campus. Due to the flexible nature of their work day, faculty often arrive during periods of high demand and are also often present on campus during the evening. In addition, many faculty leave and return to the campus throughout the day thus resulting in a desire to ensure space is available when needed. Staff primarily work Monday thru Friday between the hours of 8:00 a.m. and 5:00 p.m. As a result, this group is less challenged in locating a place to park upon arrival. Rather their needs are more associated with being able to leave the campus during the work day and then return easily locating a place to park within reasonable proximity to their office. Both faculty and staff groups are very price conscious and have expressed a preference to not increase rates.

Visitors are also an important segment of the customer base. They primarily arrive in a vehicle and are either here for an event or as part of a campus visit. Visitors from other areas are not as price conscious as local visitors due to their experience paying for the ability to park within urban areas. Having said that, these out of area visitors are often visiting the campus for the first time and find it difficult to navigate due to both signage issues as well as convenience of parking and the changing topography of the campus (i.e., not ready to climb the hills and stairs). Local visitors are much more price conscious and likely to be on campus in association with a special event for



which they have purchased a ticket; these visitors have more difficulty understanding the need for a parking fee when they have already paid to attend an event on campus.

As a whole, the campus has clearly indicated values associated with providing a welcoming atmosphere. This has resulted in long standing practices to not charge for parking in association with campus-sponsored large scale special events as well as an inordinate number of requests for complimentary permits for guests and/or visitors. In addition, a number of long-standing practices have been in effect which further minimize payment of parking fees. While these practices could certainly be seen as welcoming, they have also created an opposing effect with the existing paying customer base as such deeply impacts parking availability and also creates favorable status for certain segments of the campus or visitor population.

Size of the Market

The size of the customer market is primarily based on regular headcount (i.e., students, faculty, and staff) of the campus combined with average number of visitors daily. Fall 2015 headcount totaled 10,237 persons. Visitor headcount is very difficult to determine due to extreme variations in visitations associated with the campus schedule and events.

Pricing

The current rate structure was developed well over a decade ago and has not been closely analyzed for several years. The primary objective of the current rate structure was to ensure parking fees remained low while providing the minimal funding required to run associated programs and maintain facilities. While the customer base is primarily a captive audience, it is important Parking & Commuter Services reasonably price its programs so as to ensure vibrant participation in such. Evaluation of the current structure in comparison to other California State University campuses reveals that rates are low in comparison to average fees systemwide. Future analysis and revision to the rate structure should take into account the ability to meet the needs of the customer market while also ensuring funding sources required to properly maintain existing facilities while meeting customer demands. Consideration should also be given toward how alternative transportation programs and services will be sustainably funded in the future, especially when one considers the anticipated growth in such services while at the same time anticipating a decrease in the traditional revenues streams which have funded Parking & Commuter Services (i.e., permit fees, etc.).

Regulatory Governance & Restrictions

The establishment of Parking & Commuter Services was granted through the California Education Code and further delegated to the campuses by the California State University system. The ability to enforce regulations associated with such programs was also established through the California Education Code; enforcement regulations are as established by the campus and in alignment with the California Vehicle Code.

Further governance and restrictions are associated with the establishment of fees. Parking rate structures must be adopted in alignment with regulations associated with student fees as well as collective bargaining agreements.

Facility maintenance is governed by the campus but major improvements and/or facility expansion is governed through approval by the California State University Board of Trustees. Furthermore, facility improvements are required to be in compliance with current California Building Code as well as with California law concerning the environment, energy efficiency and mandatory water and greenhouse gas reductions.

SWOT ANALYSIS

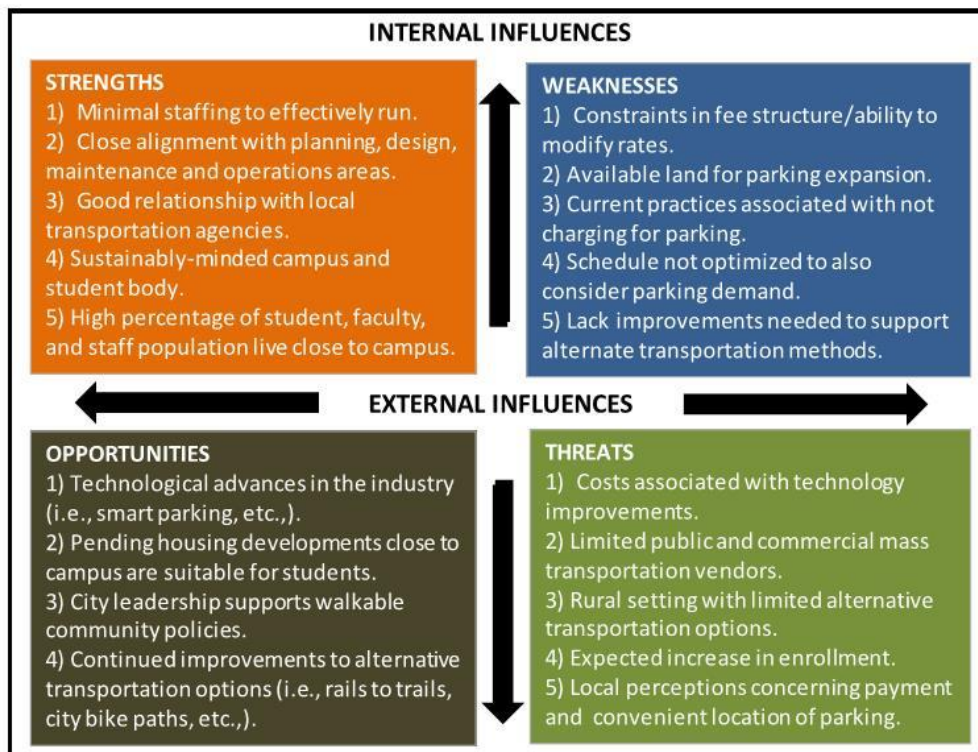
Overview

A SWOT analysis demands an organization identify its strengths and weaknesses as well as its opportunities and threats so as to create greater awareness of the organizational self and the climate in which it operates. This analysis assists organizations with strategic planning as well as decision-making. Strengths and weaknesses are both internal viewpoints of the organization while opportunities and threats are those presented through external forces. Analysis at this level allows an organization to consider objectives that allow it to take advantage of opportunities and minimize the danger of threats by developing objectives aligned with exploiting its strengths and shadowing its weaknesses. Parking & Commuter Services utilized a diversified approach toward analyzing its



perceived strengths, weaknesses, opportunities and threats by soliciting input from executive leadership, management, staff and the members of the Parking & Transportation Committee. All such feedback was considered prior to finalizing the strengths, weaknesses, opportunities and threats noted below.

SWOT Chart



Analysis

Parking & Commuter Services is in an interesting situation in that its primary customer base has clearly indicated a desire to ensure more parking is available on campus while at the same time also supporting efforts to ensure parking fees do not rise, complimentary permit policies remain liberal, and also expressing a clear desire to become a more sustainable and environmentally focused campus. In addition, current facilities are in need of a tremendous amount of major maintenance in order to ensure a future in which parking services can be provided at an efficient cost to the campus.

Review of the SWOT analysis has deeply informed the content of this Plan especially with respect to how resources available would best be utilized toward improving the services offered. Taking advantage of opportunities while maximizing use of strengths to manage threats and overcome weaknesses will help ensure Parking & Commuter Services is successful in achieving its recommended outcomes and objectives. Overall, the focus should be to:

- Technologically modernize the delivery of programs and services to gain efficiency and improve customer satisfaction.
- Aggressively support the development of additional alternative transportation programs to decrease the demand for single occupant vehicle parking within the campus boundary.
- Aggressively pursue improvements to existing facilities while maximizing the amount of parking available within the campus boundary and creatively consider how demand may be satisfied through off-site facilities.
- Support use of non-traditionally fueled, more environmentally friendly vehicles through development of additional infrastructure.



- Establish clear regulations, policies, standards and key performance indicators to ensure consistent and successful administration of existing programs and to foster growth of additional programs and services designed to better meet the needs of the campus now and in the future.
- Evaluate and analyze the success of current programs and services including review of fee structures, operational costs and capital financing requirements to achieve such in the most sustainable manner possible.

RECOMMENDED PLAN

Overview

As requested by the President, Parking & Commuter Services has developed the recommended outcomes and objectives in support of the University's Strategic Plan as well as a financial plan for the period encompassing fiscal years 2016/17 thru 2020/21. These recommendations are based on the research, evaluation and consideration undertaken in the creation of this business plan. It is suggested this Plan be reviewed and updated annually so as to ensure it is evaluated for progress toward the long-range vision to be accomplished as well as to ensure the University considers its ever-changing environment to ensure services and programs are responsive to campus needs.

Goals, Outcomes & Objectives

Parking & Commuter Services supports the University's strategic plan by adopting outcomes and objectives associated with University goals. This format is utilized to ensure that programs, services and initiatives undertaken are in alignment with University priorities, are strategic in nature and focused on achieving desired outcomes. The approach ensures clear guidance for those actually carrying out the specific assignments associated with fulfilling long-range plans and visions. It allows our broad University priorities to be translated into a tactical set of accomplishable tasks which relate to and build upon one another. It provides an effective way to translate our strategic vision into operational activities focused on a broader level of achievement.

The University's 2015- 2020 Strategic Plan set forth four overarching goals which have been identified as broad priorities which the University must work toward successfully accomplishing. As noted in the Strategic Plan, by focusing on these four goals, the University will improve its ability to fulfill our ultimate mission to educate all of our students. The Strategic Plan goals are included below with outcomes and specific objectives associated with Parking & Commuter Services listed below such.

Outcomes are in alignment with the goal under which the outcome is listed and are considered to define what success looks like. Outcomes are much more focused and there are often more than one associated with a stated goal.

Each outcome requires a series of major objectives to be accomplished. Major objectives are tactical in nature and very specific; they allow administrators to assign specific responsibilities in the right order, ensure those assigned understand what is to be accomplished, provide a venue for accountability, and also assist with overall evaluation of outcome achievement.

Recommended outcomes, in support of the goals expressed in the University's Strategic Plan, are outlined below with objectives listed as well. Outcomes are those recommended for the five year period encompassing this Plan. Objectives listed are to be achieved within a two year period but will be evaluated annually to assess progress as well as determine if changes are required to ensure the outcome is achieved. During the course of the five year planning cycle, it is expected that additional objectives will be required to achieve stated goals and outcomes. These objectives are not expressed due to the desire to ensure Parking & Commuter Services is a nimble and responsive organization which builds upon its achievements over time while constantly re-assessing its environment.

- **Goal 1:** Prepare students to be socially and environmentally responsible leaders in a diverse and globalized world.
 - **Outcome:** Increase usage of alternative transportation methods by students, faculty and staff.
 - **Objective:** Implement a comprehensive update of the Parking & Commuter Services website.
 - **Objective:** Implement facility improvements to support additional use of alternative transportation services.



- **Outcome:** Increase student engagement in development of alternative transportation programs.
 - Objective: Establish a social media presence.
 - Objective: Develop and implement a marketing plan.
 - Objective: Partner with academic programs to engage students in the planning and design of alternate transportation infrastructure improvements.
- **Goal 2:** Foster meaningful relationships across differences, including diverse cultural communities, identities and competencies.
 - **Outcome:** Increase awareness of Parking & Commuter Services program offerings.
 - Objective: Implement an updated website.
 - Objective: Publish Parking & Transportation Committee agendas/minutes.
 - Objective: Adopt and publish updated policies, regulations, standards and procedures.
- **Goal 3:** Strengthen partnership with local communities.
 - **Outcome:** Increase availability of public transit services for the campus community.
 - Objective: Negotiate additional routes and more appropriate schedules for existing transportation service contracts.
 - Objective: Develop on campus shuttle service program.
- **Goal 4:** Serve as effective stewards of the natural and built environment and the University's financial resources with a focus on sustainability.
 - **Outcome:** Increase awareness of the carbon emissions associated with transportation choices.
 - Objective: Develop and publish annual report which includes information concerning carbon emissions associated with Parking & Commuter Services programs.
 - **Outcome:** Increase cost efficiency in the successful delivery of Parking & Commuter Services programs to the campus community.
 - Objective: Update the Business Plan & Five Year Financial Plan annually.
 - Objective: Implement an improved parking management software solution which includes smart parking and permit features.
 - **Outcome:** Increase number of and participation in alternative transportation programs.
 - Objective: Implement a carpool program.
 - Objective: Aggressively market existing JackPass, ZipCar and Zimride programs.
 - **Outcome:** Increase investment in maintenance and improvements to existing facilities.
 - Objective: Develop formal parking facility maintenance plan.
 - Objective: Implement capital renewal plan to ensure current facilities are properly maintained and/or improved and that layout maximizes efficiency.
 - Objective: Conduct Parking & Commuter Services market and feasibility study to support long-range capital outlay plan.
 - Objective: Implement major capital projects designed to expand facilities.

Five Year Financial Plan

Overview

Parking & Commuter Services is comprised of five separate funds. These funds were more specifically defined in the Financial Services section of this Plan. The creation of the five year financial plan included review of financial performance over the past two fiscal years, adoption of cost assumptions for the next five years, development of an operating budget that will appropriately support achievement of the proposed outcomes and objectives stated herein as well as formulation of a capital outlay program responsive to the needs of the campus while supporting the University's strategic plan.

Five year financial plans have been developed for each of the funds associated with Parking & Commuter Services. These plans were developed in concert with one another so as to ensure sound overall financial health of the program as a whole. Specific information concerning the financial plan for each fund is outlined below along with an overall financial summary.



Planning Assumptions

The development of the financial plan required a number of assumptions. Many were provided by the University's Budget Office while others were either adjusted or included directly by Parking & Commuter Services. Adjustments were based on a variety of factors associated with information expressed within this business plan (i.e., the need to support alternative methods of transportation as a strategy to decrease demand, etc.). The general assumptions which guided development of the financial plan for each fund are outlined below:

- Policies concerning permits for campus events are expected to change resulting in a 2% increase in permit sales to auxiliaries and other organizations sponsoring such events on campus.
- IRA Fees are projected to grow at a rate of 2% annually in alignment with planned student fee rate changes and enrollment growth.
- Semester, academic year, and annual permit sales are expected to grow at a slower rate (1%) due to planned increases in alternative transportation services.
- Salaries are projected to increase at a rate of 2% annually in alignment with current collective bargaining agreements.
- Benefits are projected to increase at a rate of 6% annually in alignment with information provided by the California State University.
- Operating expenses, unless otherwise specifically noted, are projected to increase at a rate of 1.7% annually in alignment with direction provided by the University Budget Office.
- Operating expenses associated with contracted transportation services are projected to increase at a rate of 5% annually in alignment with information received from local transportation agencies and industry trends.
- Expansion of alternative transportation programs and services will require one time funds for the purchase of two shuttle buses as well as the hire of an additional staff person to operate the shuttle.
- Expansion of parking facilities will require the lease of off-site land by the campus.
- Expansion of the JackPass program is anticipated through the addition of more routes and/or more frequent or expanded service.
- The Capital Outlay Program will require bond financing thus some projects will result in an annual debt service payment beginning in 2016/17. A variety of other projects outlined in the program will be funded directly by the campus.

Projected Budget by Fund

A five year financial plan was developed for each of the five funds associated with the Parking & Commuter Services program. Further information concerning the plan for each of these funds are included below:

- *Parking Fee Fund (TS003)*
 - This Fund's Five Year Financial Plan is included as Appendix U. This is the primary operational fund associated with Parking & Commuter Services. Permit sales are a primary source of revenue with growth expected to be slower (1% annually) than other areas due to an increased focus on the provision of alternative transportation services. Increases in operating expenditures generally follow the assumptions provided by the University Budget Office, however, a number of changes are expected over the course of the next five years. These changes are primarily associated with the provision of additional alternative transportation services, expansion of parking to off-site locations, modernization of parking management software, procurement of shuttle buses to better serve the campus, and support for major capital projects. Overall, this Fund began FY2015/16 with a fund balance of over \$485,000 and is expected to end the five year term with a fund balance of approximately \$70,000. Planned transfers from this Fund to the Parking Projects Fund are in support of ongoing capital improvement efforts.
- *Parking Fines & Forfeitures Fund (TS001)*
 - This Fund's Five Year Financial Plan is included as Appendix V. This is the primary source of operational funds associated with enforcement related activities (i.e., citation management, enforcement-related facility repairs, etc.). Based on past performance, it is expected that revenue sources associated with this Fund will continue to grow at a rate of 2% annually. Expenditures are also expected to keep pace with assumptions provided by the University Budget Office with the exception of those associated with contractual services. Due to the outcomes and objectives established within this Plan, it is anticipated this Fund will provide the resources required to expand services associated with JackPass, the primary program associated with alternative transportation services. Overall, this Fund is expected to maintain a zero fund balance with any balances



remaining at the end of each fiscal year transferred to the Alternative Transportation Projects Fund (TS025). Planned transfers are expected to be minimal in nature over the next five years.

- *Parking Projects Fund (TS020)*
 - This Fund's Five Year Financial Plan is included as Appendix W. This fund serves as the primary source of funds for major maintenance, capital renewal improvements and major capital projects that will be directly funded by the campus. The financial plan for this fund includes planned revenue transfers from the Parking Fee Fund intended to appropriately support planned projects. All projects listed are based on the capital outlay program discussed within the Five Year Capital Outlay Program section of this Plan. Overall, this Fund began FY2015/16 with a fund balance of over \$1,200,000 and is expected to end the five year term with a fund balance of approximately \$300,000.
 - It should be noted that bond funded projects, while associated with major capital improvements, are not managed within this fund as a special fund is established whenever bond proceeds are received by the campus for such purposes. As a result, costs associated with such projects are included within the capital outlay program with annual debt service payments budgeted within the Parking Fee Fund.

- *Alternative Transportation Projects Fund (TS025)*
 - This Fund's Five Year Financial Plan is included as Appendix X. This fund serves as the primary source of funds for major maintenance, capital renewal improvements and major capital projects specifically associated with support of alternative transportation and directly funded by the campus. This financial plan for this fund includes planned revenue transfers from the Parking Fines & Forfeitures Fund. All projects listed are based on the capital outlay program discussed within the Five Year Capital Outlay Program section of this Plan. Overall, this Fund began FY2015/16 with a fund balance of over \$500,000 and is expected to end the five year term with a fund balance of approximately \$6,000. The drawdown of the fund balance is closely aligned with aggressive implementation of projects designed to better support alternative transportation options for the campus community. In the future, funding of major alternative transportation projects will be supplemented by other sources within Parking & Commuter Services; planning for such is outside the scope of the five year term of this Plan.

- *IRA JackPass Fund (TO130)*
 - This Fund's Five Year Financial Plan is included as Appendix Y. This fund serves as the primary source of funds for the JackPass program. Revenues are derived from student-paid instructionally-related activities fees and are therefore, usage is restricted. The financial plan for this fund includes growth rates based on both enrollment growth and fee increases as conveyed by the University Budget Office. Expenditures are expected to outpace revenue growth due to the increasing costs associated with providing public transportation infrastructure. However, such imbalances between revenues and expenditures are expected to be accommodated for by remaining fund balances over the five year planning period. Overall, this Fund began FY2015/16 with a fund balance of over \$130,000 and is expected to end the five year term with a fund balance of approximately \$17,000. Additional fee increases may be required beyond this five year planning cycle to ensure continued vibrant operation of the JackPass program.

Projected Overall Five Year Financial Summary

The Five Year Financial Summary (Appendix Z) outlines the overall financial health of Parking & Commuter Services. This summary is built upon the Parking Fees Fund and the Parking Projects Fund. The three other Funds were not included in this summary as use of such funds is restricted. Therefore, it was not prudent to include those funds within this summary as it would not provide an accurate reflection of the overall financial health of Parking & Commuter Services.

As demonstrated, the financial summary successfully incorporated the proposed capital outlay plan as well as expansion of alternative transportation services and one-time funds required for special initiatives or projects. Overall, the combined financial summary showed these funds starting FY2015/16 with a fund balance of over \$1,600,000 but ending the planning period with a fund balance of nearly \$375,000. While the overall financial health of the program is sustainable over the projected five year period, it is critical Parking & Commuter Services maintain active management of its budget and finances so as to ensure the required flexibility to adjust to changing demands and needs of the campus. In addition, the growth in the amount of resources dedicated toward alternative



transportation services is expected to increase over time and beyond the five year cycle planned for. It is also anticipated additional parking areas will be required by the campus due to long term growth associated with adopted Physical Master Plan. It should also be noted this plan was achieved without respect to raising parking rates or other fees over the five year period. Having said that, Parking & Commuter Services will need to continually evaluate the cost and efficiency of its services while also putting forward appropriate policies and regulations to support a more sustainable transportation services model. It is anticipated that parking rates and program fees will need to be adjusted within the next seven years at the very latest, possibly sooner. Additional fees may also need to be considered to sustainably support the additional recommended alternate transportation programs and services. Parking & Commuter Services should begin planning toward such within the timeframe of this Plan.

Five Year Capital Outlay Program

Overview

The California State University system requires all campuses develop and maintain a capital outlay program. The primary purpose of the program is to ensure University facilities keep pace with student enrollment pressures while remaining in alignment with campus master planning objectives. As a result, Parking & Commuter Services has developed a Five Year Capital Outlay Program (Appendix AA) designed to be responsive to the University's needs associated with growth while also ensuring long term major maintenance and capital renewal improvements required for existing facilities is planned for appropriately.

Capital Outlay Plan

As stated above, the capital outlay program is comprised of major capital projects as well as capital renewal improvements and major maintenance efforts. A five-year plan inclusive of such efforts was developed consultation with the Parking & Transportation Committee. This plan can be described as follows:

- *Deferred Maintenance*
 - *Existing facilities exhibit a tremendous level of deferred maintenance which must be resolved in order to best serve the campus as well as ensure costs associated with properly maintaining parking facilities are minimized to the extent possible. The focus of all activities is to ensure asphalt is properly maintained so as to increase life-span of the surface while decreasing costs associated with short and mid-term maintenance. When completing these projects, layout of the existing lot will be re-evaluated so as to ensure the maximum number of stalls is provided. The projects planned include the following:*
 - Lot R2 Reseal & Restripe
 - Lot R3 Reseal & Restripe
 - Lots FS5 & FS7 Reseal & Restripe
 - Lot FS6 Reseal & Restripe
 - Kinesiology & Athletics/Marine Wildlife Care Center Lot Reseal & Restripe
 - Student Recreation Center Lot Reseal & Restripe
- *Capital Renewal Improvements*
 - *Many facilities exhibit conditions in which infrastructure has reached the end of its useful life due to normal wear and tear or lack of appropriate maintenance. While not yet of a condition requiring full demolition and re-construction, these facilities and associated infrastructure require a higher level of improvements in order to restore them to an appropriate condition. When completing these projects, layout of the existing lot will be re-evaluated so as to ensure the maximum number of stalls is provided. The projects planned include the following:*
 - Pedestrian Lighting Replacement
 - Sidewalk Replacement
 - Parking Lot Signage
 - Lot G1 Structural Asphalt Lift & Restripe
 - Lot FS9 Structural Asphalt Lift & Restripe
 - Lots FS10/G12 Structural Asphalt Lift & Restripe
 - Rossow Sidewalk/Driveway Installation at Lot G11
 - Electric Vehicle Charging Station at Lot G12
 - Structure Asphalt Lift & Bus Stop Renewal at Library Circle
- *Major Capital Projects*
 - *Projects of this nature serve one of two purposes; to either completely reconstruct and existing facility or to expand services by building additional facilities to accommodate parking demands of*



the campus. Current projects are focused on reconstruction or expansion of existing parking lots with an emphasis on maximizing the number of stalls available through a design that is sustainable and also accommodating current trends with regard to vehicle types and alternate transportation strategies. The projects planned include the following:

- *Lot R8/G11 Reconstruction*
- *Lot G14/G15 Reconstruction*
- *Lot G16/Trinity Annex Development*

All projects outlined above are reflected on a Map of Capital Outlay Projects (Appendix BB).

Financial Plan to Support Capital Outlay Program

The Capital Outlay Program is supported by a sound financial plan. As outlined in the Financial Overview section, Parking & Commuter Services maintains four separate funds that have a relationship to capital outlay. Two of the funds (TS020, TS025) are very specifically design to support major capital projects as well as capital renewal improvements and major maintenance efforts. The other two funds (TS001, TS003) are operational in nature but have relationship to the Capital Outlay Program in two different manners. The first relationship is associated with the planned transfer of funds to support the Capital Outlay Program. Specifically, the operational funds are budgeted in a manner designed to ensure long-term support of efforts required to successfully provide appropriate parking and transportation facilities which meet the demands of the campus. As a result, funding is set aside annually to support these ongoing efforts. The second relationship is associated with the payment of long-term debt associated with capital projects that are bond financed. Projects financed in this nature result in annual debt service payments over the life of the bond.

The Capital Outlay Program, as designed, includes both projects paid for directly by the campus and those associated with bond financing. In general, deferred maintenance and capital renewal projects planned over the course of the next five years are financed directly by the campus and thus from Parking Projects Fund (TS020) or the Alternative Transportation Projects Fund (TS025). Major capital projects for this same period are proposed to be bond-financed thus debt-service payments associated with such are financed directly through the appropriate operational fund which, in the case of current plans, has been determined to be the Parking Fees Fund (TS003). Funding requirements demanded by the Capital Outlay Program are included within the Five Year Operating Budget.

APPENDIX D: SURVEY COMMUNICATIONS AND SURVEY INSTRUMENT**SURVEY ANNOUNCEMENT, INVITATION, REMINDER****ANNOUNCEMENT: Friday, September 8th**

Dear fellow Jack,

As our university continues to grow, develop, and evolve, parking, access, and transportation present an ongoing challenge. These are aspects of campus life that impact all of us every day—sometimes multiple times a day. Understanding this, HSU has hired Walker Parking Consultants to help us plan a path forward that will allow us to serve the campus community better, use our resources wisely and efficiently, and improve our daily quality of life. The deliverable from this process will be a Parking and Transportation Plan.

The consultants have met with the Parking and Transportation Committee, campus leadership, and others. But, because this is a topic that impacts all of us, we want to make sure that **everyone** has a voice in the process. In order to gather your input, we are assembling a survey. Next Monday, September 11th, I will send you and every other student and faculty and staff member an invitation to participate in this important information gathering exercise.

When you receive your invitation, please follow the link and fill out the survey. It should take 8 to 12 minutes, and will only be open until September 20th. Your feedback will be anonymous, invaluable, and will have a significant impact on the consultant's work.

Thank you.

INVITATION: Monday, September 11th

Dear fellow Jack,

Last week I sent you an email, letting you know that in conjunction with Walker Parking Consultants we are conducting a campus-wide survey regarding parking and transportation services. This is the link to that survey:

LINK HERE

Using this survey you will be able to anonymously share with the consultants your thoughts, feelings, and opinions regarding campus parking and transportation. Walker will collect and analyze all of the qualitative and quantitative data and begin developing some recommendations. Your anonymous feedback and input will inform Walker's final recommendations.

Remember, the survey will be open only until September 20th. Please take 8 to 12 minutes to fill it out and engage in this vital process that will help shape HSU into the future. Again, the link is:

LINK HERE

Thank you.

REMINDER: Thursday, September 14th

Dear fellow Jack,

I'd like to encourage you to take a few minutes to fill out the parking and transportation survey, to ensure that your preferences and opinions are heard. Your input will be very valuable to the process of continuing to improve your campus experience. While a survey shows general themes, it also provides an opportunity for you to express your unique perspective.

Your responses will be anonymous. The link to the survey is:

LINK HERE

Thank you.

SUPPLEMENTAL REMINDER: Friday, September 15th

Note from campus governance bodies to their constituencies, urging participation?

FINAL REMINDER: Wednesday, September 20th

Dear fellow Jack,

So far, over NUMBER of your fellow campus community members have made their voices heard by filling out the parking and transportation survey.

Remember, the survey is anonymous and closes tonight at midnight. Please take about 10 minutes and fill out the survey—your opinions and experiences make a difference.

The survey can be found at: LINK HERE



SURVEY INSTRUMENT

HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

Humboldt State University has engaged Walker Parking Consultants ("Walker") to help the campus develop a parking plan and to improve alternative transportation options. As part of this process, we want to learn more about the parking and travel patterns of current students, faculty, and staff, and gauge attitudes toward parking- and transportation-related issues. To determine these characteristics, we need your help.

Although we realize that travel may change from day to day, please tell us about your typical travel and/or parking experiences on the campus. Total time to complete the survey averages from eight to twelve minutes.

This survey will only be active until 11:59 p.m. on October 9, 2017, so please don't wait to give us your input.

Thank you for your time and feedback.



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

*** 1. INFORMED CONSENT**

Parking and Transportation Survey

You are invited to participate in a research study which will involve a one-time survey of your parking and transportation experiences and opinions.

If you decide to participate, you will be asked to answer the following survey. Your participation in this study will last 8-12 minutes. If you choose to add any open-ended replies, your responses may be quoted, but will not be attributed to you—please do not include any personally identifying information in your open-ended answers.

There are no possible risks involved for participants. There are some benefits to this research, particularly better information about campus community members' attitudes, choices, and preferences regarding parking and transportation alternatives at Humboldt State University. This data will be used in aggregate, and no individuals will be identified.

Your participation in this project is voluntary. You have the right not to participate at all or to leave the study at any time without penalty or loss of benefits to which you may otherwise be entitled. You may leave the survey at any time and either return to it or not. Each response within the survey is captured as you navigate from page to page, and once entered cannot be removed.

Any information that is obtained in connection with this study and that can be identified with you will remain confidential and will be disclosed only with your permission.

This survey is being administered by HSU's Office of Institutional Effectiveness.

If you have any questions about this research at any time, please call Gay Hylton at (707)826-5340 or email gay.hylton@humboldt.edu. If you have any concerns with this study or questions about your rights as a participant, contact the Institutional Review Board for the Protection of Human Subjects at irb@humboldt.edu or call: (707)826-5165

- I have read and understood this consent information, and agree to participate in this study.
- No, I do not want to participate in this survey



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 2. Your role on campus is best described as:

- Faculty (full-time, tenure, or tenure track)
- Faculty (part-time, adjunct)
- MPP (full- or part-time)
- Staff (full-time)
- Staff (part-time)
- Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)
- Graduate student (students with campus jobs or internships should still categorize themselves as students.)



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 3. Do you live:

- On-campus, student in resident student housing (RLCs should classify themselves as students)
- On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)
- Off-campus, within 1 mile of campus
- Off-campus, 1 to 1.9 miles from campus
- Off-campus, 2 to 2.9 miles from campus
- Off-campus, 3 to 4.9 miles from campus
- Off-campus, 5 to 9.9 miles from campus
- Off-campus, 10 to 14.9 miles from campus
- Off-campus, 15 to 19.9 miles from campus
- Off-campus, 20 to 29.9 miles from campus
- Off-campus, 30 to 39.9 miles from campus
- Off-campus, 40 to 49.9 miles from campus
- Off-campus, 50 or more miles from campus



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 4. What is your most frequent, primary mode of transportation to campus? (Please select just one.)

- Driving alone
- Carpooling
- Carpooling (using Zimride)
- Getting dropped off
- Motorcycling/scootering
- Busing
- Cycling
- Walking
- Ride-hailing app (e.g., Uber)

* 5. What do you mean by your "primary mode"?

- Mode used most often (I use different modes on different days)
- Mode used for longest part of the trip
- Only mode I ever use



* 6. What other modes do you ever use? (Please choose all that apply.)

- Driving alone
- Carpooling
- Carpooling (using Zimride)
- Getting dropped off
- Motorcycling/scootering
- Busing
- Cycling
- Walking
- Ride-hailing app (e.g., Uber)
- None of these

* 7. On which days do you typically come to campus?

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday



8. What time do you typically arrive on campus?

- Before 6:00 a.m.
- 6:00 - 6:59 a.m.
- 7:00 - 7:59 a.m.
- 8:00 - 8:59 a.m.
- 9:00 - 9:59 a.m.
- 10:00 - 10:59 a.m.
- 11:00 - 11:59 a.m.
- 12:00 - 12:59 p.m.
- 1:00 - 1:59 p.m.
- 2:00 - 2:59 p.m.
- 3:00 - 3:59 p.m.
- 4:00 - 4:59 p.m.
- 5:00 - 5:59 p.m.
- After 6:00 p.m.
- N/A - I don't have a "typical" arrival time



9. What time do you typically depart from campus?

- Before 6:00 a.m.
- 6:00 - 6:59 a.m.
- 7:00 - 7:59 a.m.
- 8:00 - 8:59 a.m.
- 9:00 - 9:59 a.m.
- 10:00 - 10:59 a.m.
- 11:00 - 11:59 a.m.
- 12:00 - 12:59 p.m.
- 1:00 - 1:59 p.m.
- 2:00 - 2:59 p.m.
- 3:00 - 3:59 p.m.
- 4:00 - 4:59 p.m.
- 5:00 - 5:59 p.m.
- After 6:00 p.m.
- N/A - I don't have a "typical" departure time



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 10. How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

- Walk
- Bike
- Motorcycle/scooter
- Get dropped off
- Drive and re-park on campus

Other (please specify)

11. How often do you use your vehicle to drive to each of the following:

Frequency

Class	<input type="text"/>
Work	<input type="text"/>
Visit home/relatives	<input type="text"/>
Shopping (daytime)	<input type="text"/>
Shopping (evening/weekend)	<input type="text"/>
School-related fieldwork	<input type="text"/>
Socializing (daytime)	<input type="text"/>
Socializing (evening/weekend)	<input type="text"/>
Healthcare	<input type="text"/>

Other (please specify)



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

12. How important are each of these factors in motivating your commuting mode choice?

	Not at all important	Not very important	Somewhat important	Very important	N/A
Availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Convenience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sustainability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Physical abilities or disabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Desire for exercise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

13. Which one of these factors is most important to you?

- Availability
- Cost
- Convenience
- Sustainability
- Physical abilities or disabilities
- Desire for exercise

* 14. How much do you feel like your transportation choices impact HSU's environmental sustainability?

Not at all

Somewhat

A lot

Not sure



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 15. Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Yes

No



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 16. Do you have a current HSU parking permit?

- Yes
- No



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

17. What type of HSU permit do you have?



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 18. If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

- I prefer commuting by bus, carpool, or other modes of transportation
- Campus parking locations are inconvenient
- Campus parking is too difficult to find
- Campus parking is unsafe
- I prefer to take my chances that I won't get a ticket
- I don't have a vehicle
- N/A (I did acquire a current parking permit)
- Other (please specify)



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 19. How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

- Less than 5 minutes
- 5 to 9 minutes
- 10 to 14 minutes
- 15 to 19 minutes
- 20 to 24 minutes
- 25 to 29 minutes
- 30 to 34 minutes
- 35 to 39 minutes
- 40 to 44 minutes
- 45 to 59 minutes
- 60 to 89 minutes
- 90 or more minutes



* 20. Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

- I generally find a space immediately
- 5 minutes or less
- 6-10 minutes
- 11-15 minutes
- 16-20 minutes
- 21-25 minutes
- 26-30 minutes
- More than 30 minutes
- N/A



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 21. After you park, about how many minutes on average do you estimate you spend getting to your destination?

- 5 minutes or less
- 6-10 minutes
- More than 10 minutes
- N/A

* 22. Within the last year, have you ever been unable to find a legal parking space on campus?

- Yes
- No



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 23. How often are you unable to find a space?

- A few times a year
- About once a semester
- About once a month
- About once a week
- About 2 or 3 days a week
- More than 3 days a week



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

24. In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

- Never
- Less than once a month
- Once a month
- A few times a month
- Once a week
- A few times a week
- Once a day
- Twice a day
- Three or more times per day

* 25. When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

- Very concerned
- Somewhat concerned
- Not at all concerned

* 26. When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

- Very concerned
- Somewhat concerned
- Not at all concerned



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

27. How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

- Never
- Less than once a month
- Once a month
- A few times a month
- Once a week
- A few times a week
- Once a day
- Twice a day
- Three or more times per day



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 28. How willing would you be to try each of the following alternative forms of transportation?

	Not at all willing	Somewhat willing	Very willing	I already use this mode at least sometimes	Not sure
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<u>Vanpool</u>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional comments?



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

29. To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

- Ride between campus destinations
- Ride for business-related errands
- Ride for personal errands
- Ride for exercise/recreation

30. To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

- University-related business (department paid)
- Personal errands (individually paid)



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 31. Do you consider carpooling to be a reasonable alternative to driving by yourself?

- Yes
- No
- Maybe



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 32. If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

- The cost of my commute, fuel, and parking are very reasonable
- I have responsibilities to a child or children and must be able to respond to their needs immediately
- I need to be able to respond to an emergency without inconveniencing anyone else
- I have frequent appointments off campus
- My work or class schedule is too irregular
- I cannot find anyone with whom to carpool
- Carpooling takes too much time
- I prefer to walk, cycle, or ride the bus/shuttle
- I feel very insecure without having my personal vehicle available to me
- N/A (I would consider carpooling)

* 33. Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

- Yes, and I have used it
- Yes, but I have not used it
- No



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 34. Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

- Reduced permit fee
- Preferred parking space
- A convenient park-and-ride lot at which to meet my carpool
- Reward or prize
- Departmental recognition
- Vehicles available for business appointments
- Vehicles available for personal appointments
- A guaranteed ride home for emergencies
- A limited number of one-day parking passes
- Would not consider carpooling under any circumstances



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 35. In a typical two-week period, how often do you ride a bus to or from campus?

- Never
- 1 - 3 days
- 4 - 6 days
- 7 - 9 days
- 10 or more days



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

36. Is the bus route:

- Redwood Transit System - Mainline
- Redwood Transit System - Willow Creek
- Arcata and Mad River Transit System - Gold
- Arcata and Mad River Transit System - Red
- Other (please specify)



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

37. Are you familiar with the JackPass program (unlimited transit rides)?

- Student - Yes, and I have used it at least once
- Student - Yes, but I have not used it
- Student - No
- Faculty/Staff - Yes, I have purchased one
- Faculty/Staff - Yes, but I have never purchased one
- Faculty/Staff - No



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

38. Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

- More frequent service
- More direct route
- A park and ride lot
- Vehicles available for business appointments
- Vehicles available for personal appointments
- A guaranteed ride home for emergencies
- A limited number of one-day parking passes
- More route and schedule information
- An app showing real-time bus locations
- WiFi on the buses
- I have no interest in riding the bus



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

* 39. In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

- Never
- Less than 1
- 1 - 3 days
- 4 - 6 days
- 7 - 9 days
- 10 or more days

40. Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

- Safer bike routes to campus
- Safer bike routes on campus
- More bike racks on campus
- Bike lockers scattered on campus
- A bike cage centrally located on campus
- Shower/changing facilities
- Bike repair facility on campus
- Cycling safety class on campus
- I have no interest in riding a bicycle
- I would rather drive to campus and use my bike to move between campus locations
- I would rather drive to campus and use a bikeshare bike to move between campus locations



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

41. By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

42. Do you have any final comments regarding parking or transportation options at HSU?



HUMBOLDT STATE UNIVERSITY

Parking and Transportation Survey - Humboldt State University- 2017

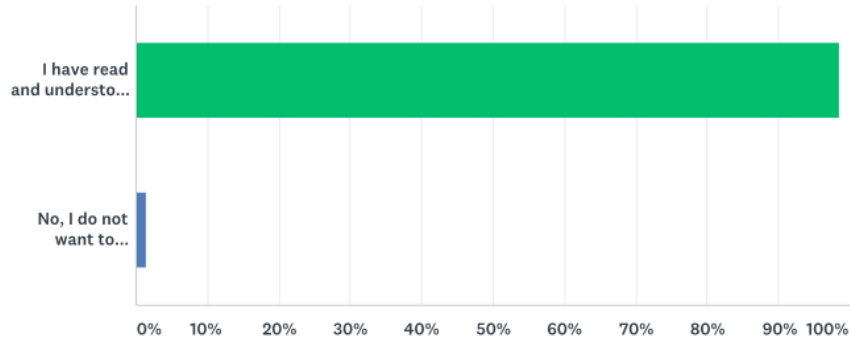
Thank you for the time you took to complete this parking and transportation survey.

Parking and Transportation Quantitative Survey Responses

Full Population



Parking and Transportation Survey - Humboldt State University- 2017

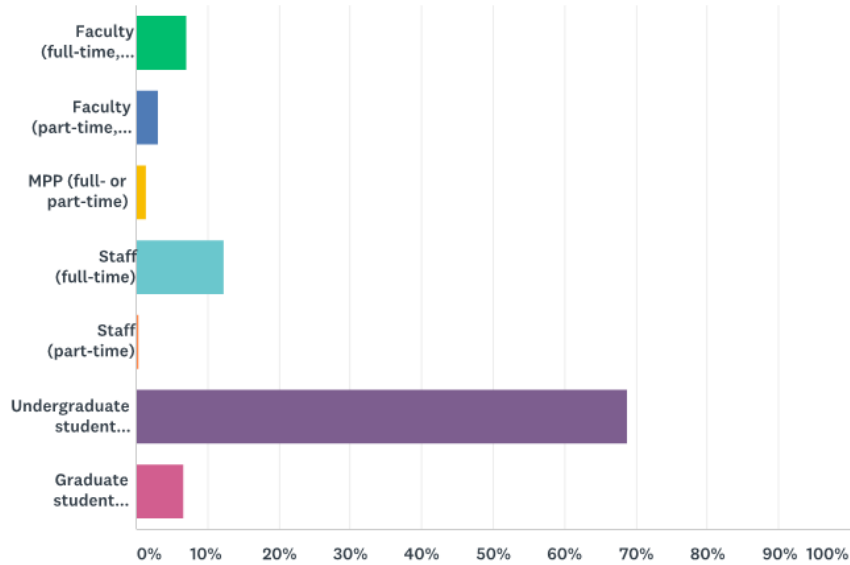


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	98.57%	3,166
No, I do not want to participate in this survey	1.43%	46
TOTAL		3,212

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 3,152 Skipped: 60



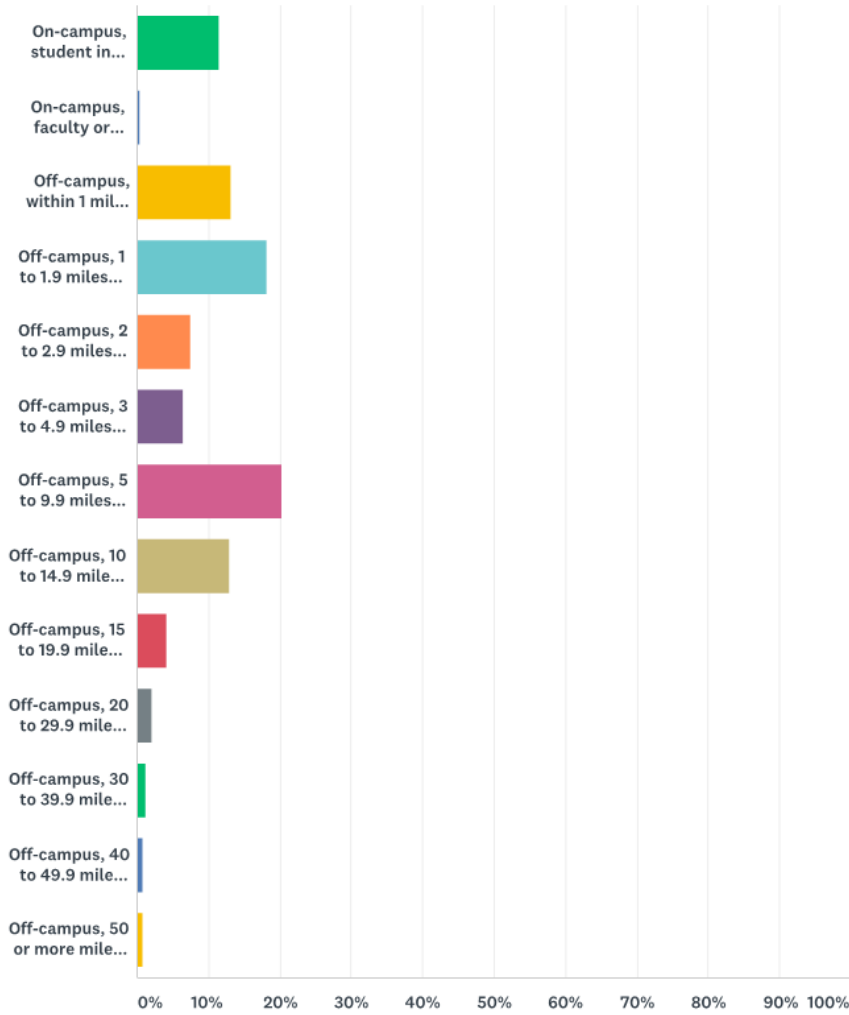
ANSWER CHOICES	RESPONSES	
Faculty (full-time, tenure, or tenure track)	7.14%	225
Faculty (part-time, adjunct)	3.14%	99
MPP (full- or part-time)	1.49%	47
Staff (full-time)	12.40%	391
Staff (part-time)	0.35%	11
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	68.88%	2,171
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	6.60%	208
TOTAL		3,152



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 3,142 Skipped: 70



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	11.52% 362
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	0.35% 11
Off-campus, within 1 mile of campus	13.14% 413
Off-campus, 1 to 1.9 miles from campus	18.27% 574
Off-campus, 2 to 2.9 miles from campus	7.61% 239
Off-campus, 3 to 4.9 miles from campus	6.56% 206



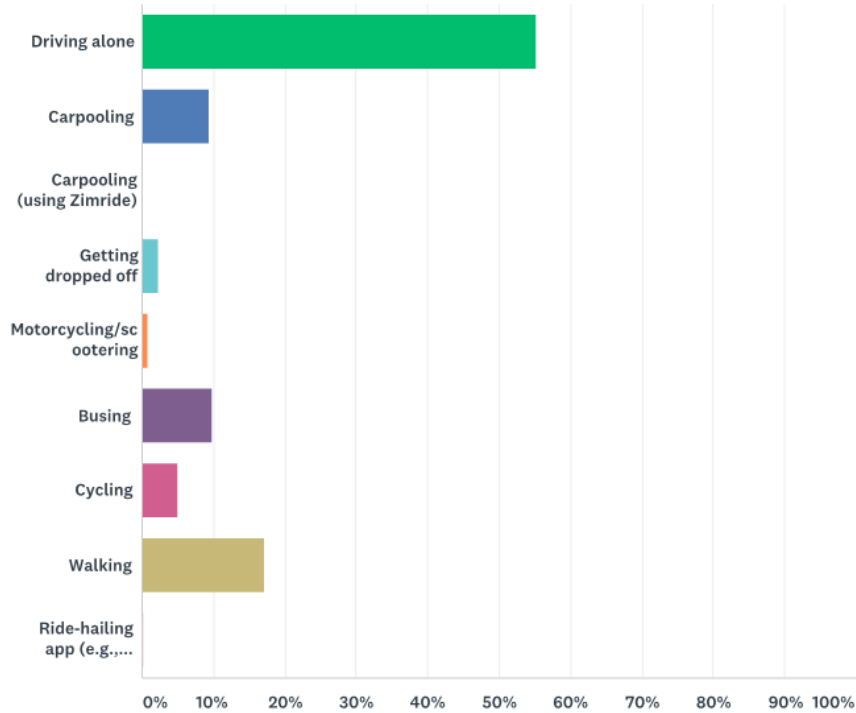
Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	20.24%	636
Off-campus, 10 to 14.9 miles from campus	13.02%	409
Off-campus, 15 to 19.9 miles from campus	4.23%	133
Off-campus, 20 to 29.9 miles from campus	2.20%	69
Off-campus, 30 to 39.9 miles from campus	1.27%	40
Off-campus, 40 to 49.9 miles from campus	0.83%	26
Off-campus, 50 or more miles from campus	0.76%	24
TOTAL		3,142

Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 2,734 Skipped: 478



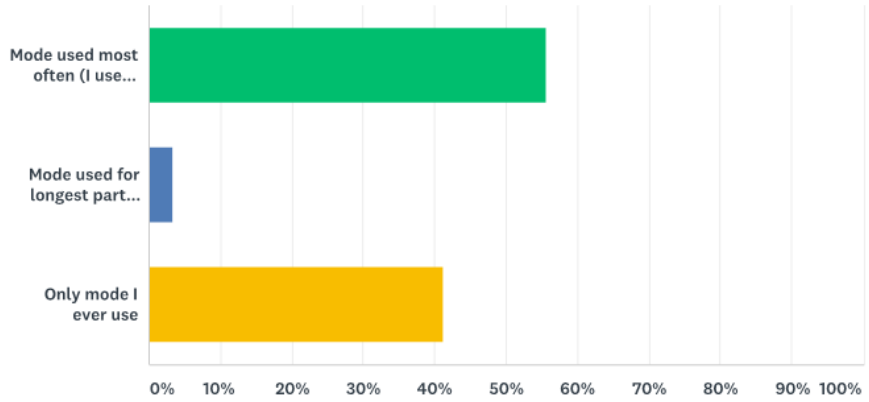
ANSWER CHOICES	RESPONSES	
Driving alone	55.27%	1,511
Carpooling	9.51%	260
Carpooling (using Zimride)	0.00%	0
Getting dropped off	2.23%	61
Motorcycling/scootering	0.91%	25
Busing	9.73%	266
Cycling	5.01%	137
Walking	17.23%	471
Ride-hailing app (e.g., Uber)	0.11%	3
TOTAL		2,734



Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 2,734 Skipped: 478

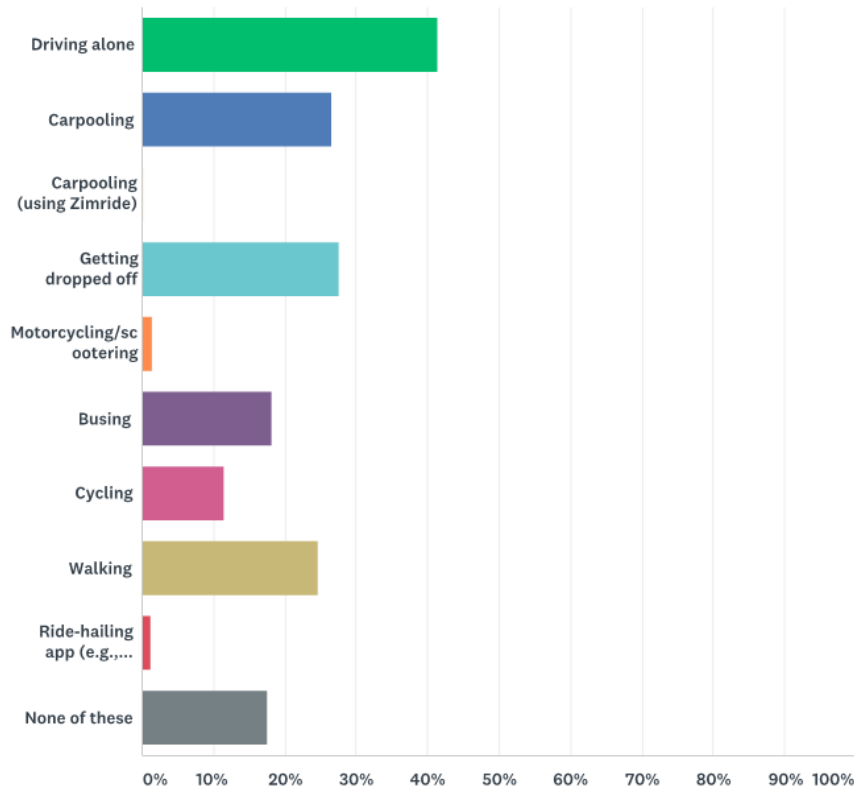


ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	55.60%	1,520
Mode used for longest part of the trip	3.29%	90
Only mode I ever use	41.11%	1,124
TOTAL		2,734

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 2,734 Skipped: 478

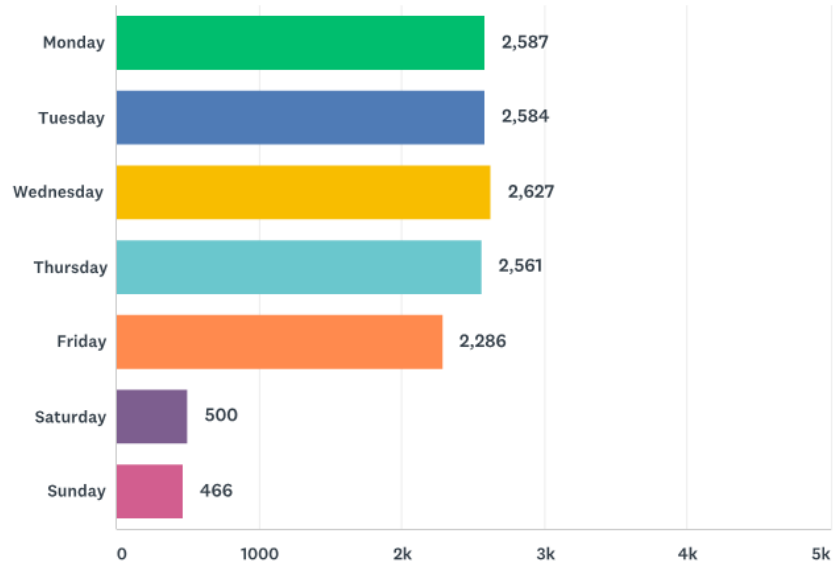


ANSWER CHOICES	RESPONSES	
Driving alone	41.48%	1,134
Carpooling	26.63%	728
Carpooling (using Zimride)	0.11%	3
Getting dropped off	27.65%	756
Motorcycling/scootering	1.46%	40
Busing	18.29%	500
Cycling	11.56%	316
Walking	24.73%	676
Ride-hailing app (e.g., Uber)	1.28%	35
None of these	17.56%	480
Total Respondents: 2,734		

Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 2,734 Skipped: 478



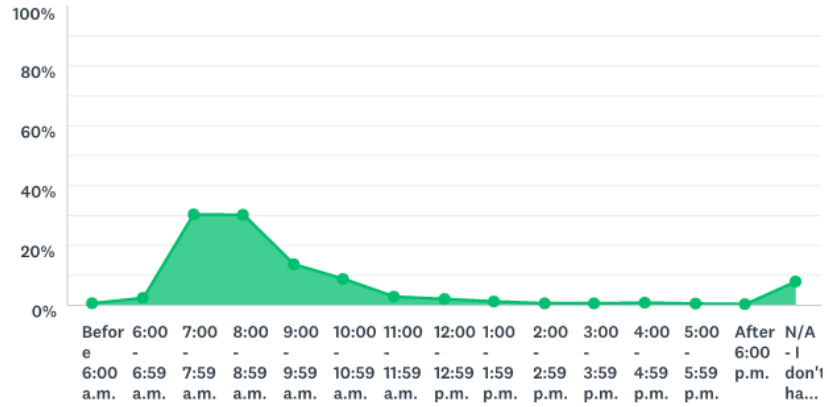
ANSWER CHOICES	RESPONSES	
Monday	94.62%	2,587
Tuesday	94.51%	2,584
Wednesday	96.09%	2,627
Thursday	93.67%	2,561
Friday	83.61%	2,286
Saturday	18.29%	500
Sunday	17.04%	466
Total Respondents: 2,734		



Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 2,729 Skipped: 483



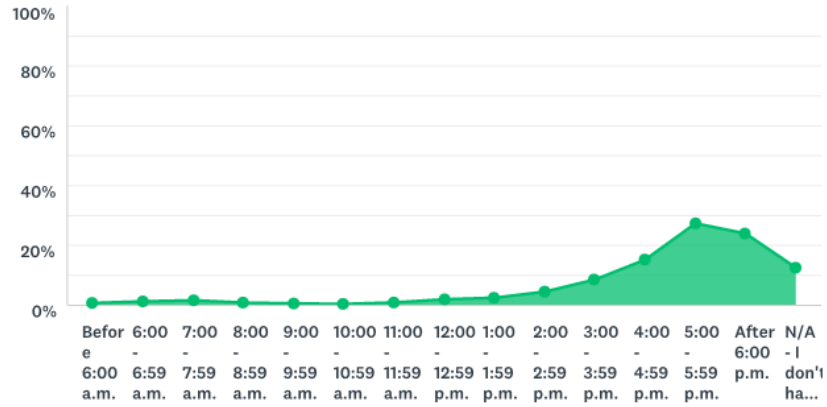
ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.44%	12
6:00 - 6:59 a.m.	2.24%	61
7:00 - 7:59 a.m.	30.16%	823
8:00 - 8:59 a.m.	30.01%	819
9:00 - 9:59 a.m.	13.48%	368
10:00 - 10:59 a.m.	8.54%	233
11:00 - 11:59 a.m.	2.64%	72
12:00 - 12:59 p.m.	1.87%	51
1:00 - 1:59 p.m.	1.03%	28
2:00 - 2:59 p.m.	0.40%	11
3:00 - 3:59 p.m.	0.40%	11
4:00 - 4:59 p.m.	0.62%	17
5:00 - 5:59 p.m.	0.33%	9
After 6:00 p.m.	0.15%	4
N/A - I don't have a "typical" arrival time	7.70%	210
TOTAL		2,729



Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 2,732 Skipped: 480

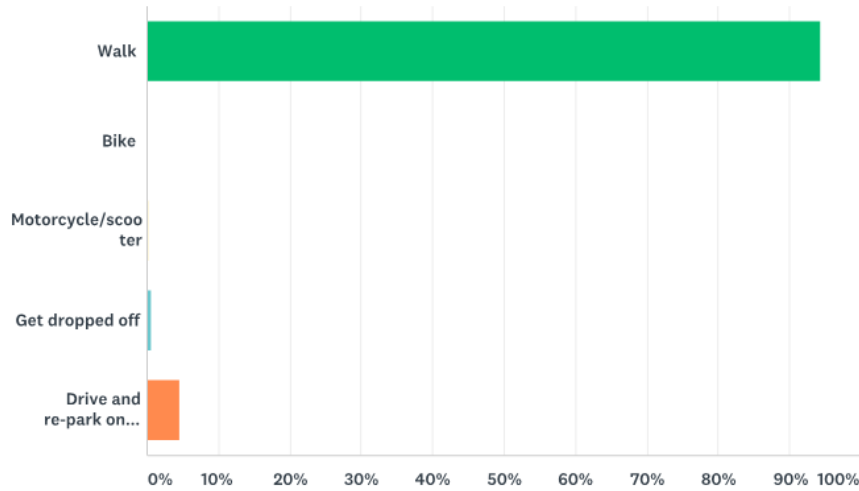


ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.55%	15
6:00 - 6:59 a.m.	1.06%	29
7:00 - 7:59 a.m.	1.43%	39
8:00 - 8:59 a.m.	0.66%	18
9:00 - 9:59 a.m.	0.37%	10
10:00 - 10:59 a.m.	0.22%	6
11:00 - 11:59 a.m.	0.70%	19
12:00 - 12:59 p.m.	1.76%	48
1:00 - 1:59 p.m.	2.27%	62
2:00 - 2:59 p.m.	4.32%	118
3:00 - 3:59 p.m.	8.38%	229
4:00 - 4:59 p.m.	15.04%	411
5:00 - 5:59 p.m.	27.16%	742
After 6:00 p.m.	23.76%	649
N/A - I don't have a "typical" departure time	12.34%	337
TOTAL		2,732

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 340 Skipped: 2,872

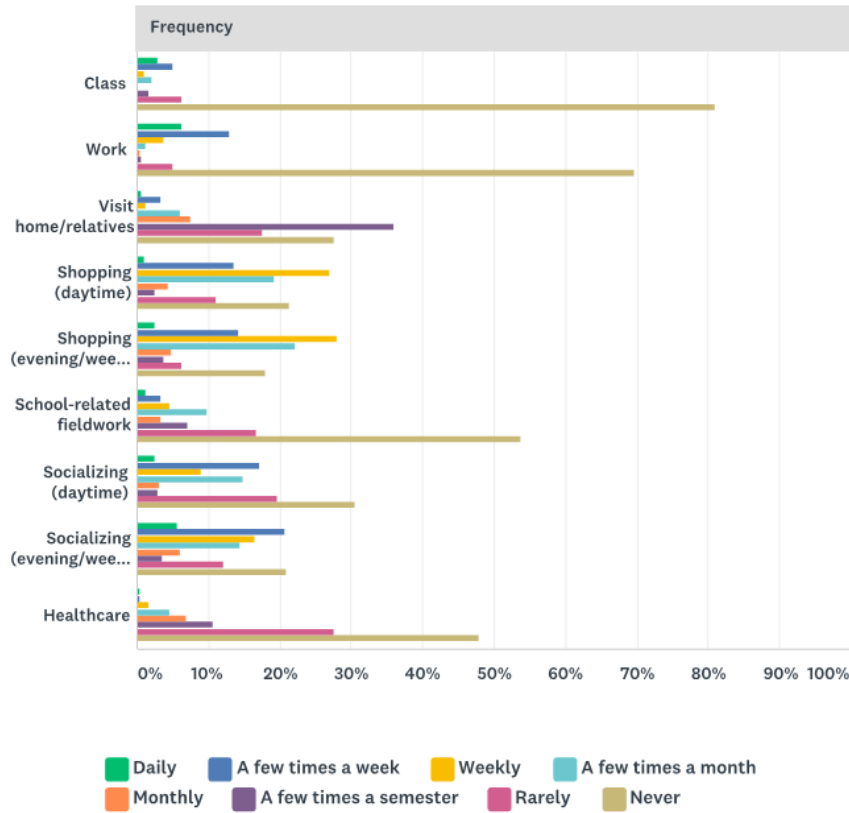


ANSWER CHOICES	RESPONSES
Walk	94.41% 321
Bike	0.00% 0
Motorcycle/scooter	0.29% 1
Get dropped off	0.59% 2
Drive and re-park on campus	4.71% 16
TOTAL	340

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 325 Skipped: 2,887



Frequency	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	3.00% 9	5.00% 15	1.00% 3	2.00% 6	0.00% 0	1.67% 5	6.33% 19	81.00% 243	300
Work	6.35% 19	13.04% 39	3.68% 11	1.34% 4	0.33% 1	0.67% 2	5.02% 15	69.57% 208	299
Visit home/relatives	0.65% 2	3.25% 10	1.30% 4	6.17% 19	7.47% 23	36.04% 111	17.53% 54	27.60% 85	308
Shopping (daytime)	0.94% 3	13.52% 43	27.04% 86	19.18% 61	4.40% 14	2.52% 8	11.01% 35	21.38% 68	318
Shopping (evening/weekend)	2.54% 8	14.29% 45	27.94% 88	22.22% 70	4.76% 15	3.81% 12	6.35% 20	18.10% 57	315
School-related fieldwork	1.34% 4	3.36% 10	4.70% 14	9.73% 29	3.36% 10	7.05% 21	16.78% 50	53.69% 160	298
Socializing (daytime)	2.58% 8	17.10% 53	9.03% 28	14.84% 46	3.23% 10	2.90% 9	19.68% 61	30.65% 95	310



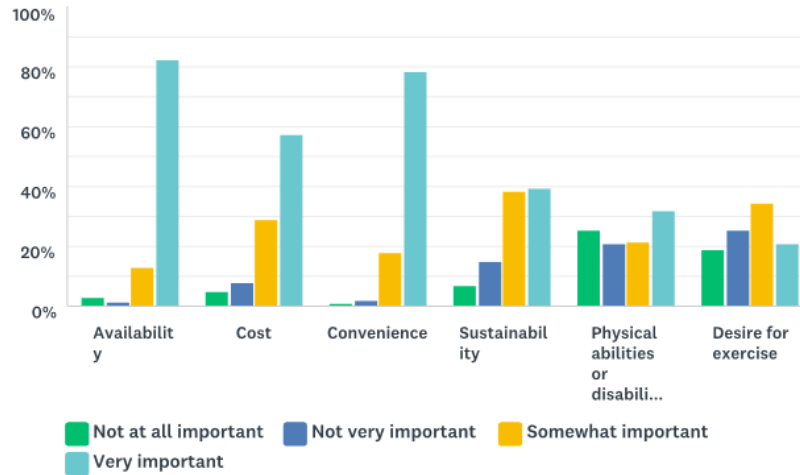
Parking and Transportation Survey - Humboldt State University- 2017

Socializing (evening/weekend)	5.73% 18	20.70% 65	16.56% 52	14.33% 45	6.05% 19	3.50% 11	12.10% 38	21.02% 66	314
Healthcare	0.33% 1	0.33% 1	1.66% 5	4.65% 14	6.98% 21	10.63% 32	27.57% 83	47.84% 144	301

Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 2,999 Skipped: 213



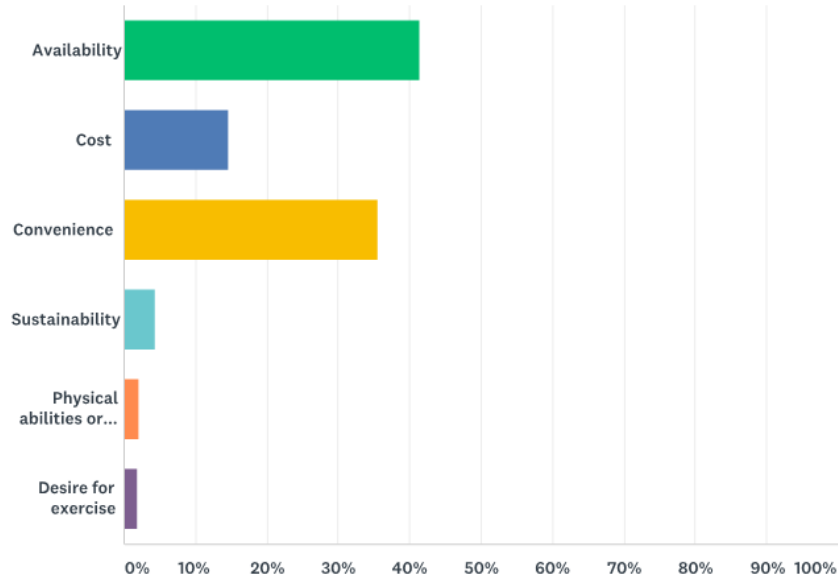
	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	3.00% 86	1.50% 43	13.16% 377	82.34% 2,359	2,865	366.35
Cost	4.99% 143	8.17% 234	29.19% 836	57.65% 1,651	2,864	319.10
Convenience	1.02% 30	2.21% 65	18.13% 532	78.64% 2,308	2,935	365.71
Sustainability	7.08% 201	14.80% 420	38.63% 1,096	39.48% 1,120	2,837	280.37
Physical abilities or disabilities	25.70% 599	20.85% 486	21.54% 502	31.92% 744	2,331	212.69
Desire for exercise	19.21% 508	25.48% 674	34.37% 909	20.95% 554	2,645	209.09



Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 2,961 Skipped: 251

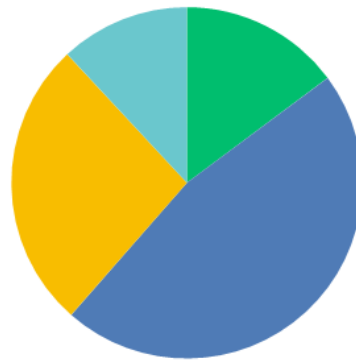


ANSWER CHOICES	RESPONSES	
Availability	41.47%	1,228
Cost	14.56%	431
Convenience	35.66%	1,056
Sustainability	4.46%	132
Physical abilities or disabilities	2.06%	61
Desire for exercise	1.79%	53
TOTAL		2,961

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 2,968 Skipped: 244



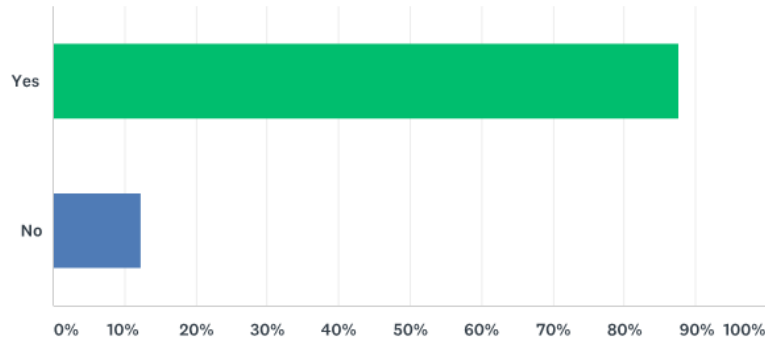
Not at all Somewhat A lot Not sure

(no label)	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
	14.82%	46.63%	26.62%	11.93%	2,968	226.78
	440	1,384	790	354		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 2,963 Skipped: 249



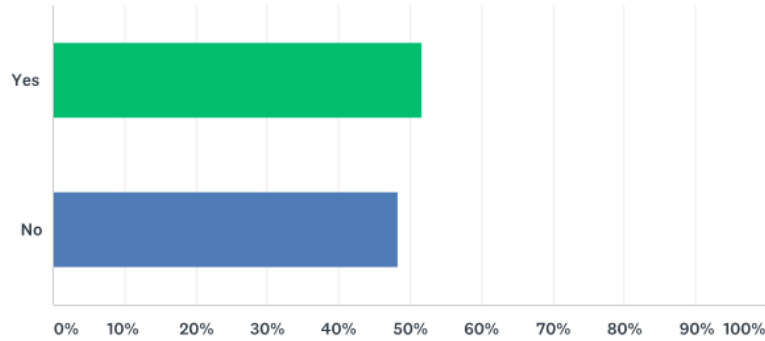
ANSWER CHOICES	RESPONSES	
Yes	87.65%	2,597
No	12.35%	366
TOTAL		2,963



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 2,596 Skipped: 616

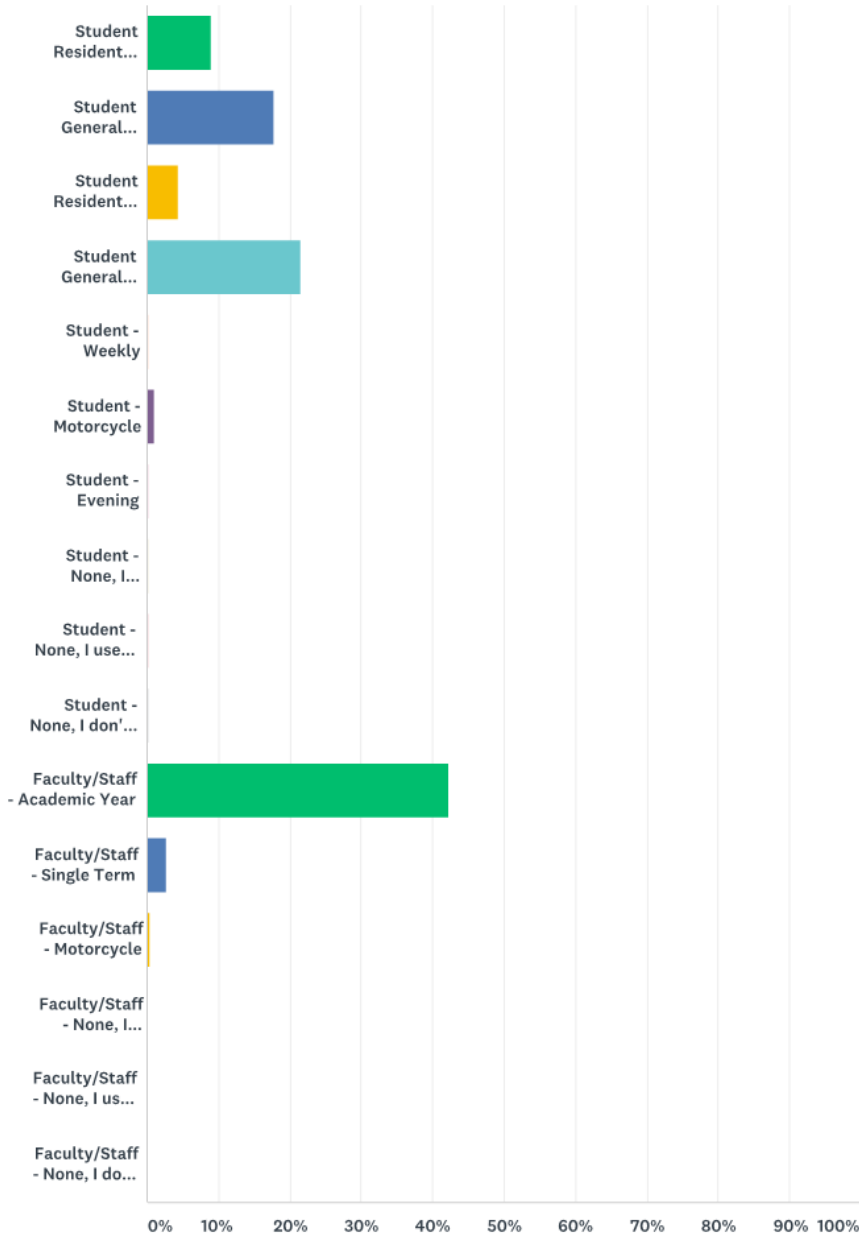


ANSWER CHOICES	RESPONSES	
Yes	51.77%	1,344
No	48.23%	1,252
TOTAL		2,596

Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 1,335 Skipped: 1,877



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	8.99% 120



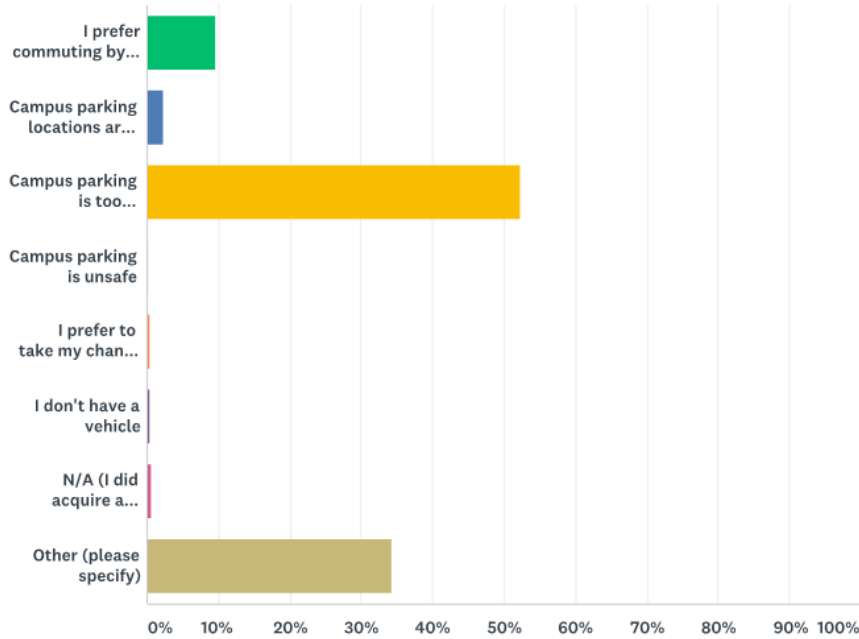
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	17.68%	236
Student Resident (campus housing) - Fall Semester	4.34%	58
Student General (commuter) - Fall Semester	21.57%	288
Student - Weekly	0.15%	2
Student - Motorcycle	0.97%	13
Student - Evening	0.15%	2
Student - None, I purchase daily permits	0.30%	4
Student - None, I use meters	0.15%	2
Student - None, I don't park on campus	0.30%	4
Faculty/Staff - Academic Year	42.32%	565
Faculty/Staff - Single Term	2.62%	35
Faculty/Staff - Motorcycle	0.45%	6
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		1,335

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 1,250 Skipped: 1,962

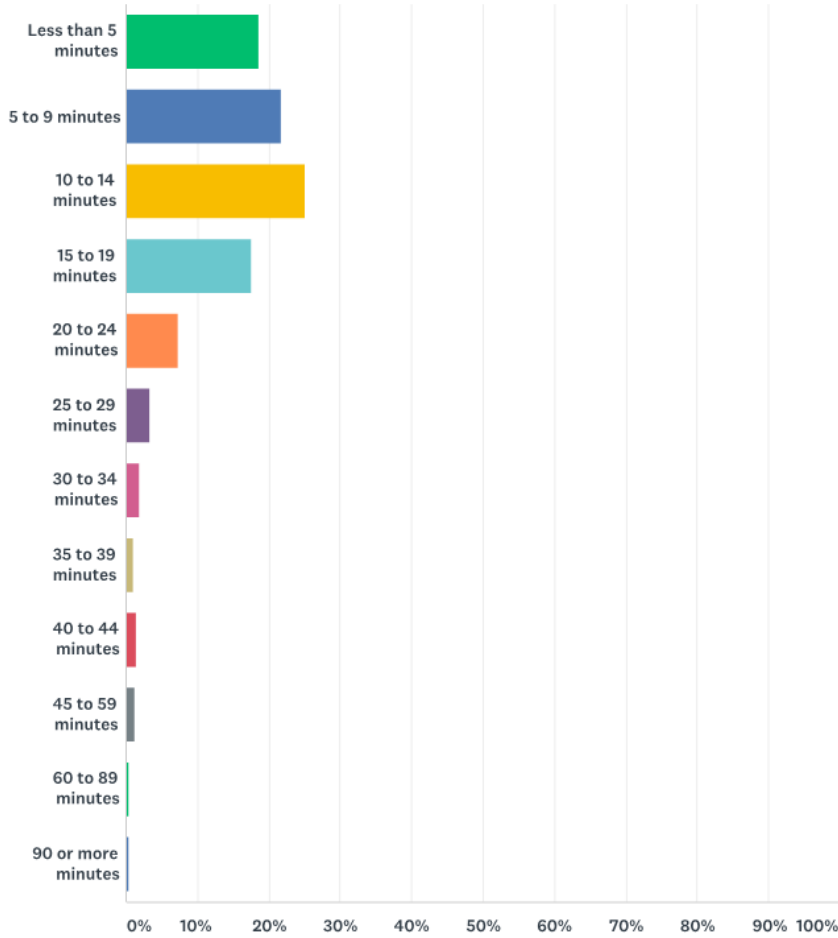


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	9.68%	121
Campus parking locations are inconvenient	2.24%	28
Campus parking is too difficult to find	52.24%	653
Campus parking is unsafe	0.24%	3
I prefer to take my chances that I won't get a ticket	0.32%	4
I don't have a vehicle	0.32%	4
N/A (I did acquire a current parking permit)	0.56%	7
Other (please specify)	34.40%	430
TOTAL		1,250

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 1,326 Skipped: 1,886



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	18.70%	248
5 to 9 minutes	21.72%	288
10 to 14 minutes	25.19%	334
15 to 19 minutes	17.57%	233
20 to 24 minutes	7.32%	97
25 to 29 minutes	3.32%	44
30 to 34 minutes	1.81%	24



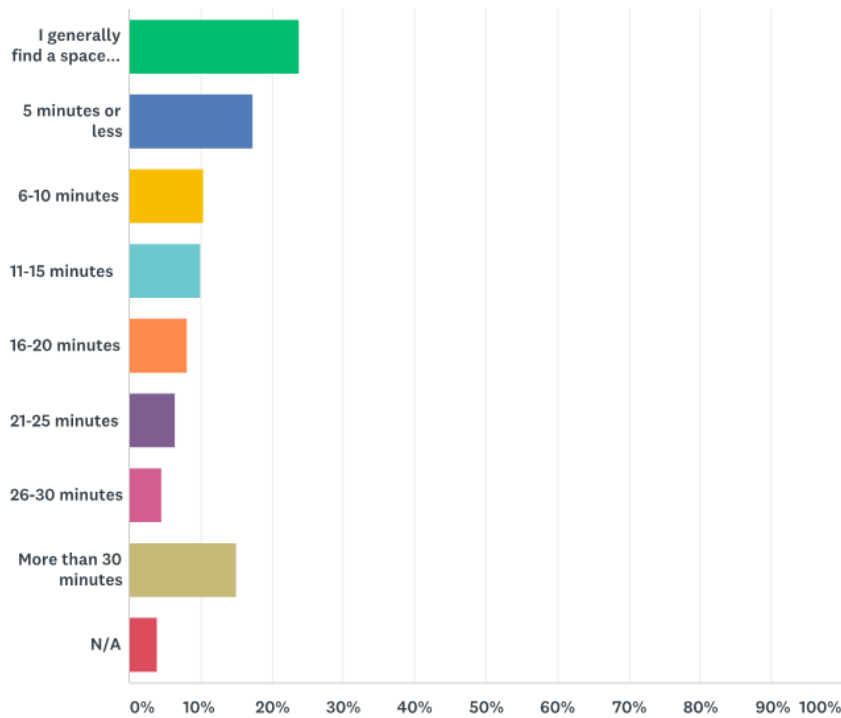
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	0.98%	13
40 to 44 minutes	1.43%	19
45 to 59 minutes	1.21%	16
60 to 89 minutes	0.38%	5
90 or more minutes	0.38%	5
TOTAL		1,326

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 1,326 Skipped: 1,886

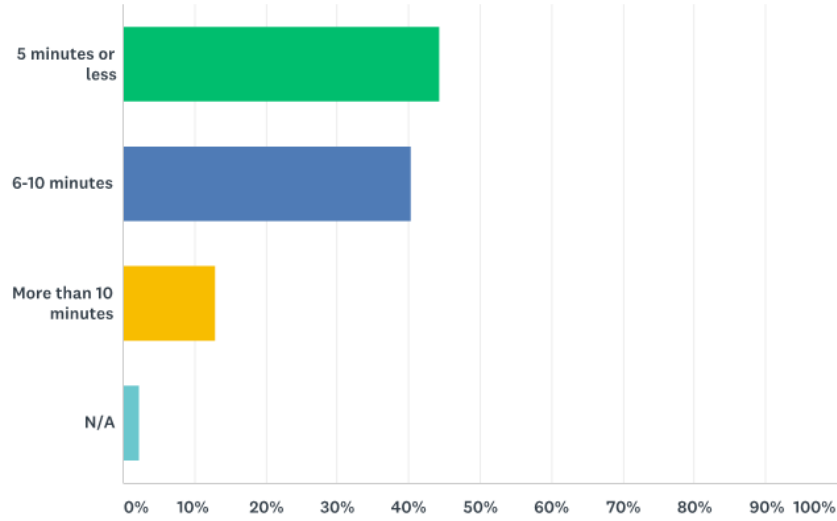


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	23.76%	315
5 minutes or less	17.42%	231
6-10 minutes	10.48%	139
11-15 minutes	10.11%	134
16-20 minutes	8.14%	108
21-25 minutes	6.49%	86
26-30 minutes	4.60%	61
More than 30 minutes	15.01%	199
N/A	4.00%	53
TOTAL		1,326

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 1,324 Skipped: 1,888



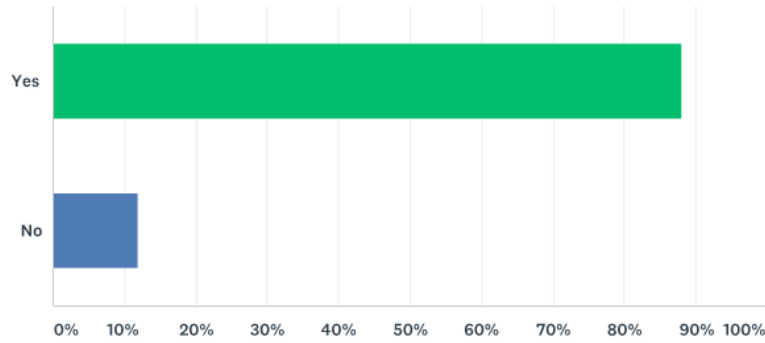
ANSWER CHOICES	RESPONSES	
5 minutes or less	44.26%	586
6-10 minutes	40.33%	534
More than 10 minutes	13.07%	173
N/A	2.34%	31
TOTAL		1,324



Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 1,324 Skipped: 1,888



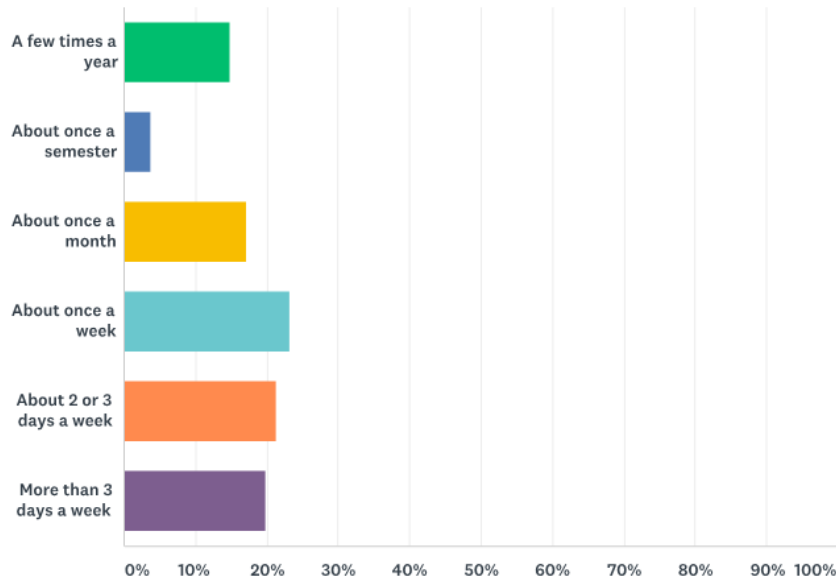
ANSWER CHOICES	RESPONSES	
Yes	88.07%	1,166
No	11.93%	158
TOTAL		1,324



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 1,165 Skipped: 2,047

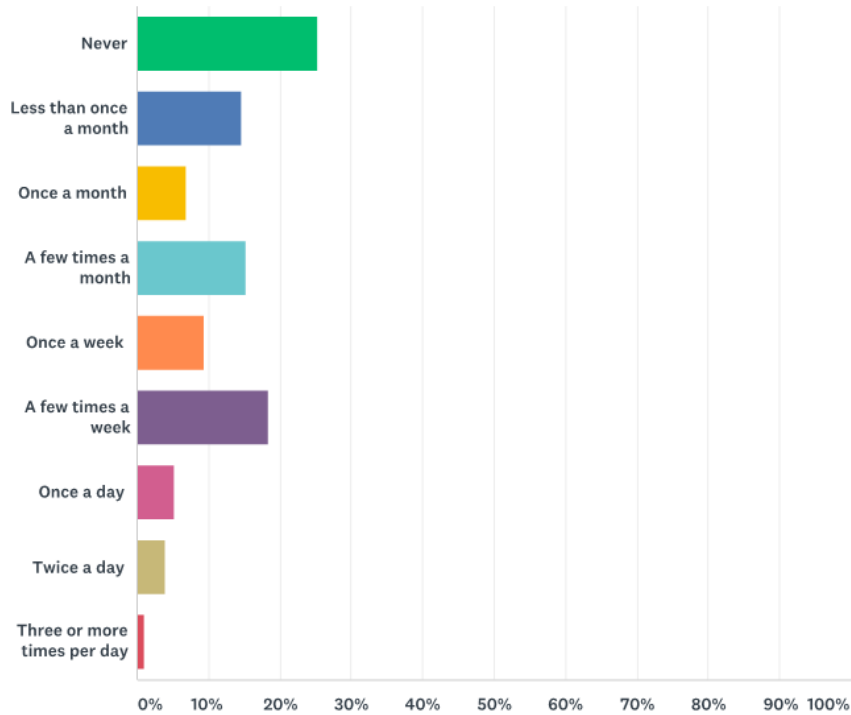


ANSWER CHOICES	RESPONSES	
A few times a year	14.76%	172
About once a semester	3.69%	43
About once a month	17.08%	199
About once a week	23.26%	271
About 2 or 3 days a week	21.37%	249
More than 3 days a week	19.83%	231
TOTAL		1,165

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 1,314 Skipped: 1,898

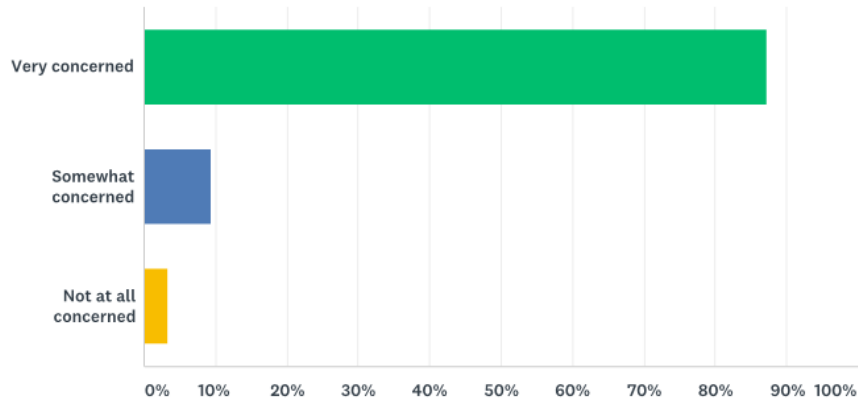


ANSWER CHOICES	RESPONSES	
Never	25.27%	332
Less than once a month	14.69%	193
Once a month	6.85%	90
A few times a month	15.22%	200
Once a week	9.36%	123
A few times a week	18.42%	242
Once a day	5.25%	69
Twice a day	3.96%	52
Three or more times per day	0.99%	13
TOTAL		1,314

Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 1,316 Skipped: 1,896

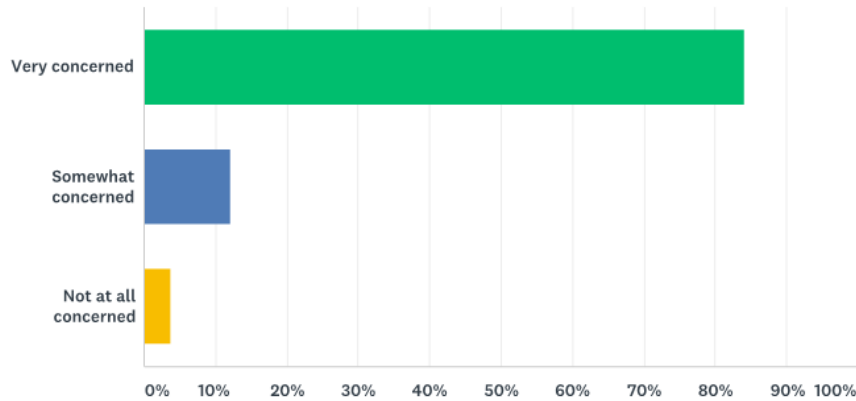


ANSWER CHOICES	RESPONSES	
Very concerned	87.16%	1,147
Somewhat concerned	9.42%	124
Not at all concerned	3.42%	45
TOTAL		1,316

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 1,316 Skipped: 1,896

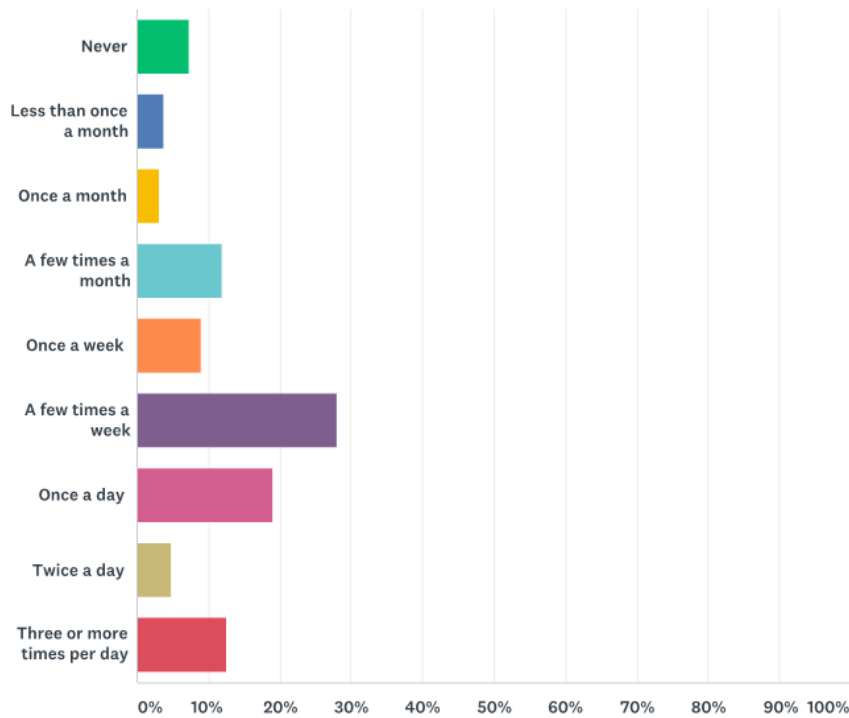


ANSWER CHOICES	RESPONSES	
Very concerned	84.04%	1,106
Somewhat concerned	12.23%	161
Not at all concerned	3.72%	49
TOTAL		1,316

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 1,307 Skipped: 1,905

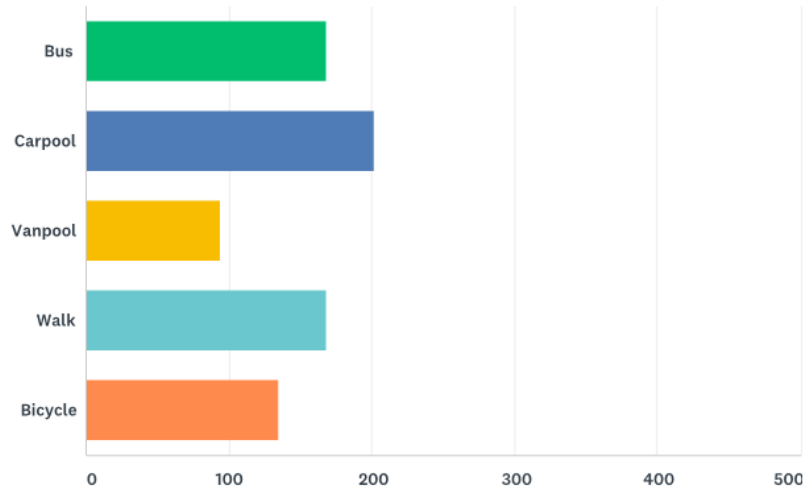


ANSWER CHOICES	RESPONSES	
Never	7.27%	95
Less than once a month	3.83%	50
Once a month	3.21%	42
A few times a month	12.01%	157
Once a week	9.03%	118
A few times a week	28.00%	366
Once a day	19.13%	250
Twice a day	4.90%	64
Three or more times per day	12.62%	165
TOTAL		1,307

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 2,545 Skipped: 667

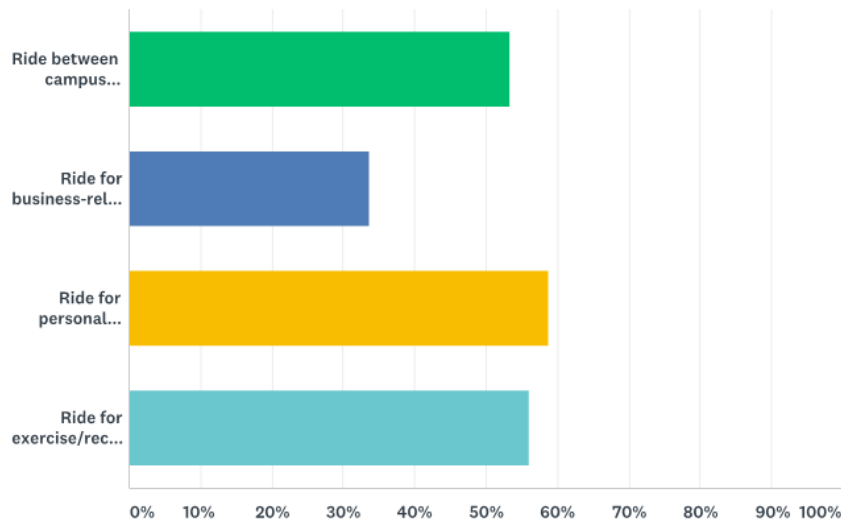


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	35.98% 914	26.65% 677	9.96% 253	23.62% 600	3.78% 96	2,540	168.30
Carpool	21.41% 543	29.81% 756	20.15% 511	24.09% 611	4.53% 115	2,536	201.97
Vanpool	40.97% 1,027	27.76% 696	12.52% 314	0.48% 12	18.27% 458	2,507	94.44
Walk	46.95% 1,191	12.10% 307	7.45% 189	31.97% 811	1.54% 39	2,537	167.89
Bicycle	45.14% 1,146	21.82% 554	13.98% 355	15.12% 384	3.94% 100	2,539	134.60

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 1,508 Skipped: 1,704

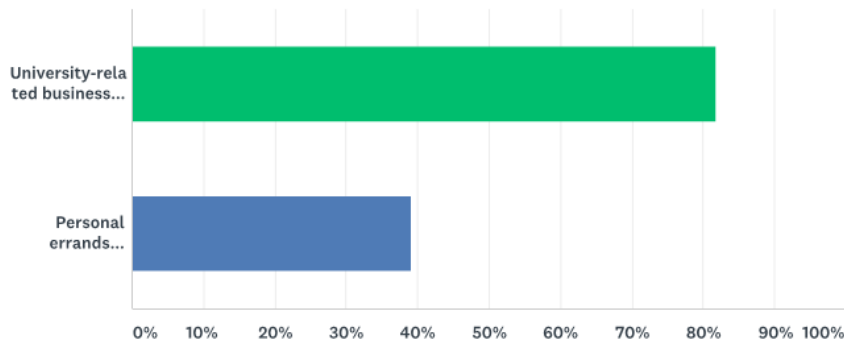


ANSWER CHOICES	RESPONSES
Ride between campus destinations	53.38% 805
Ride for business-related errands	33.69% 508
Ride for personal errands	58.82% 887
Ride for exercise/recreation	56.03% 845
Total Respondents: 1,508	

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 1,188 Skipped: 2,024

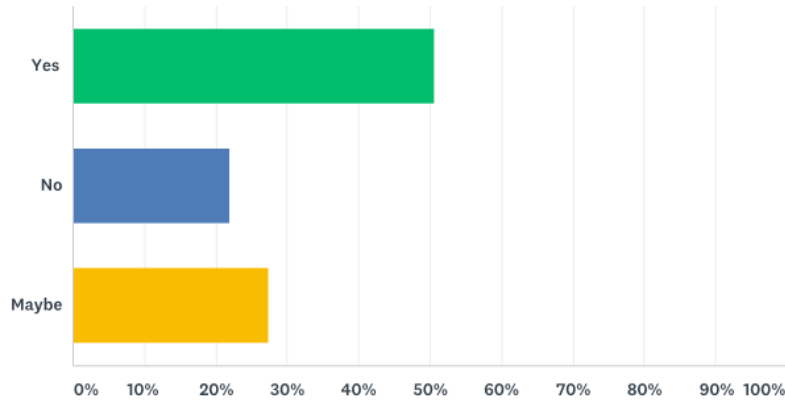


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	81.73%	971
Personal errands (individually paid)	39.14%	465
Total Respondents: 1,188		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 2,875 Skipped: 337



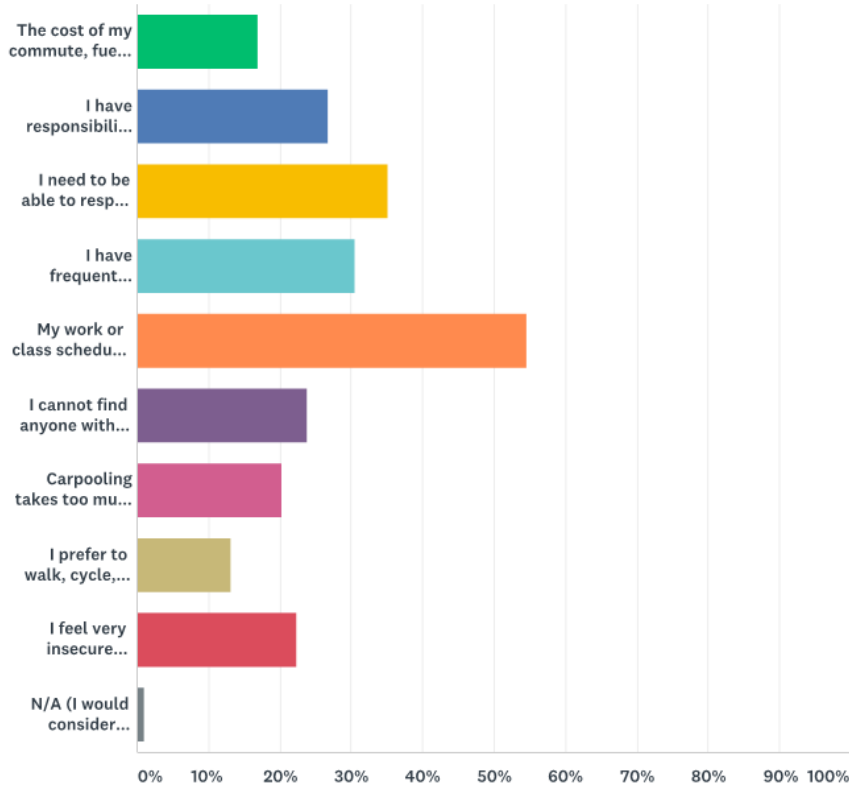
ANSWER CHOICES	RESPONSES	
Yes	50.57%	1,454
No	22.02%	633
Maybe	27.41%	788
TOTAL		2,875



Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 627 Skipped: 2,585



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	16.91% 106
I have responsibilities to a child or children and must be able to respond to their needs immediately	26.79% 168
I need to be able to respond to an emergency without inconveniencing anyone else	35.25% 221
I have frequent appointments off campus	30.46% 191
My work or class schedule is too irregular	54.70% 343
I cannot find anyone with whom to carpool	23.92% 150
Carpooling takes too much time	20.26% 127
I prefer to walk, cycle, or ride the bus/shuttle	13.08% 82
I feel very insecure without having my personal vehicle available to me	22.33% 140
N/A (I would consider carpooling)	1.12% 7



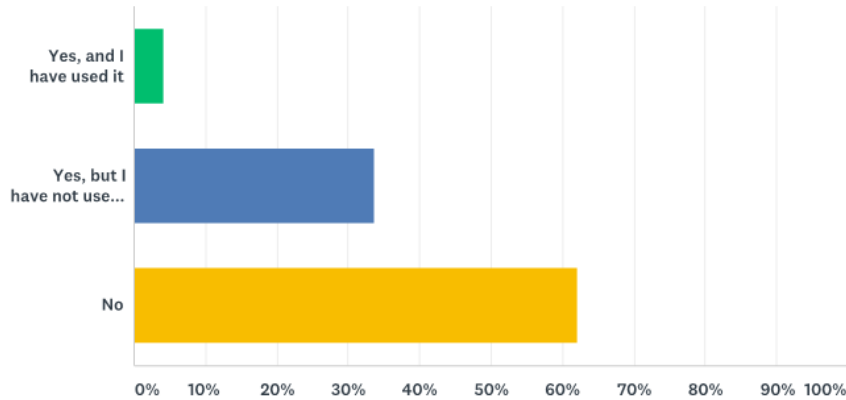
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 627

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 2,867 Skipped: 345

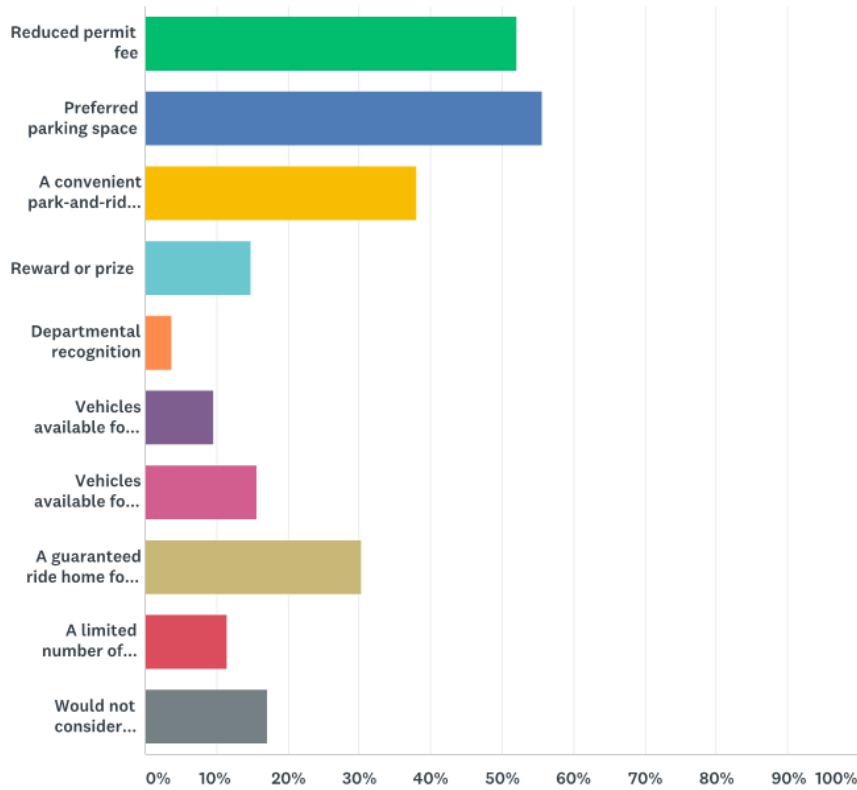


ANSWER CHOICES	RESPONSES	
Yes, and I have used it	4.26%	122
Yes, but I have not used it	33.59%	963
No	62.16%	1,782
TOTAL		2,867

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 2,849 Skipped: 363



ANSWER CHOICES	RESPONSES	
Reduced permit fee	52.19%	1,487
Preferred parking space	55.56%	1,583
A convenient park-and-ride lot at which to meet my carpool	38.12%	1,086
Reward or prize	14.78%	421
Departmental recognition	3.69%	105
Vehicles available for business appointments	9.69%	276
Vehicles available for personal appointments	15.72%	448
A guaranteed ride home for emergencies	30.43%	867
A limited number of one-day parking passes	11.58%	330
Would not consider carpooling under any circumstances	17.09%	487



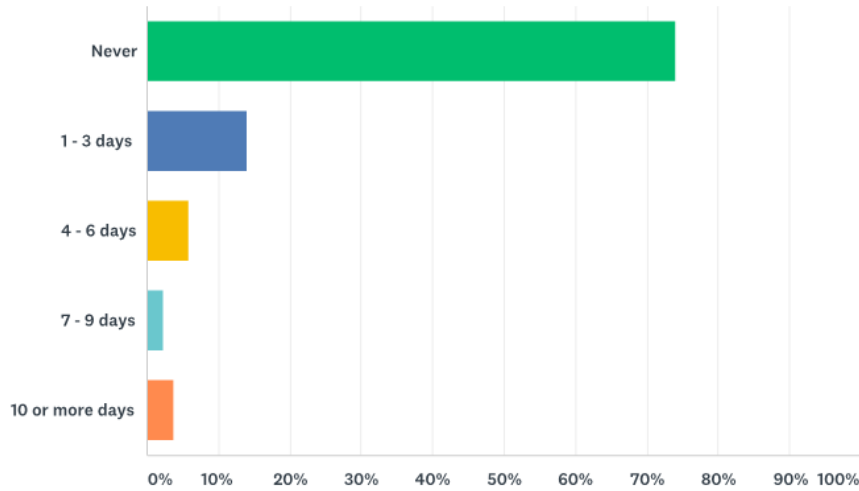
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 2,849

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 2,844 Skipped: 368



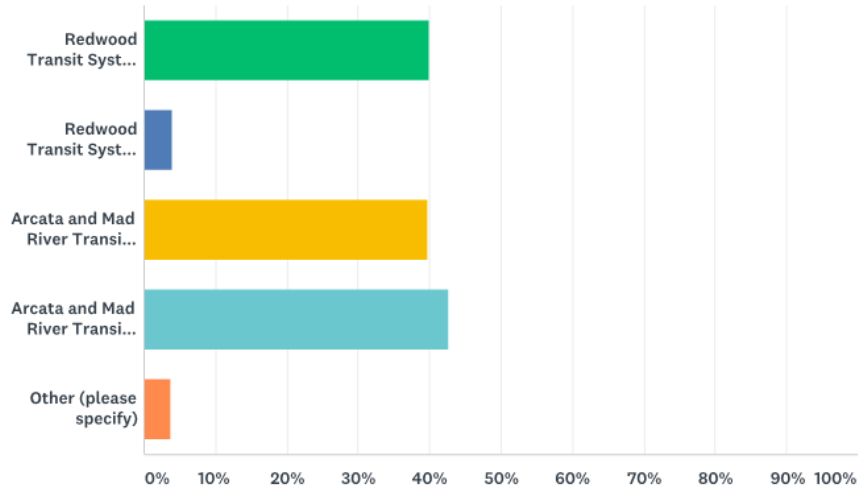
ANSWER CHOICES	RESPONSES	
Never	73.98%	2,104
1 - 3 days	14.10%	401
4 - 6 days	5.80%	165
7 - 9 days	2.36%	67
10 or more days	3.76%	107
TOTAL		2,844



Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 734 Skipped: 2,478

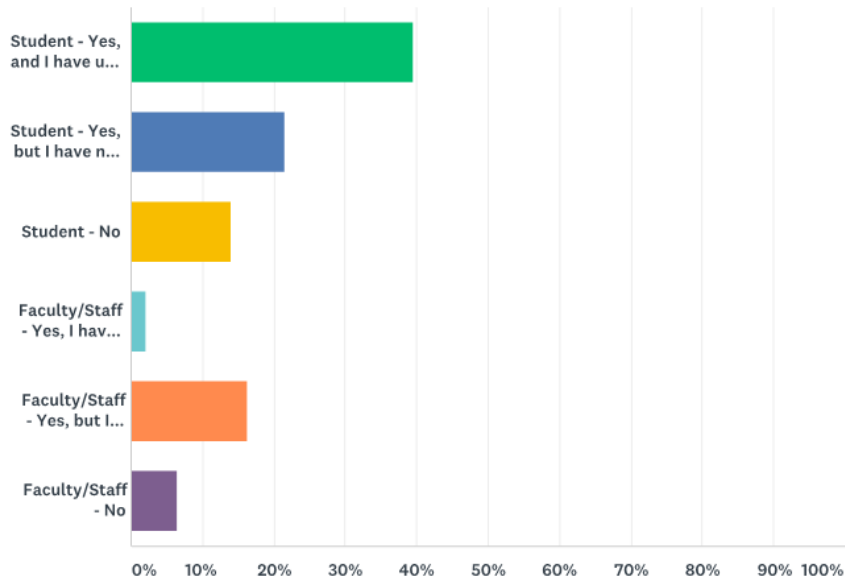


ANSWER CHOICES	RESPONSES	
Redwood Transit System - Mainline	40.05%	294
Redwood Transit System - Willow Creek	3.95%	29
Arcata and Mad River Transit System - Gold	39.65%	291
Arcata and Mad River Transit System - Red	42.64%	313
Other (please specify)	3.81%	28
Total Respondents: 734		

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 2,836 Skipped: 376

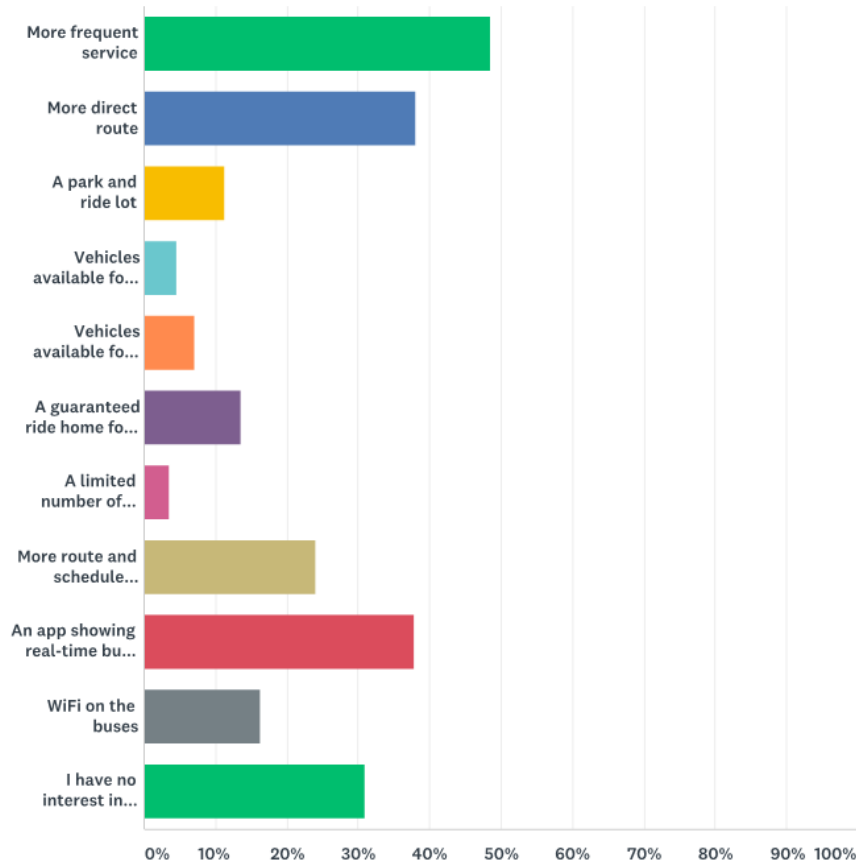


ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	39.56%	1,122
Student - Yes, but I have not used it	21.51%	610
Student - No	14.00%	397
Faculty/Staff - Yes, I have purchased one	2.08%	59
Faculty/Staff - Yes, but I have never purchased one	16.36%	464
Faculty/Staff - No	6.49%	184
TOTAL		2,836

Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 2,767 Skipped: 445



ANSWER CHOICES	PERCENTAGE	RESPONSES
More frequent service	48.46%	1,341
More direct route	37.98%	1,051
A park and ride lot	11.35%	314
Vehicles available for business appointments	4.70%	130
Vehicles available for personal appointments	7.16%	198
A guaranteed ride home for emergencies	13.62%	377
A limited number of one-day parking passes	3.47%	96
More route and schedule information	24.03%	665
An app showing real-time bus locations	37.80%	1,046



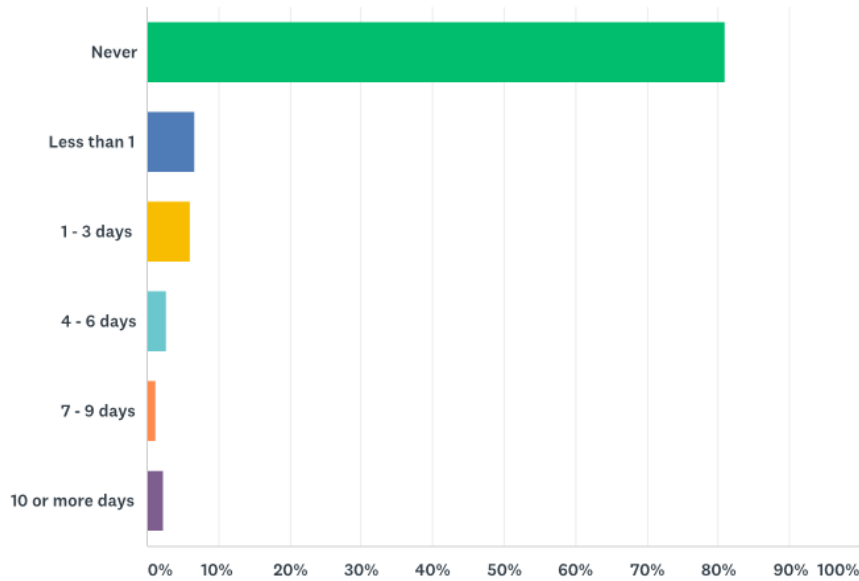
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	16.37%	453
I have no interest in riding the bus	31.04%	859
Total Respondents: 2,767		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 2,824 Skipped: 388

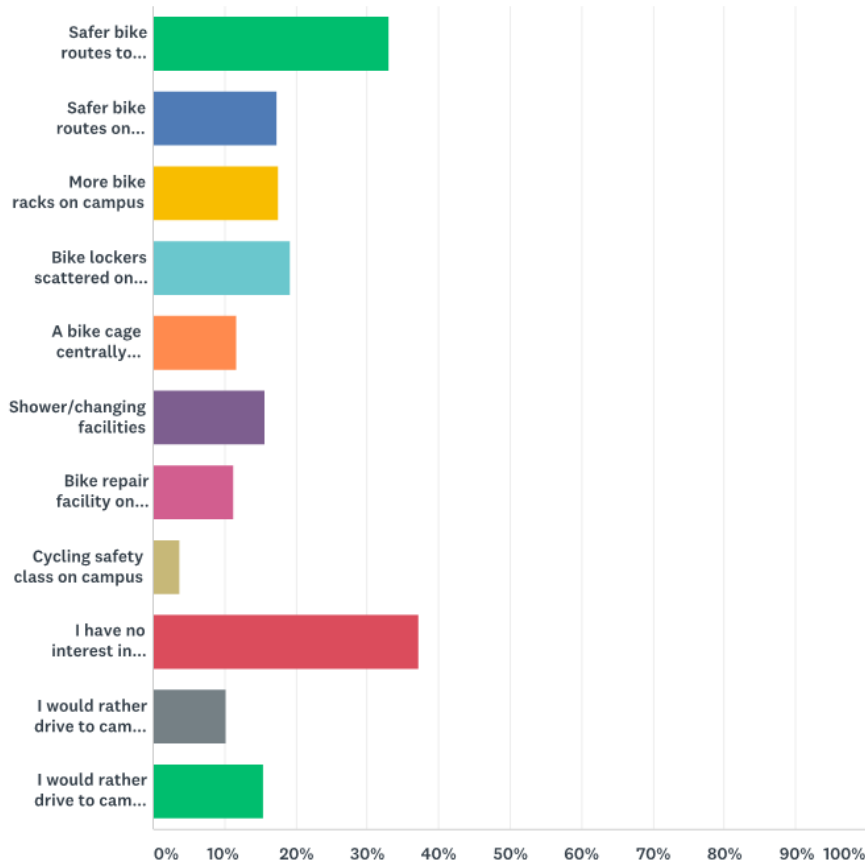


ANSWER CHOICES	RESPONSES	
Never	80.91%	2,285
Less than 1	6.73%	190
1 - 3 days	6.13%	173
4 - 6 days	2.62%	74
7 - 9 days	1.31%	37
10 or more days	2.30%	65
TOTAL		2,824

Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 2,636 Skipped: 576



ANSWER CHOICES	RESPONSES	
Safer bike routes to campus	33.08%	872
Safer bike routes on campus	17.41%	459
More bike racks on campus	17.49%	461
Bike lockers scattered on campus	19.20%	506
A bike cage centrally located on campus	11.72%	309
Shower/changing facilities	15.74%	415
Bike repair facility on campus	11.34%	299
Cycling safety class on campus	3.76%	99
I have no interest in riding a bicycle	37.25%	982



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	10.32%	272
I would rather drive to campus and use a bikeshare bike to move between campus locations	15.48%	408
Total Respondents: 2,636		

Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 1,584 Skipped: 1,628

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

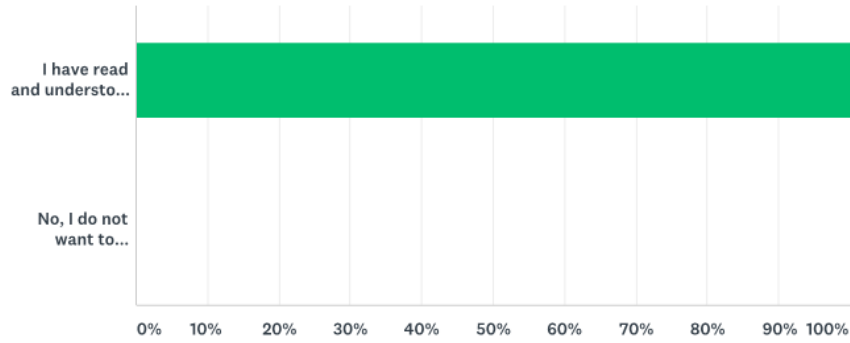
Answered: 1,573 Skipped: 1,639

Parking and Transportation Quantitative Survey Responses

Faculty Only



Parking and Transportation Survey - Humboldt State University- 2017

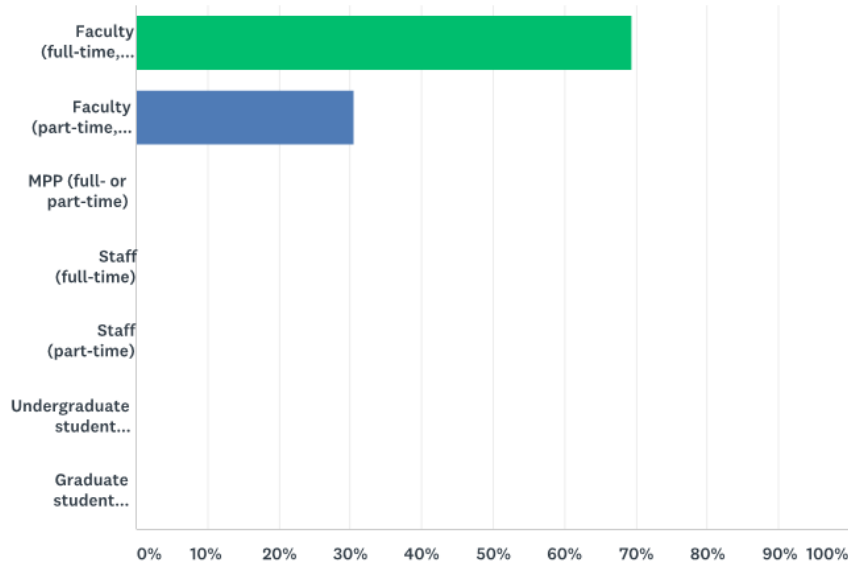


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	100.00%	324
No, I do not want to participate in this survey	0.00%	0
TOTAL		324

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 324 Skipped: 0



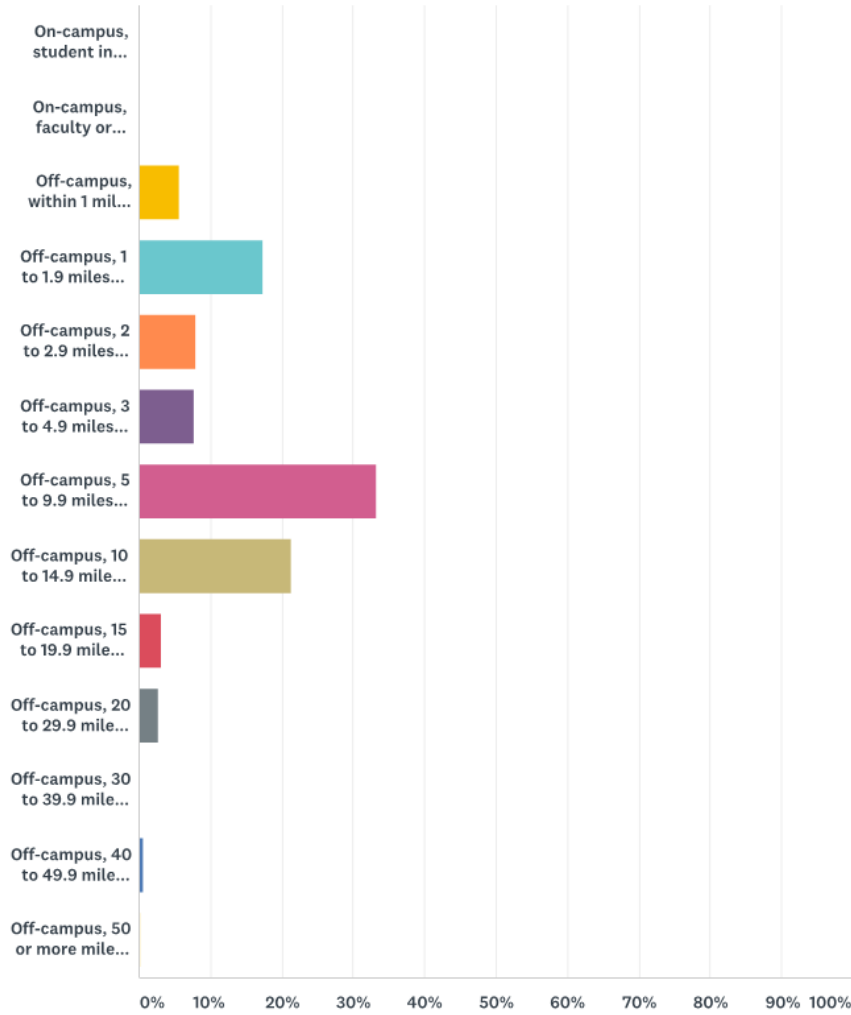
ANSWER CHOICES	RESPONSES
Faculty (full-time, tenure, or tenure track)	69.44% 225
Faculty (part-time, adjunct)	30.56% 99
MPP (full- or part-time)	0.00% 0
Staff (full-time)	0.00% 0
Staff (part-time)	0.00% 0
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
TOTAL	324



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 324 Skipped: 0



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	0.00% 0
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	0.00% 0
Off-campus, within 1 mile of campus	5.56% 18
Off-campus, 1 to 1.9 miles from campus	17.28% 56
Off-campus, 2 to 2.9 miles from campus	8.02% 26
Off-campus, 3 to 4.9 miles from campus	7.72% 25



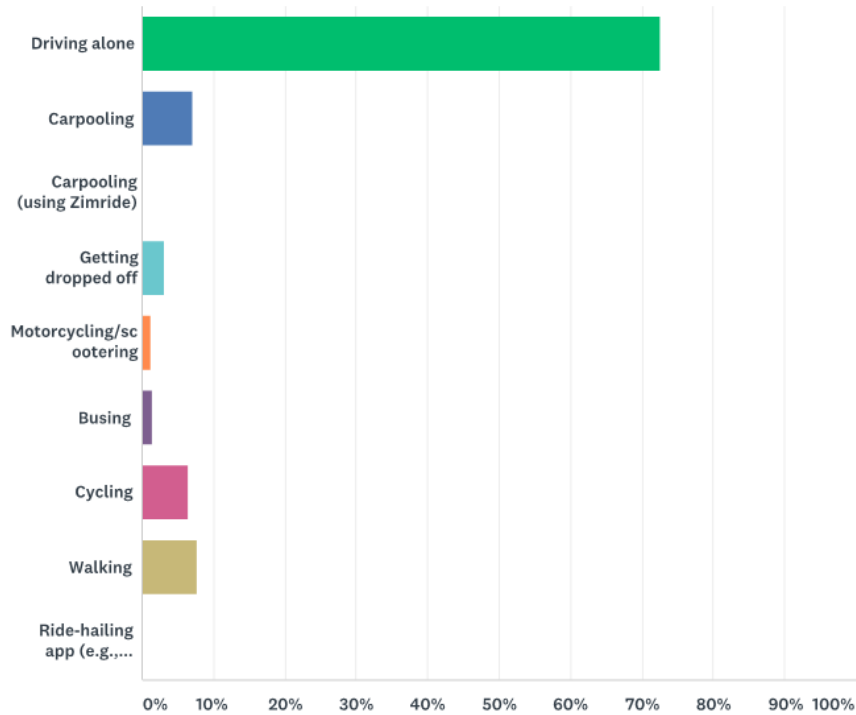
Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	33.33%	108
Off-campus, 10 to 14.9 miles from campus	21.30%	69
Off-campus, 15 to 19.9 miles from campus	3.09%	10
Off-campus, 20 to 29.9 miles from campus	2.78%	9
Off-campus, 30 to 39.9 miles from campus	0.00%	0
Off-campus, 40 to 49.9 miles from campus	0.62%	2
Off-campus, 50 or more miles from campus	0.31%	1
TOTAL		324

Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 322 Skipped: 2



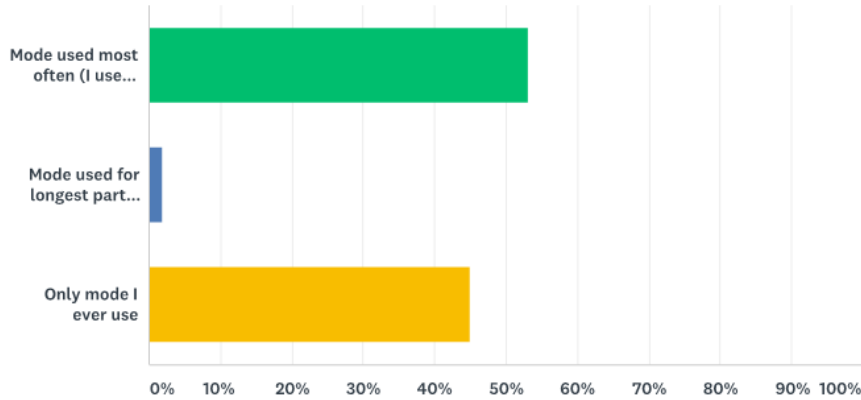
ANSWER CHOICES	RESPONSES	
Driving alone	72.67%	234
Carpooling	7.14%	23
Carpooling (using Zimride)	0.00%	0
Getting dropped off	3.11%	10
Motorcycling/scootering	1.24%	4
Busing	1.55%	5
Cycling	6.52%	21
Walking	7.76%	25
Ride-hailing app (e.g., Uber)	0.00%	0
TOTAL		322



Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 322 Skipped: 2

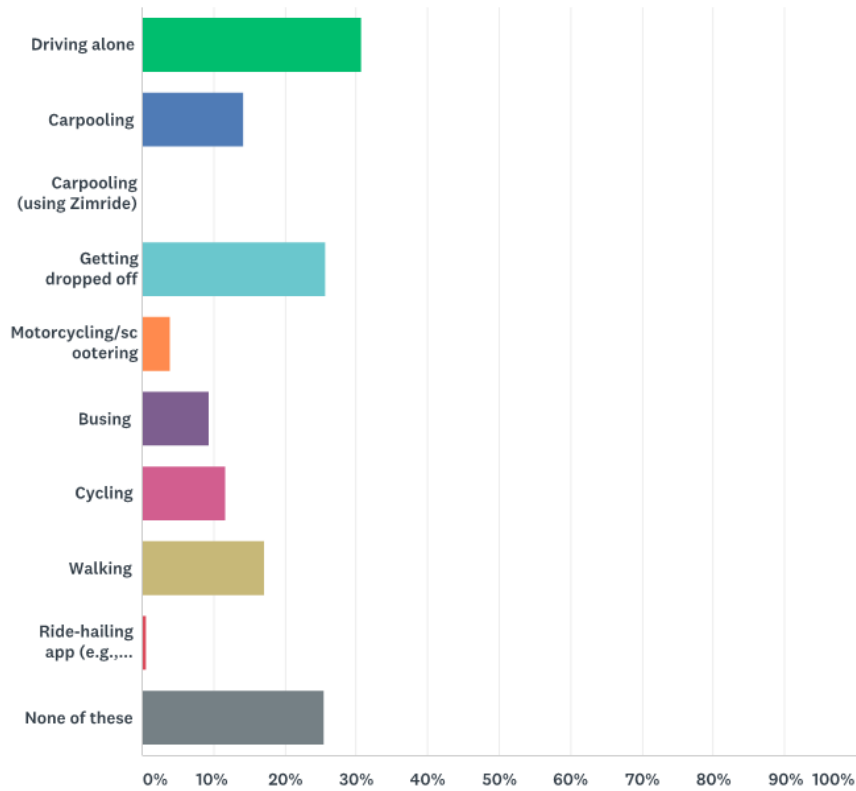


ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	53.11%	171
Mode used for longest part of the trip	1.86%	6
Only mode I ever use	45.03%	145
TOTAL		322

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 322 Skipped: 2

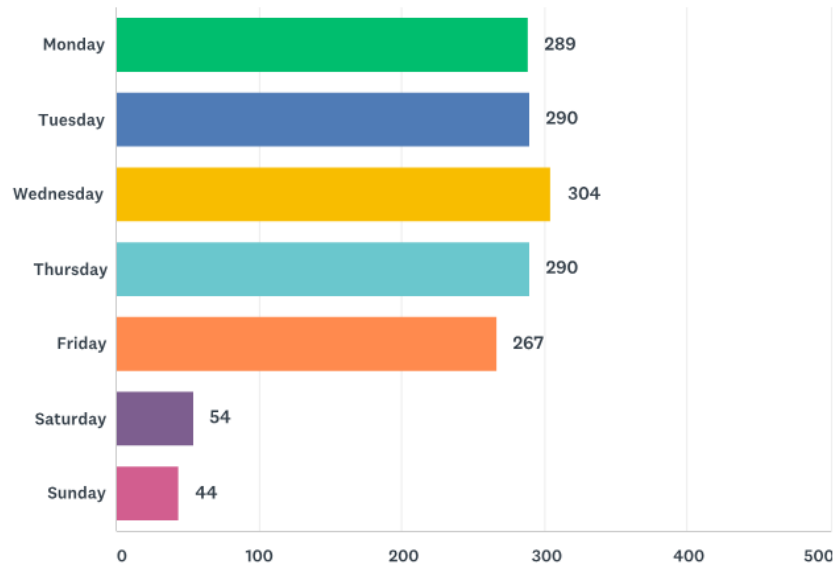


ANSWER CHOICES	RESPONSES	
Driving alone	30.75%	99
Carpooling	14.29%	46
Carpooling (using Zimride)	0.00%	0
Getting dropped off	25.78%	83
Motorcycling/scootering	4.04%	13
Busing	9.32%	30
Cycling	11.80%	38
Walking	17.08%	55
Ride-hailing app (e.g., Uber)	0.62%	2
None of these	25.47%	82
Total Respondents: 322		

Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 322 Skipped: 2



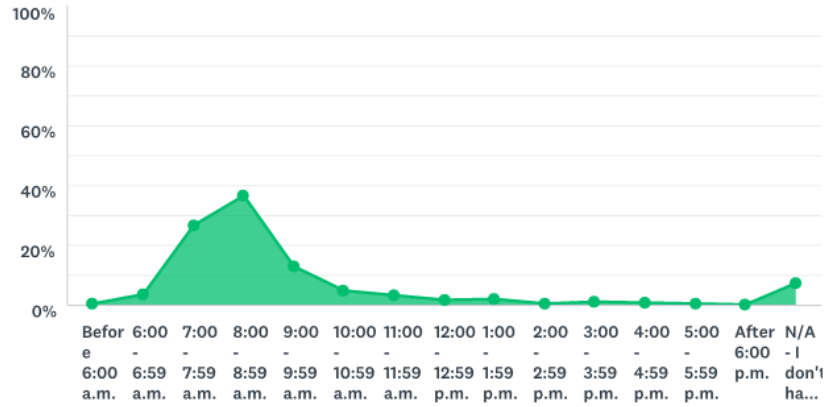
ANSWER CHOICES	RESPONSES
Monday	89.75% 289
Tuesday	90.06% 290
Wednesday	94.41% 304
Thursday	90.06% 290
Friday	82.92% 267
Saturday	16.77% 54
Sunday	13.66% 44
Total Respondents: 322	



Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 321 Skipped: 3



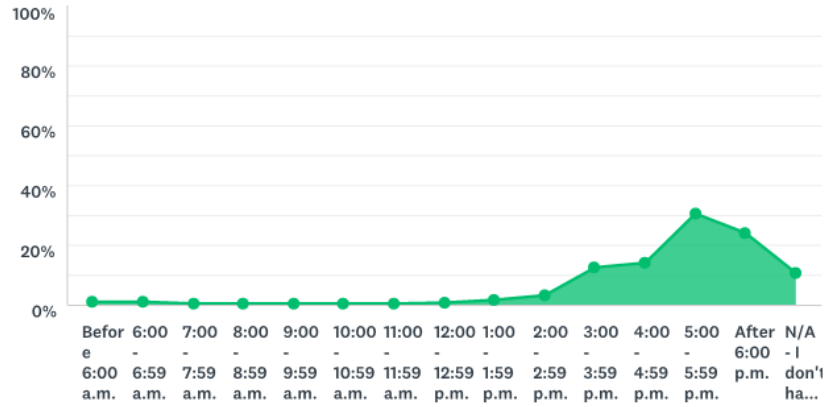
ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.31%	1
6:00 - 6:59 a.m.	3.43%	11
7:00 - 7:59 a.m.	26.48%	85
8:00 - 8:59 a.m.	36.45%	117
9:00 - 9:59 a.m.	12.77%	41
10:00 - 10:59 a.m.	4.67%	15
11:00 - 11:59 a.m.	3.12%	10
12:00 - 12:59 p.m.	1.56%	5
1:00 - 1:59 p.m.	1.87%	6
2:00 - 2:59 p.m.	0.31%	1
3:00 - 3:59 p.m.	0.93%	3
4:00 - 4:59 p.m.	0.62%	2
5:00 - 5:59 p.m.	0.31%	1
After 6:00 p.m.	0.00%	0
N/A - I don't have a "typical" arrival time	7.17%	23
TOTAL		321



Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 322 Skipped: 2



ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.93%	3
6:00 - 6:59 a.m.	0.93%	3
7:00 - 7:59 a.m.	0.31%	1
8:00 - 8:59 a.m.	0.31%	1
9:00 - 9:59 a.m.	0.31%	1
10:00 - 10:59 a.m.	0.31%	1
11:00 - 11:59 a.m.	0.31%	1
12:00 - 12:59 p.m.	0.62%	2
1:00 - 1:59 p.m.	1.55%	5
2:00 - 2:59 p.m.	3.11%	10
3:00 - 3:59 p.m.	12.42%	40
4:00 - 4:59 p.m.	13.98%	45
5:00 - 5:59 p.m.	30.43%	98
After 6:00 p.m.	23.91%	77
N/A - I don't have a "typical" departure time	10.56%	34
TOTAL		322

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 0 Skipped: 324

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Walk	0.00% 0
Bike	0.00% 0
Motorcycle/scooter	0.00% 0
Get dropped off	0.00% 0
Drive and re-park on campus	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 0 Skipped: 324

⚠ No matching responses.

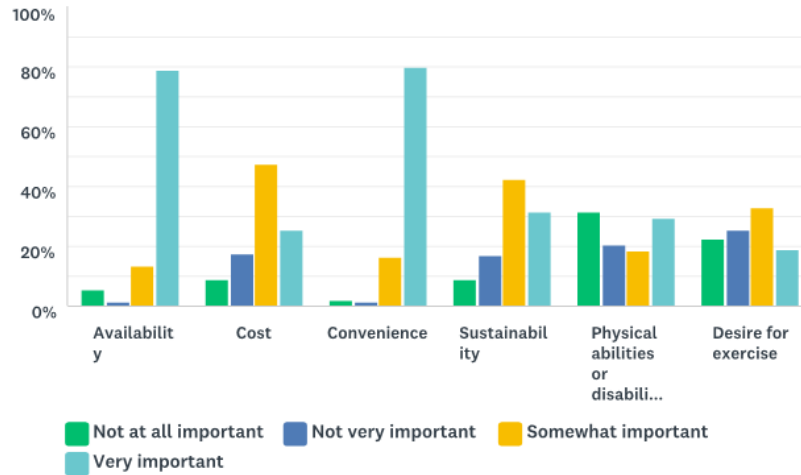
Frequency									
	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Work	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Visit home/relatives	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Shopping (daytime)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Shopping (evening/weekend)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
School-related fieldwork	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Socializing (daytime)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Socializing (evening/weekend)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Healthcare	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0



Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 320 Skipped: 4

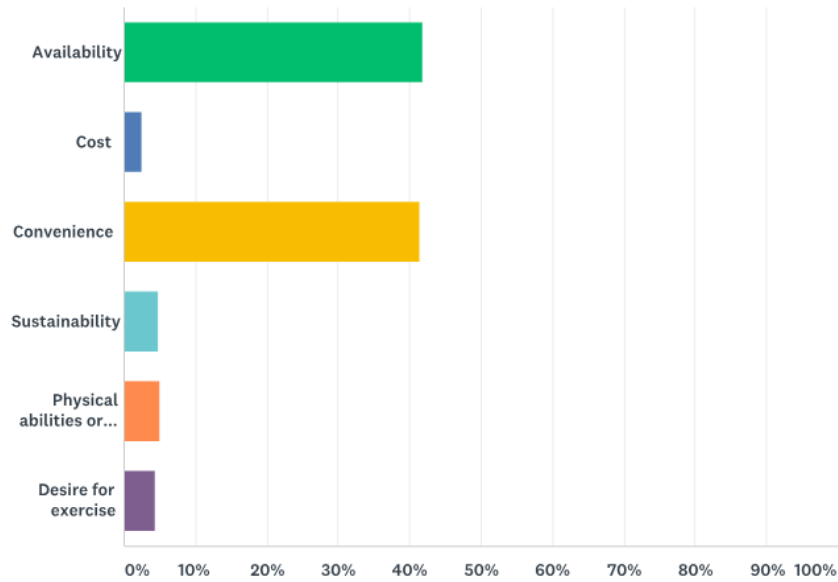


	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	5.54% 17	1.63% 5	13.68% 42	79.15% 243	307	355.17
Cost	9.00% 27	17.67% 53	47.67% 143	25.67% 77	300	252.96
Convenience	1.90% 6	1.58% 5	16.46% 52	80.06% 253	316	366.13
Sustainability	9.06% 27	16.78% 50	42.62% 127	31.54% 94	298	261.85
Physical abilities or disabilities	31.60% 73	20.35% 47	18.61% 43	29.44% 68	231	194.32
Desire for exercise	22.38% 62	25.27% 70	33.21% 92	19.13% 53	277	198.49

Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 318 Skipped: 6

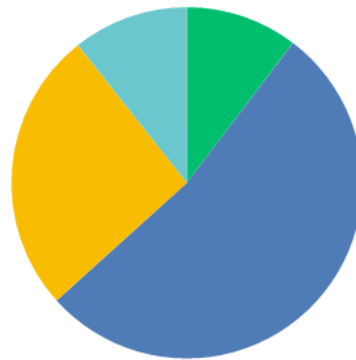


ANSWER CHOICES	RESPONSES	
Availability	41.82%	133
Cost	2.52%	8
Convenience	41.51%	132
Sustainability	4.72%	15
Physical abilities or disabilities	5.03%	16
Desire for exercise	4.40%	14
TOTAL		318

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 319 Skipped: 5



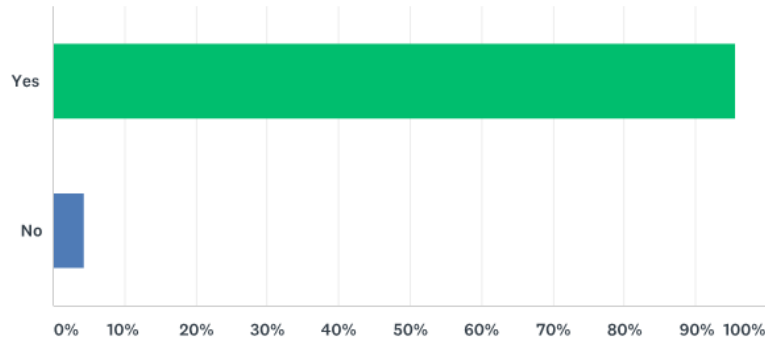
■ Not at all
 ■ Somewhat
 ■ A lot
 ■ Not sure

	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
(no label)	10.34%	52.98%	26.02%	10.66%	319	235.09
	33	169	83	34		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 318 Skipped: 6



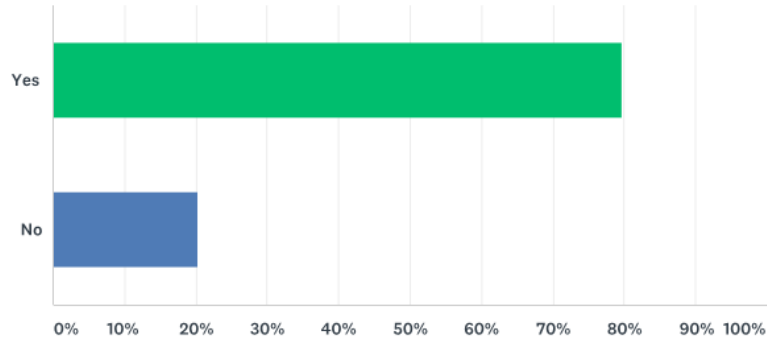
ANSWER CHOICES	RESPONSES	
Yes	95.60%	304
No	4.40%	14
TOTAL		318



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 304 Skipped: 20



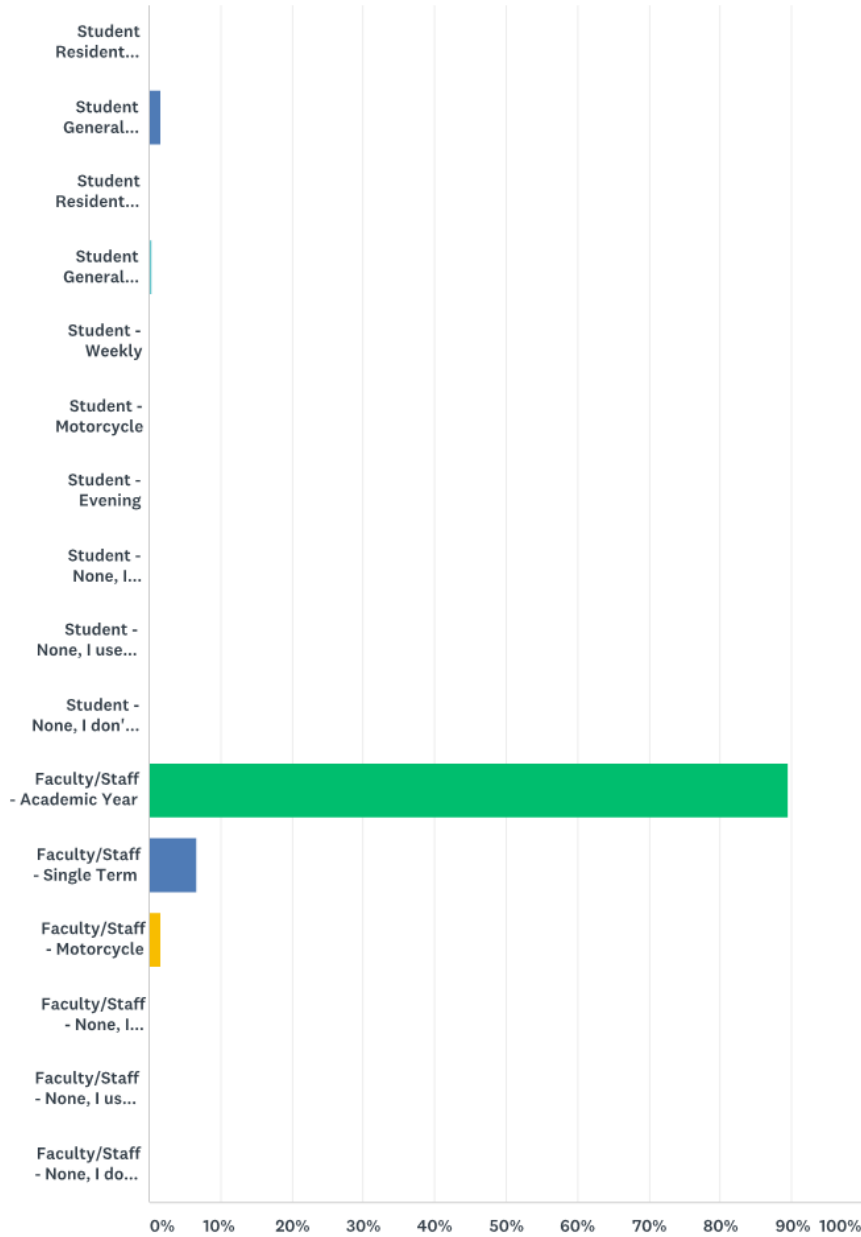
ANSWER CHOICES	RESPONSES	
Yes	79.61%	242
No	20.39%	62
TOTAL		304



Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 241 Skipped: 83



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	0.00% 0



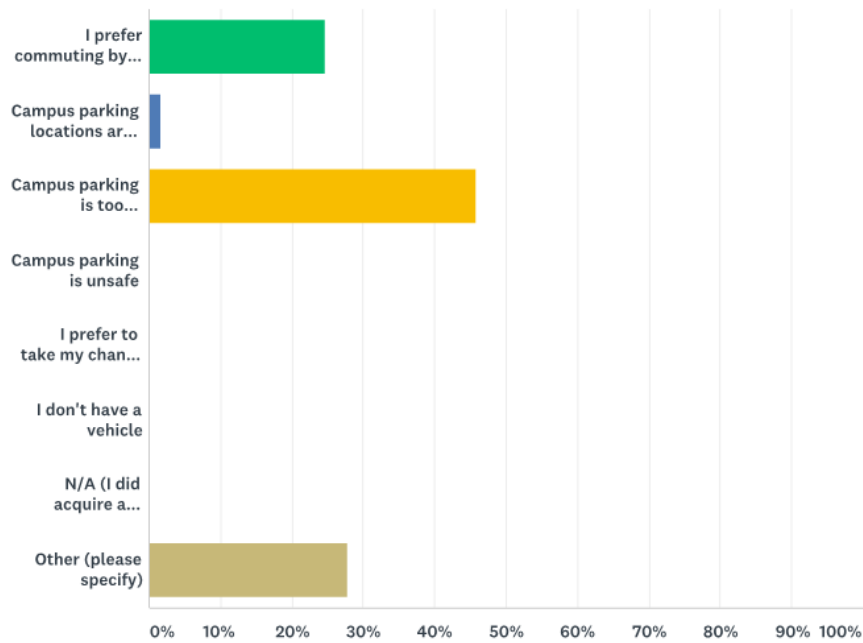
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	1.66%	4
Student Resident (campus housing) - Fall Semester	0.00%	0
Student General (commuter) - Fall Semester	0.41%	1
Student - Weekly	0.00%	0
Student - Motorcycle	0.00%	0
Student - Evening	0.00%	0
Student - None, I purchase daily permits	0.00%	0
Student - None, I use meters	0.00%	0
Student - None, I don't park on campus	0.00%	0
Faculty/Staff - Academic Year	89.63%	216
Faculty/Staff - Single Term	6.64%	16
Faculty/Staff - Motorcycle	1.66%	4
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		241

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 61 Skipped: 263

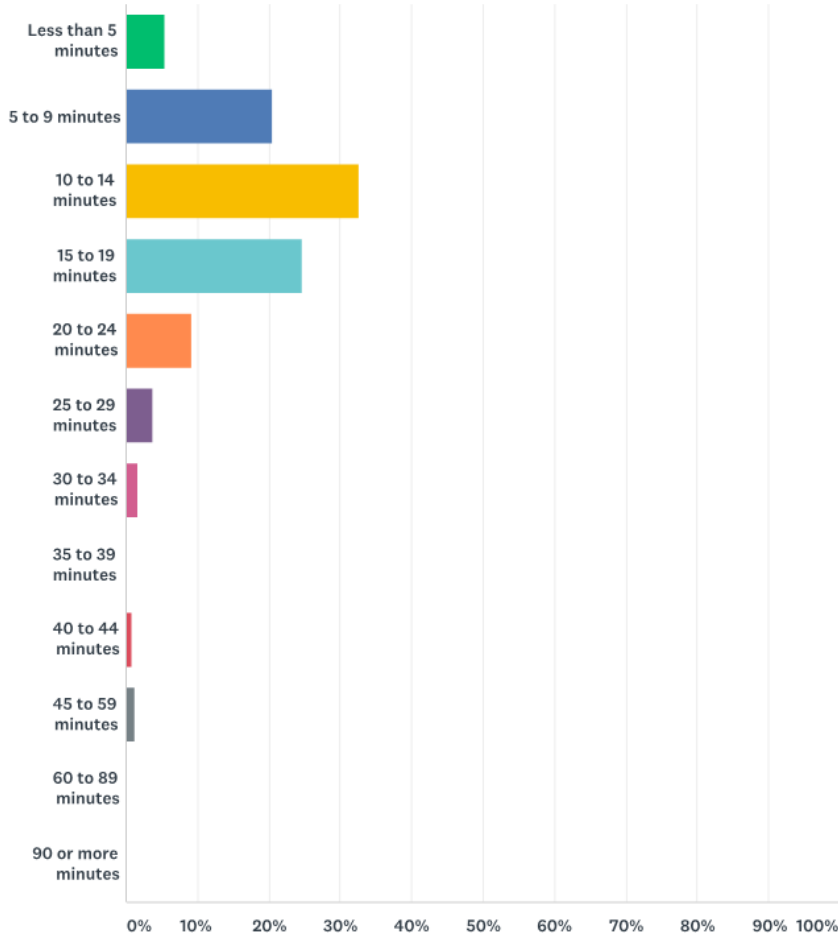


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	24.59%	15
Campus parking locations are inconvenient	1.64%	1
Campus parking is too difficult to find	45.90%	28
Campus parking is unsafe	0.00%	0
I prefer to take my chances that I won't get a ticket	0.00%	0
I don't have a vehicle	0.00%	0
N/A (I did acquire a current parking permit)	0.00%	0
Other (please specify)	27.87%	17
TOTAL		61

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 239 Skipped: 85



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	5.44%	13
5 to 9 minutes	20.50%	49
10 to 14 minutes	32.64%	78
15 to 19 minutes	24.69%	59
20 to 24 minutes	9.21%	22
25 to 29 minutes	3.77%	9
30 to 34 minutes	1.67%	4



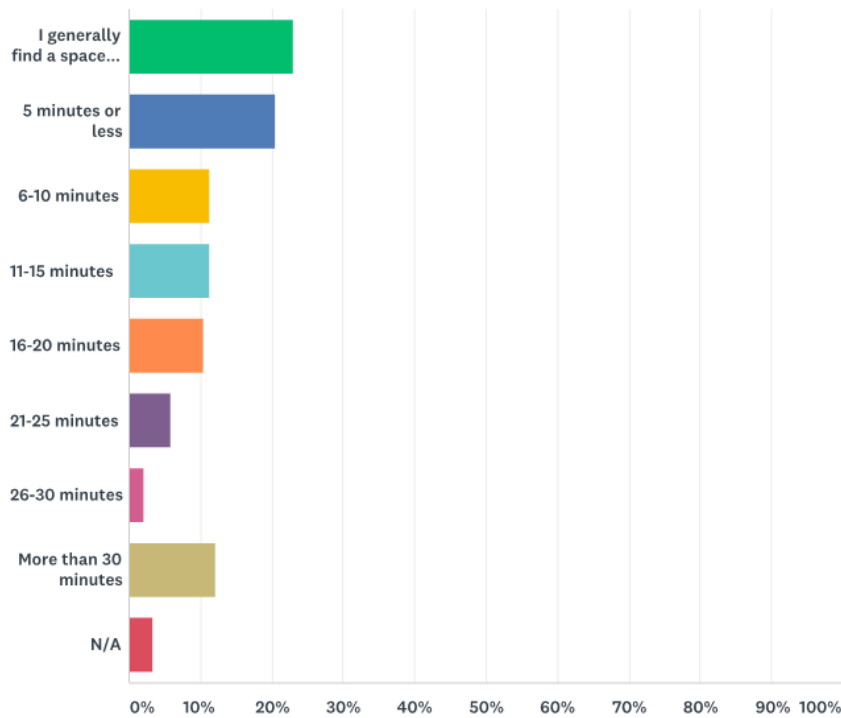
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	0.00%	0
40 to 44 minutes	0.84%	2
45 to 59 minutes	1.26%	3
60 to 89 minutes	0.00%	0
90 or more minutes	0.00%	0
TOTAL		239

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 239 Skipped: 85

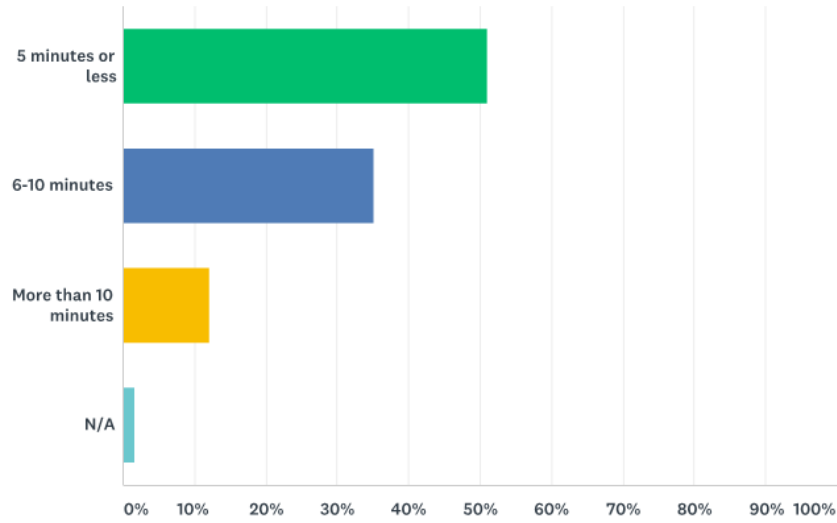


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	23.01%	55
5 minutes or less	20.50%	49
6-10 minutes	11.30%	27
11-15 minutes	11.30%	27
16-20 minutes	10.46%	25
21-25 minutes	5.86%	14
26-30 minutes	2.09%	5
More than 30 minutes	12.13%	29
N/A	3.35%	8
TOTAL		239

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 239 Skipped: 85



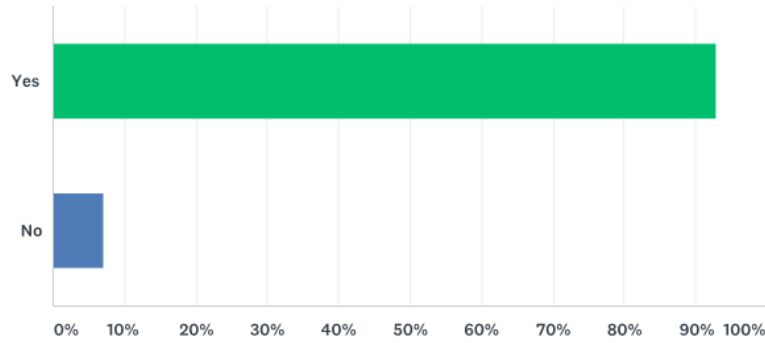
ANSWER CHOICES	RESPONSES	
5 minutes or less	51.05%	122
6-10 minutes	35.15%	84
More than 10 minutes	12.13%	29
N/A	1.67%	4
TOTAL		239



Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 239 Skipped: 85



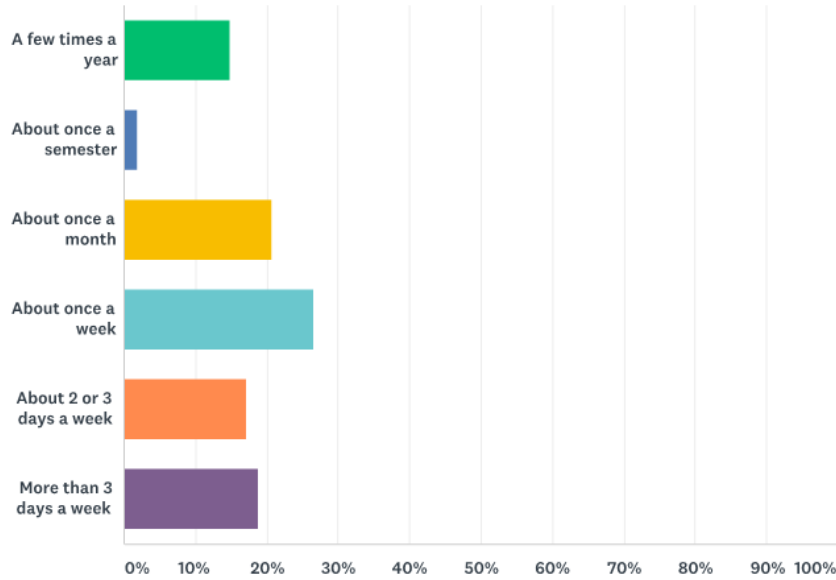
ANSWER CHOICES	RESPONSES	
Yes	92.89%	222
No	7.11%	17
TOTAL		239



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 222 Skipped: 102

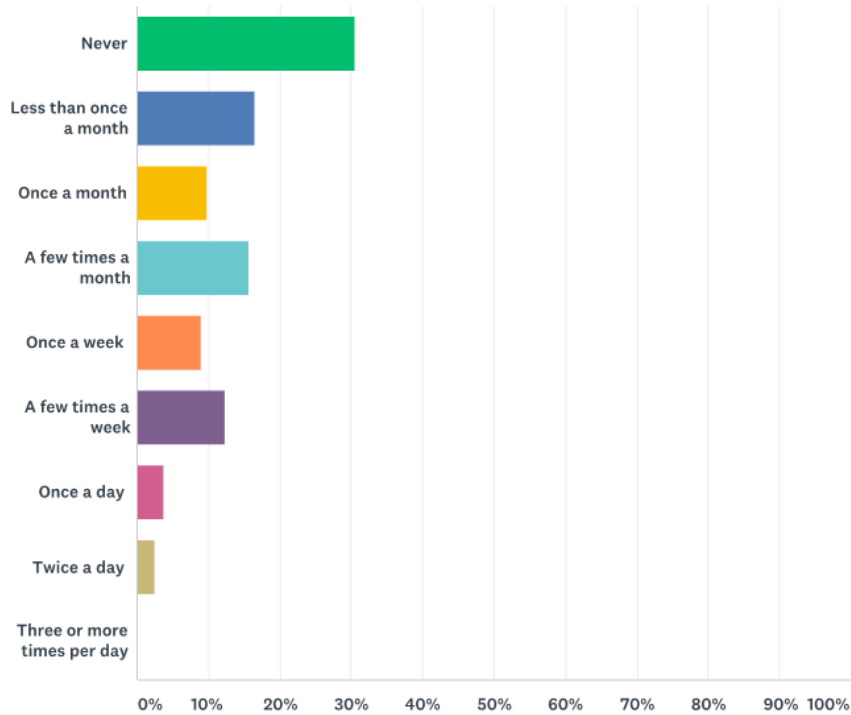


ANSWER CHOICES	RESPONSES	
A few times a year	14.86%	33
About once a semester	1.80%	4
About once a month	20.72%	46
About once a week	26.58%	59
About 2 or 3 days a week	17.12%	38
More than 3 days a week	18.92%	42
TOTAL		222

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 236 Skipped: 88



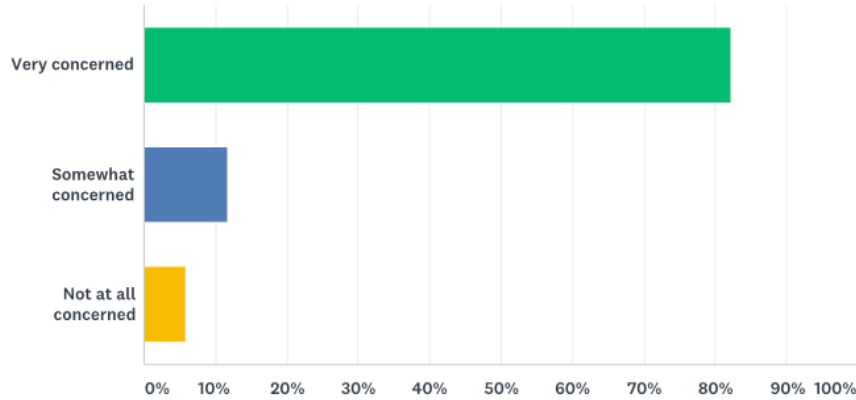
ANSWER CHOICES	RESPONSES	
Never	30.51%	72
Less than once a month	16.53%	39
Once a month	9.75%	23
A few times a month	15.68%	37
Once a week	8.90%	21
A few times a week	12.29%	29
Once a day	3.81%	9
Twice a day	2.54%	6
Three or more times per day	0.00%	0
TOTAL		236



Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 237 Skipped: 87

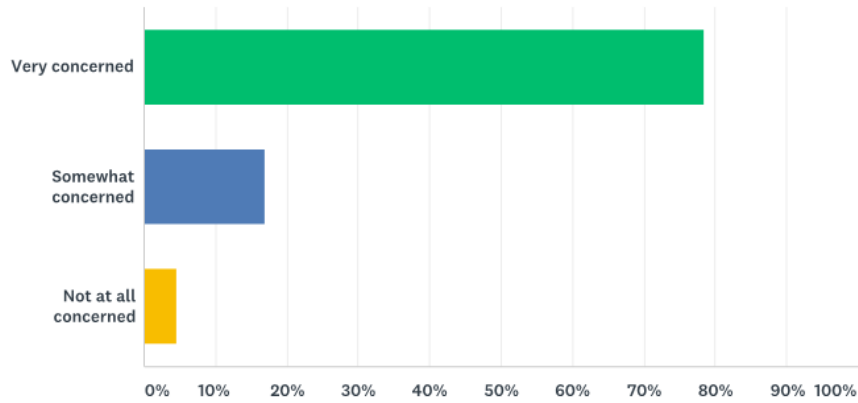


ANSWER CHOICES	RESPONSES	
Very concerned	82.28%	195
Somewhat concerned	11.81%	28
Not at all concerned	5.91%	14
TOTAL		237

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 237 Skipped: 87

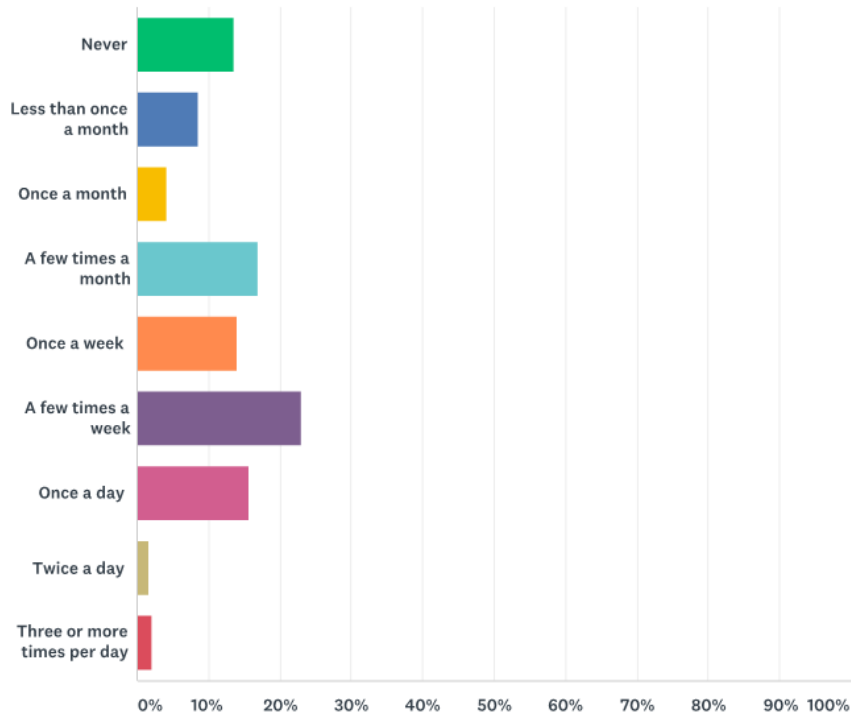


ANSWER CHOICES	RESPONSES	
Very concerned	78.48%	186
Somewhat concerned	16.88%	40
Not at all concerned	4.64%	11
TOTAL		237

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 235 Skipped: 89

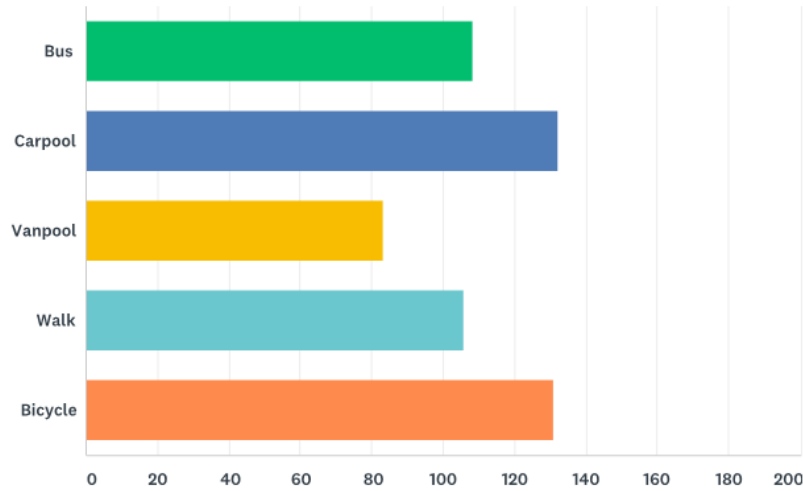


ANSWER CHOICES	RESPONSES	
Never	13.62%	32
Less than once a month	8.51%	20
Once a month	4.26%	10
A few times a month	17.02%	40
Once a week	14.04%	33
A few times a week	22.98%	54
Once a day	15.74%	37
Twice a day	1.70%	4
Three or more times per day	2.13%	5
TOTAL		235

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 296 Skipped: 28

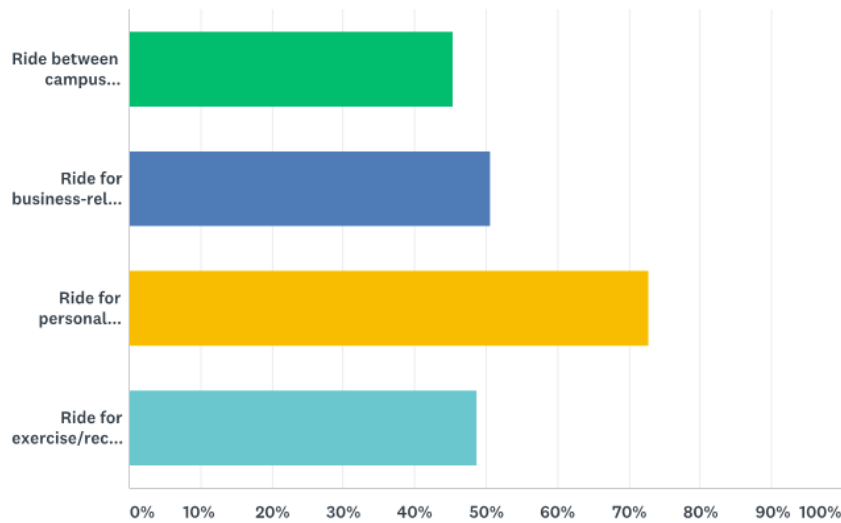


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	51.86% 153	21.69% 64	12.20% 36	9.83% 29	4.41% 13	295	108.55
Carpool	39.25% 115	32.76% 96	13.31% 39	10.24% 30	4.44% 13	293	132.22
Vanpool	49.48% 144	26.80% 78	12.03% 35	0.34% 1	11.34% 33	291	83.34
Walk	64.29% 189	9.52% 28	5.78% 17	18.71% 55	1.70% 5	294	105.91
Bicycle	47.96% 141	21.43% 63	11.90% 35	15.99% 47	2.72% 8	294	130.81

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 154 Skipped: 170

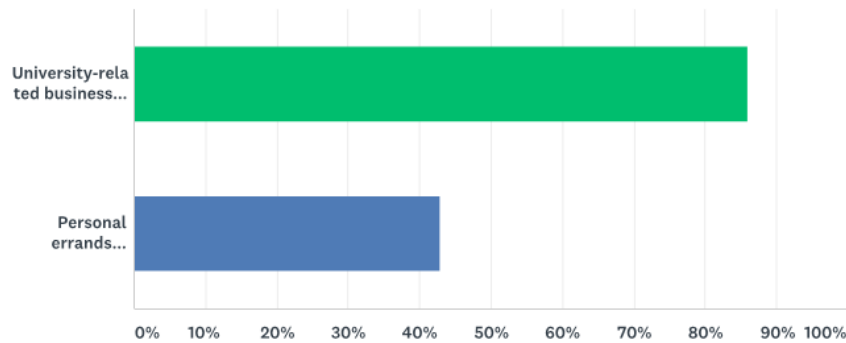


ANSWER CHOICES	RESPONSES	
Ride between campus destinations	45.45%	70
Ride for business-related errands	50.65%	78
Ride for personal errands	72.73%	112
Ride for exercise/recreation	48.70%	75
Total Respondents: 154		

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 135 Skipped: 189

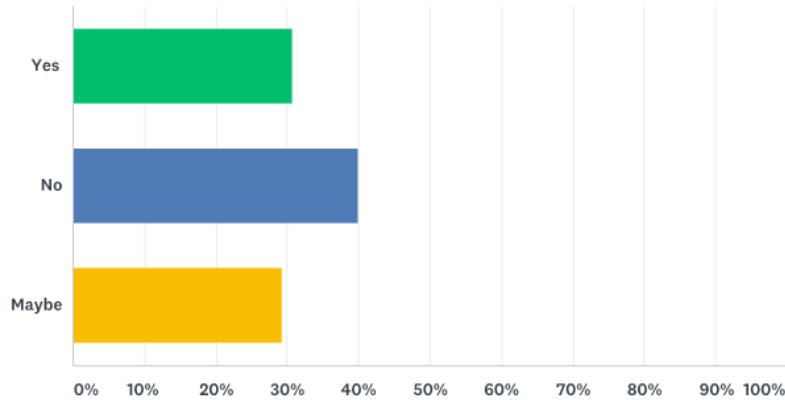


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	85.93%	116
Personal errands (individually paid)	42.96%	58
Total Respondents: 135		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 308 Skipped: 16

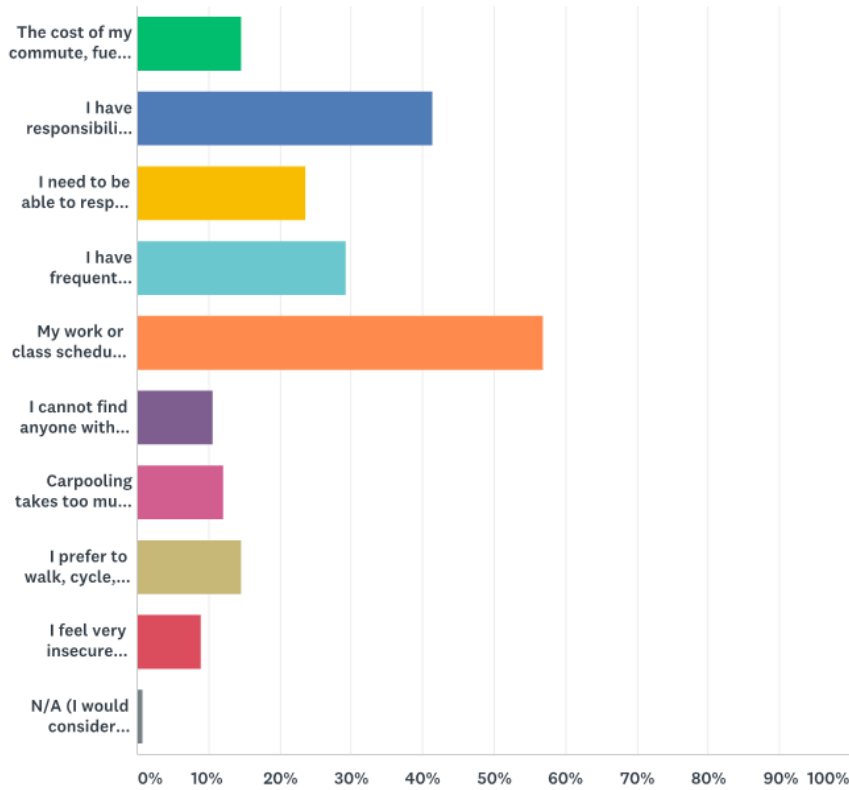


ANSWER CHOICES	RESPONSES	
Yes	30.84%	95
No	39.94%	123
Maybe	29.22%	90
TOTAL		308

Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 123 Skipped: 201



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	14.63% 18
I have responsibilities to a child or children and must be able to respond to their needs immediately	41.46% 51
I need to be able to respond to an emergency without inconveniencing anyone else	23.58% 29
I have frequent appointments off campus	29.27% 36
My work or class schedule is too irregular	56.91% 70
I cannot find anyone with whom to carpool	10.57% 13
Carpooling takes too much time	12.20% 15
I prefer to walk, cycle, or ride the bus/shuttle	14.63% 18
I feel very insecure without having my personal vehicle available to me	8.94% 11
N/A (I would consider carpooling)	0.81% 1



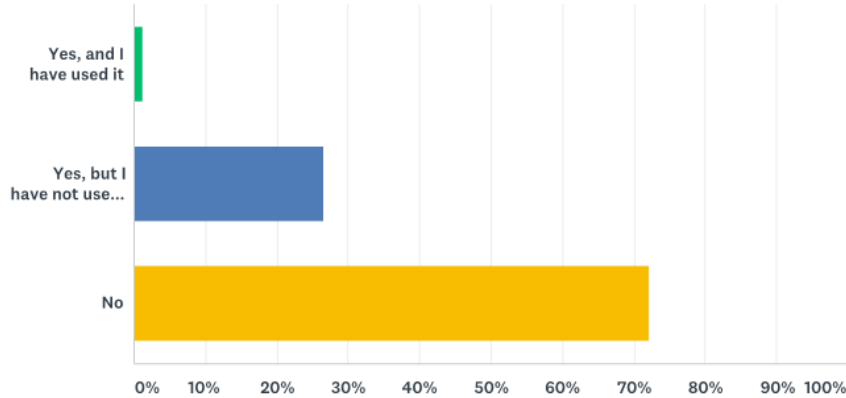
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 123

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 308 Skipped: 16

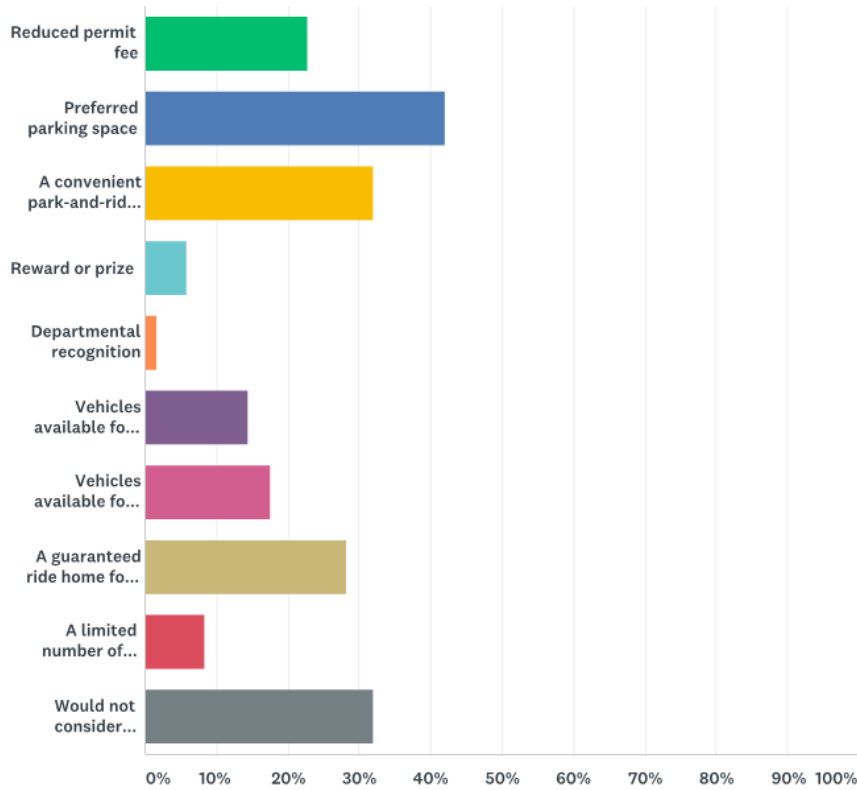


ANSWER CHOICES	RESPONSES
Yes, and I have used it	1.30% 4
Yes, but I have not used it	26.62% 82
No	72.08% 222
TOTAL	308

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 307 Skipped: 17



ANSWER CHOICES	RESPONSES
Reduced permit fee	22.80% 70
Preferred parking space	42.02% 129
A convenient park-and-ride lot at which to meet my carpool	31.92% 98
Reward or prize	5.86% 18
Departmental recognition	1.63% 5
Vehicles available for business appointments	14.33% 44
Vehicles available for personal appointments	17.59% 54
A guaranteed ride home for emergencies	28.34% 87
A limited number of one-day parking passes	8.47% 26
Would not consider carpooling under any circumstances	31.92% 98



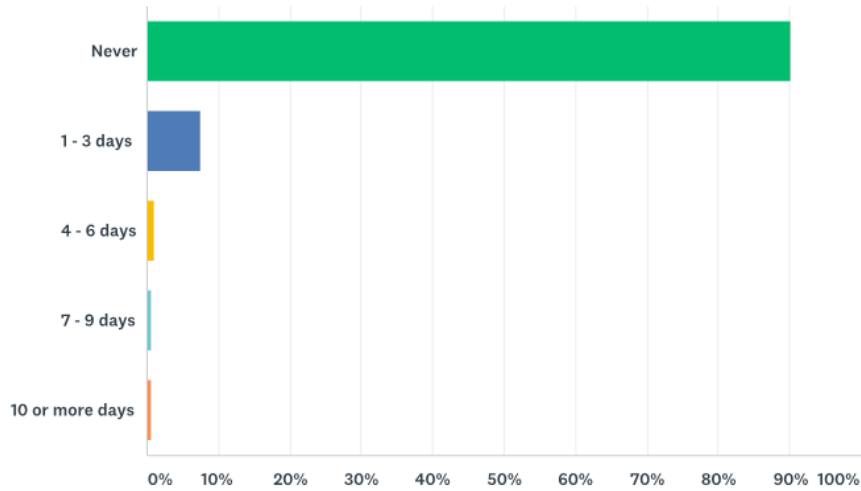
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 307

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 307 Skipped: 17



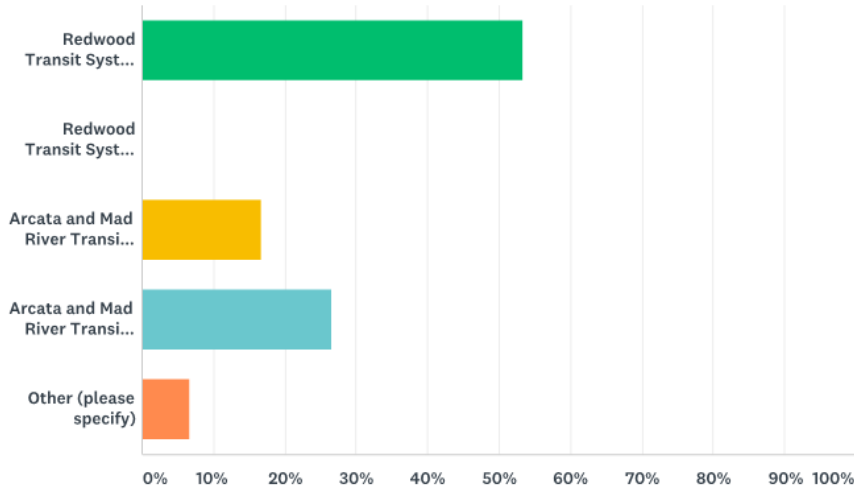
ANSWER CHOICES	RESPONSES	
Never	90.23%	277
1 - 3 days	7.49%	23
4 - 6 days	0.98%	3
7 - 9 days	0.65%	2
10 or more days	0.65%	2
TOTAL		307



Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 30 Skipped: 294

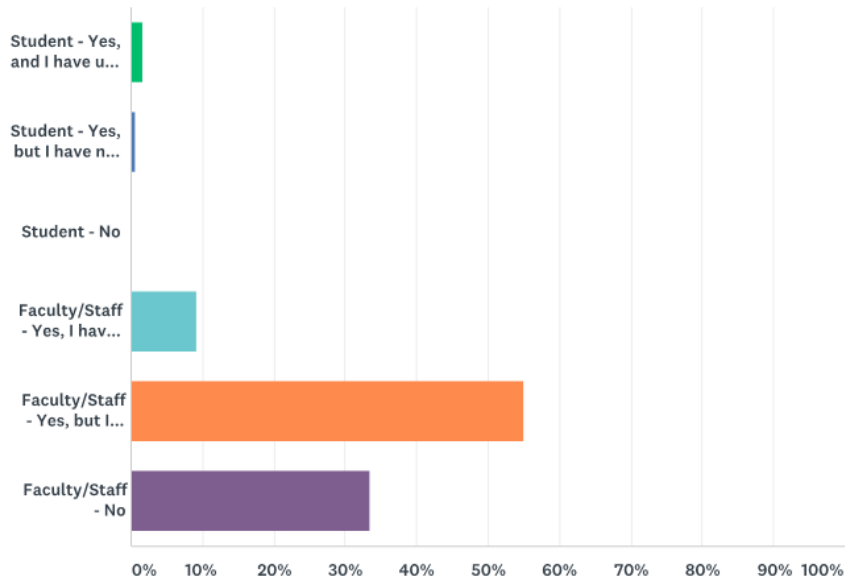


ANSWER CHOICES	RESPONSES
Redwood Transit System - Mainline	53.33% 16
Redwood Transit System - Willow Creek	0.00% 0
Arcata and Mad River Transit System - Gold	16.67% 5
Arcata and Mad River Transit System - Red	26.67% 8
Other (please specify)	6.67% 2
Total Respondents: 30	

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 307 Skipped: 17

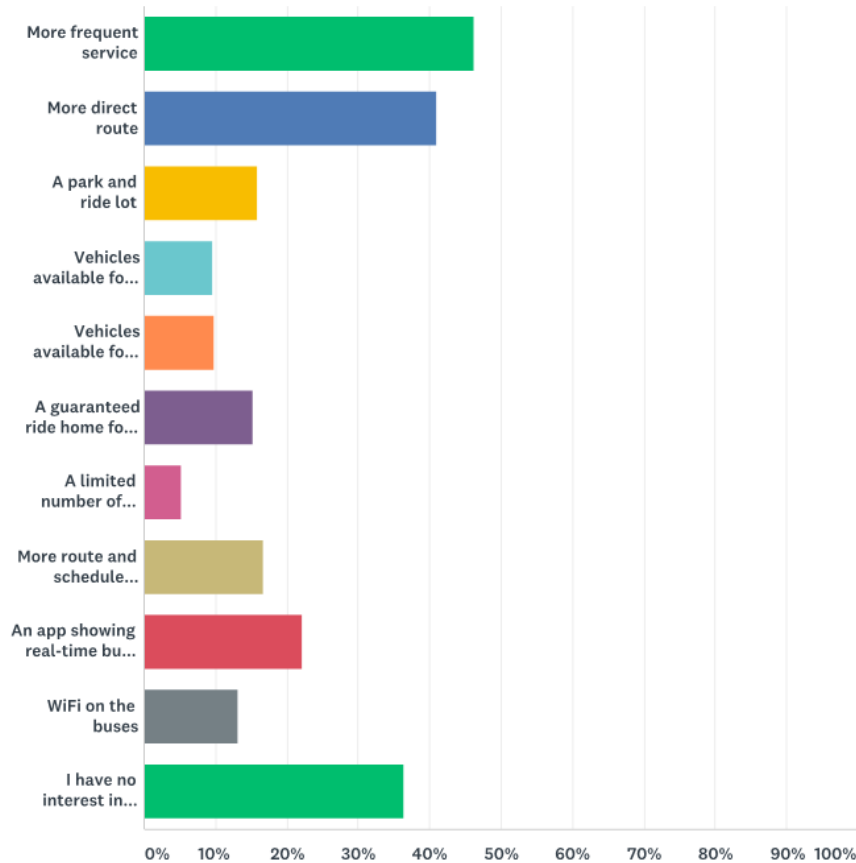


ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	1.63%	5
Student - Yes, but I have not used it	0.65%	2
Student - No	0.00%	0
Faculty/Staff - Yes, I have purchased one	9.12%	28
Faculty/Staff - Yes, but I have never purchased one	55.05%	169
Faculty/Staff - No	33.55%	103
TOTAL		307

Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 303 Skipped: 21



ANSWER CHOICES	RESPONSES	
More frequent service	46.20%	140
More direct route	40.92%	124
A park and ride lot	15.84%	48
Vehicles available for business appointments	9.57%	29
Vehicles available for personal appointments	9.90%	30
A guaranteed ride home for emergencies	15.18%	46
A limited number of one-day parking passes	5.28%	16
More route and schedule information	16.83%	51
An app showing real-time bus locations	22.11%	67



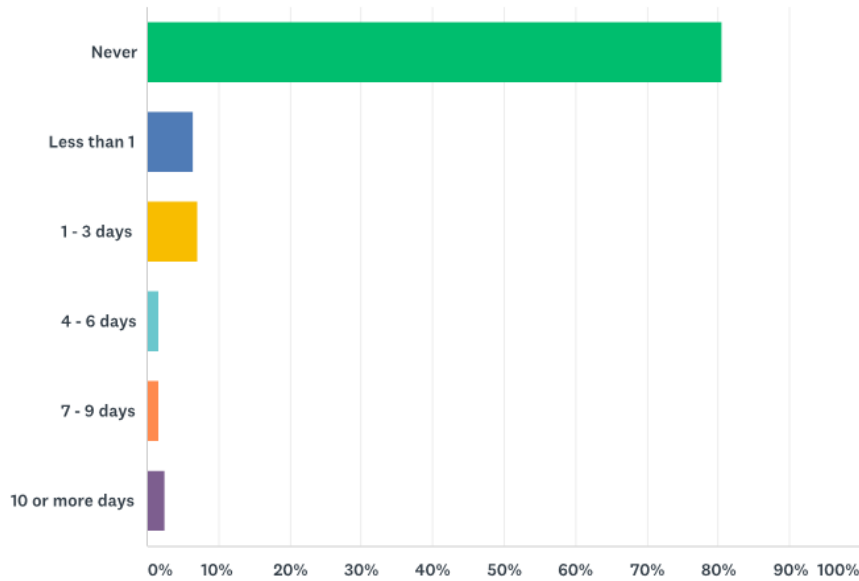
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	13.20%	40
I have no interest in riding the bus	36.30%	110
Total Respondents: 303		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 307 Skipped: 17

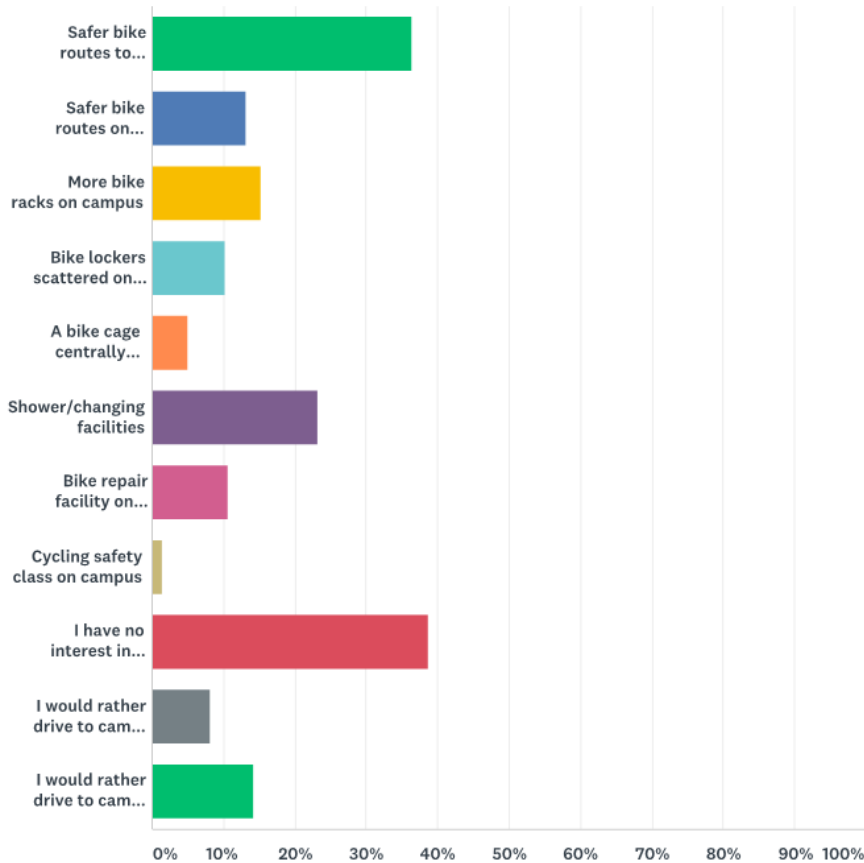


ANSWER CHOICES	RESPONSES	
Never	80.46%	247
Less than 1	6.51%	20
1 - 3 days	7.17%	22
4 - 6 days	1.63%	5
7 - 9 days	1.63%	5
10 or more days	2.61%	8
TOTAL		307

Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 281 Skipped: 43



ANSWER CHOICES	PERCENTAGE	COUNT
Safer bike routes to campus	36.30%	102
Safer bike routes on campus	13.17%	37
More bike racks on campus	15.30%	43
Bike lockers scattered on campus	10.32%	29
A bike cage centrally located on campus	4.98%	14
Shower/changing facilities	23.13%	65
Bike repair facility on campus	10.68%	30
Cycling safety class on campus	1.42%	4
I have no interest in riding a bicycle	38.79%	109



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	8.19%	23
I would rather drive to campus and use a bikeshare bike to move between campus locations	14.23%	40
Total Respondents: 281		



Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 174 Skipped: 150

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

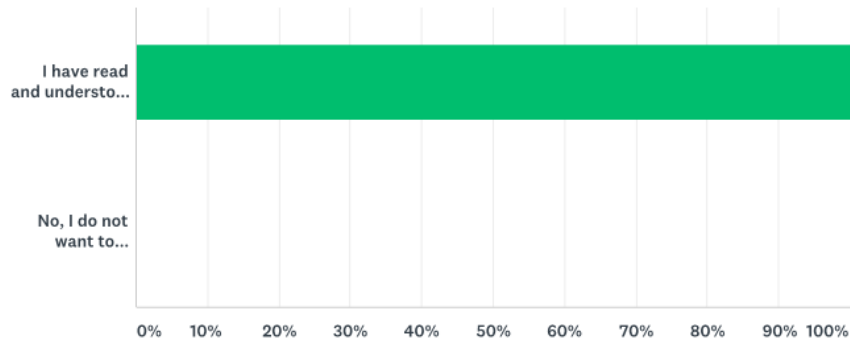
Answered: 187 Skipped: 137

Parking and Transportation Quantitative Survey Responses

Staff Only



Parking and Transportation Survey - Humboldt State University- 2017

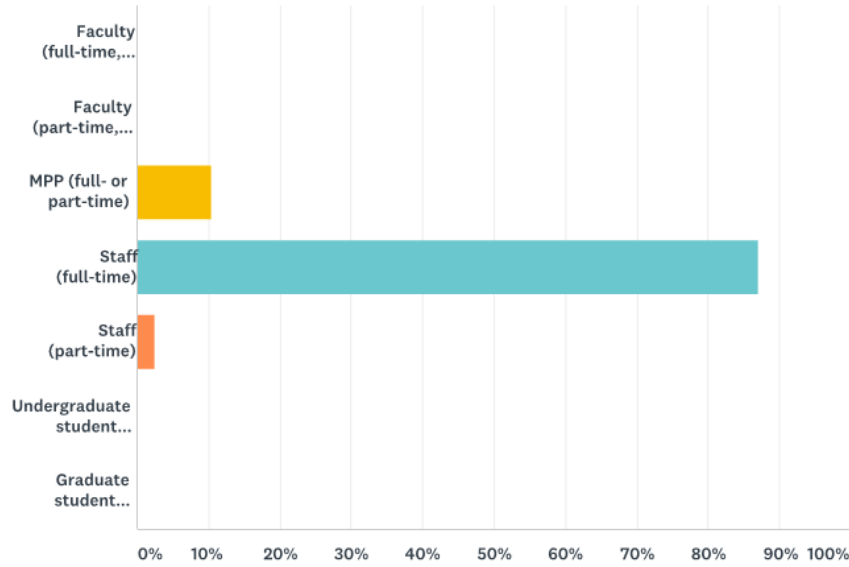


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	100.00%	449
No, I do not want to participate in this survey	0.00%	0
TOTAL		449

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 449 Skipped: 0



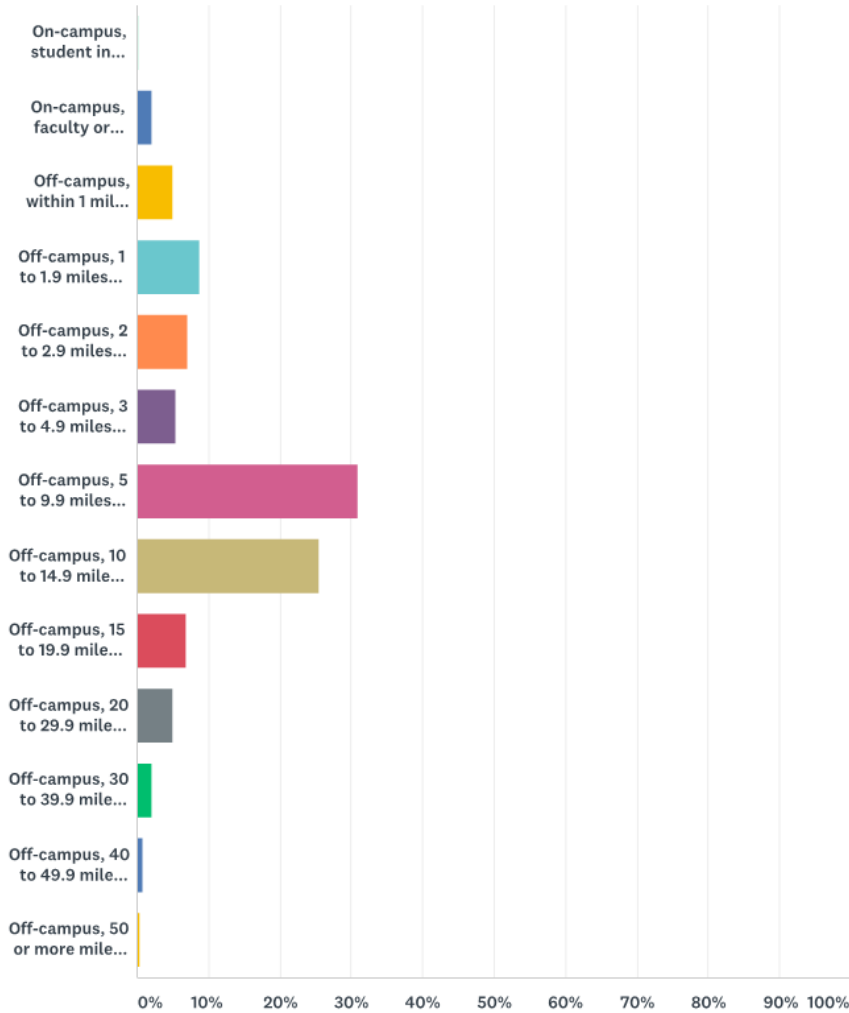
ANSWER CHOICES	RESPONSES
Faculty (full-time, tenure, or tenure track)	0.00% 0
Faculty (part-time, adjunct)	0.00% 0
MPP (full- or part-time)	10.47% 47
Staff (full-time)	87.08% 391
Staff (part-time)	2.45% 11
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
TOTAL	449



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 447 Skipped: 2



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	0.22% 1
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	2.01% 9
Off-campus, within 1 mile of campus	4.92% 22
Off-campus, 1 to 1.9 miles from campus	8.72% 39
Off-campus, 2 to 2.9 miles from campus	7.16% 32
Off-campus, 3 to 4.9 miles from campus	5.37% 24



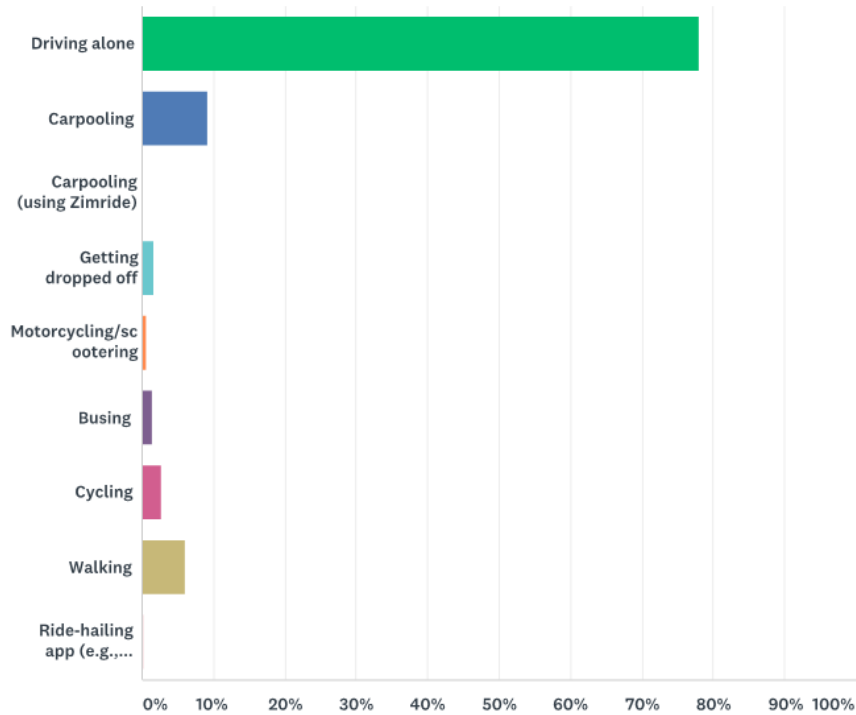
Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	30.87%	138
Off-campus, 10 to 14.9 miles from campus	25.50%	114
Off-campus, 15 to 19.9 miles from campus	6.94%	31
Off-campus, 20 to 29.9 miles from campus	4.92%	22
Off-campus, 30 to 39.9 miles from campus	2.01%	9
Off-campus, 40 to 49.9 miles from campus	0.89%	4
Off-campus, 50 or more miles from campus	0.45%	2
TOTAL		447

Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 434 Skipped: 15



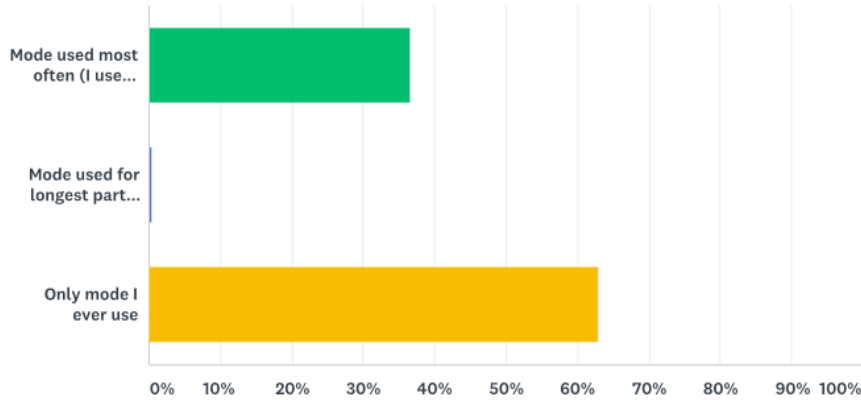
ANSWER CHOICES	RESPONSES	
Driving alone	78.11%	339
Carpooling	9.22%	40
Carpooling (using Zimride)	0.00%	0
Getting dropped off	1.61%	7
Motorcycling/scootering	0.69%	3
Busing	1.38%	6
Cycling	2.76%	12
Walking	5.99%	26
Ride-hailing app (e.g., Uber)	0.23%	1
TOTAL		434



Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 434 Skipped: 15

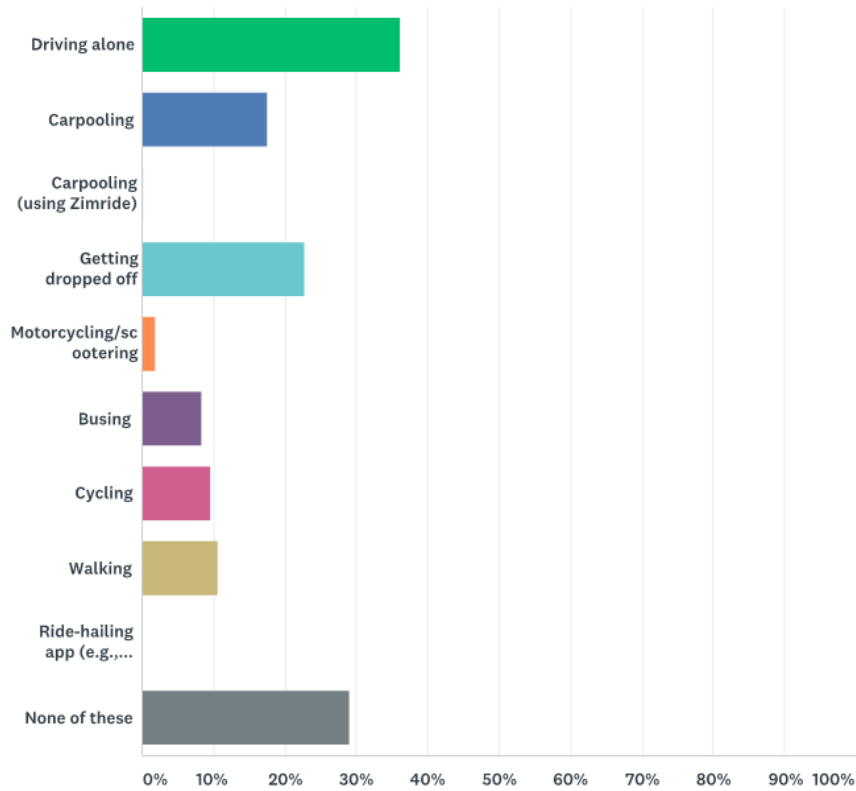


ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	36.64%	159
Mode used for longest part of the trip	0.46%	2
Only mode I ever use	62.90%	273
TOTAL		434

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 434 Skipped: 15

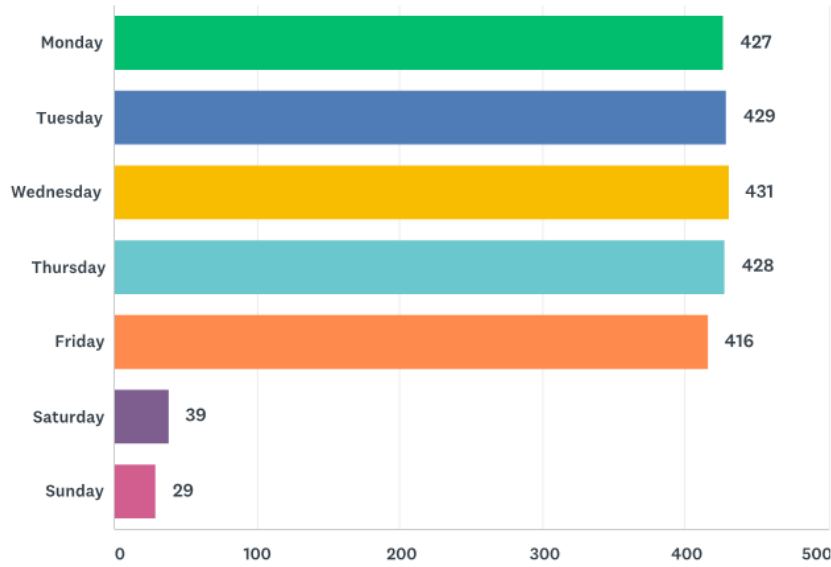


ANSWER CHOICES	RESPONSES	
Driving alone	36.18%	157
Carpooling	17.51%	76
Carpooling (using Zimride)	0.23%	1
Getting dropped off	22.81%	99
Motorcycling/scootering	1.84%	8
Busing	8.29%	36
Cycling	9.68%	42
Walking	10.60%	46
Ride-hailing app (e.g., Uber)	0.00%	0
None of these	29.03%	126
Total Respondents: 434		

Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 434 Skipped: 15



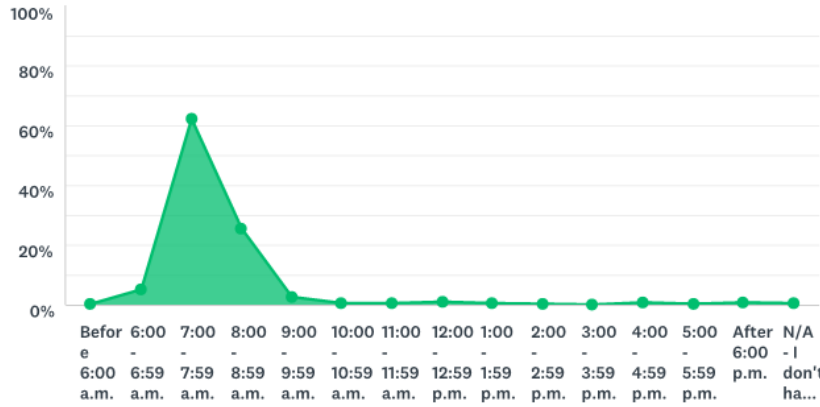
ANSWER CHOICES	RESPONSES
Monday	98.39% 427
Tuesday	98.85% 429
Wednesday	99.31% 431
Thursday	98.62% 428
Friday	95.85% 416
Saturday	8.99% 39
Sunday	6.68% 29
Total Respondents: 434	



Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 433 Skipped: 16



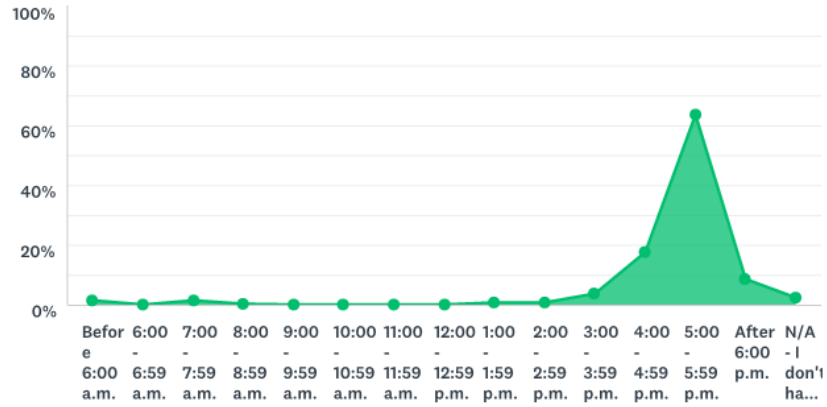
ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.23%	1
6:00 - 6:59 a.m.	5.08%	22
7:00 - 7:59 a.m.	62.12%	269
8:00 - 8:59 a.m.	25.40%	110
9:00 - 9:59 a.m.	2.54%	11
10:00 - 10:59 a.m.	0.46%	2
11:00 - 11:59 a.m.	0.46%	2
12:00 - 12:59 p.m.	0.92%	4
1:00 - 1:59 p.m.	0.46%	2
2:00 - 2:59 p.m.	0.23%	1
3:00 - 3:59 p.m.	0.00%	0
4:00 - 4:59 p.m.	0.69%	3
5:00 - 5:59 p.m.	0.23%	1
After 6:00 p.m.	0.69%	3
N/A - I don't have a "typical" arrival time	0.46%	2
TOTAL		433



Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 433 Skipped: 16

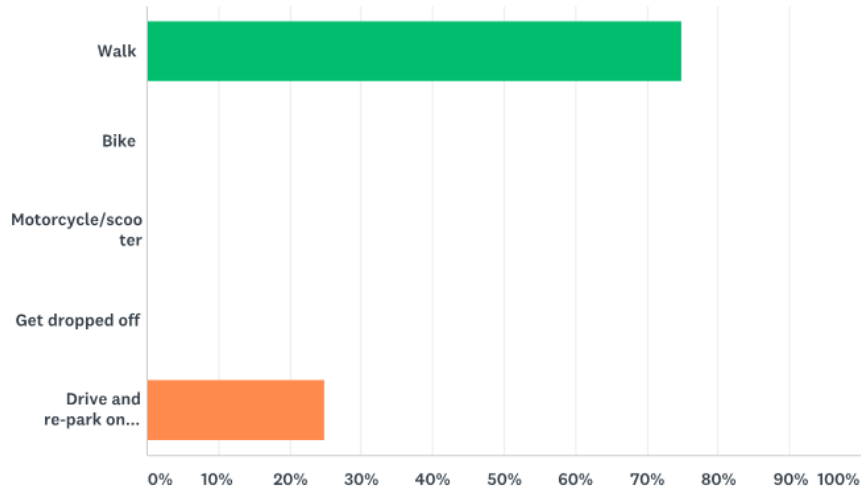


ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	1.39%	6
6:00 - 6:59 a.m.	0.00%	0
7:00 - 7:59 a.m.	1.39%	6
8:00 - 8:59 a.m.	0.23%	1
9:00 - 9:59 a.m.	0.00%	0
10:00 - 10:59 a.m.	0.00%	0
11:00 - 11:59 a.m.	0.00%	0
12:00 - 12:59 p.m.	0.00%	0
1:00 - 1:59 p.m.	0.69%	3
2:00 - 2:59 p.m.	0.69%	3
3:00 - 3:59 p.m.	3.70%	16
4:00 - 4:59 p.m.	17.55%	76
5:00 - 5:59 p.m.	63.51%	275
After 6:00 p.m.	8.55%	37
N/A - I don't have a "typical" departure time	2.31%	10
TOTAL		433

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 8 Skipped: 441

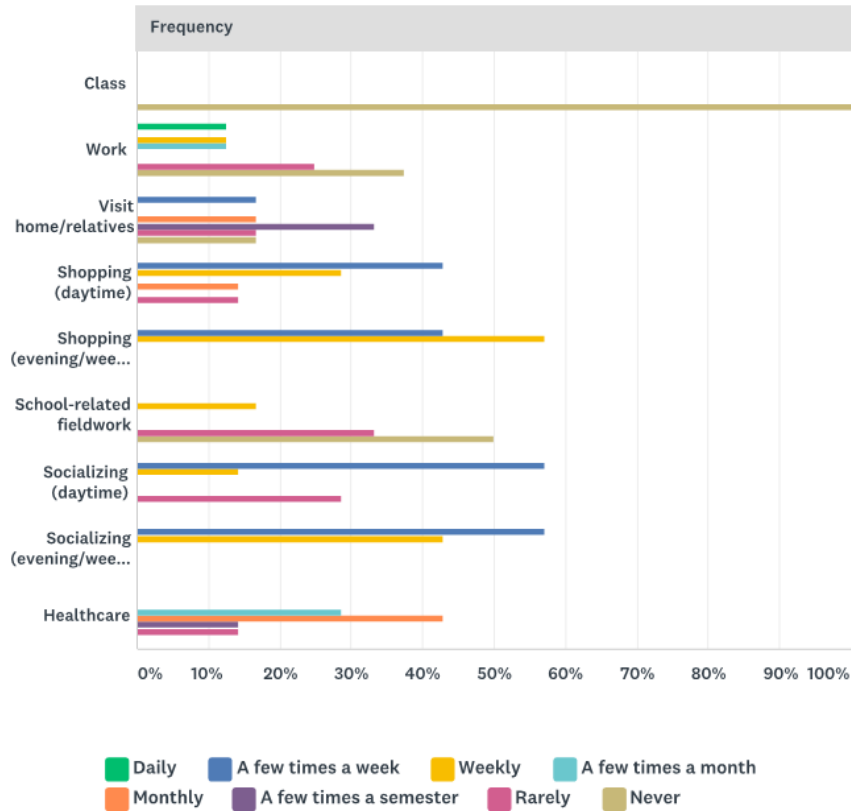


ANSWER CHOICES	RESPONSES	
Walk	75.00%	6
Bike	0.00%	0
Motorcycle/scooter	0.00%	0
Get dropped off	0.00%	0
Drive and re-park on campus	25.00%	2
TOTAL		8

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 8 Skipped: 441



Frequency	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 6	6
Work	12.50% 1	0.00% 0	12.50% 1	12.50% 1	0.00% 0	0.00% 0	25.00% 2	37.50% 3	8
Visit home/relatives	0.00% 0	16.67% 1	0.00% 0	0.00% 0	16.67% 1	33.33% 2	16.67% 1	16.67% 1	6
Shopping (daytime)	0.00% 0	42.86% 3	28.57% 2	0.00% 0	14.29% 1	0.00% 0	14.29% 1	0.00% 0	7
Shopping (evening/weekend)	0.00% 0	42.86% 3	57.14% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
School-related fieldwork	0.00% 0	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	33.33% 2	50.00% 3	6
Socializing (daytime)	0.00% 0	57.14% 4	14.29% 1	0.00% 0	0.00% 0	0.00% 0	28.57% 2	0.00% 0	7



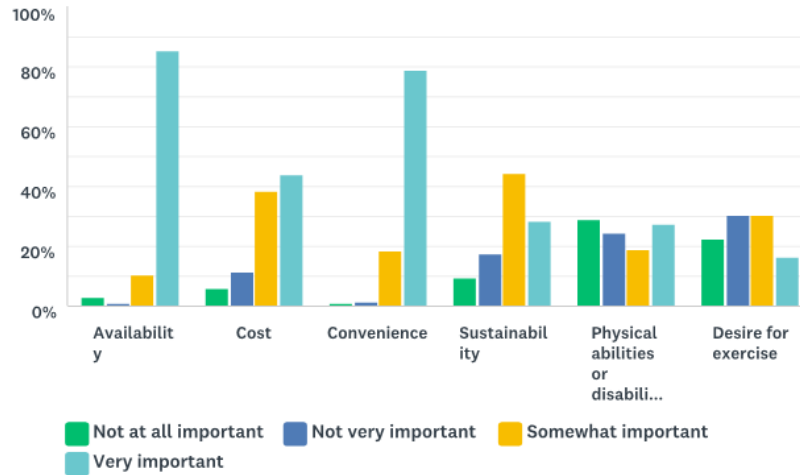
Parking and Transportation Survey - Humboldt State University- 2017

Socializing (evening/weekend)	0.00%	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	7
	0	4	3	0	0	0	0	0	
Healthcare	0.00%	0.00%	0.00%	28.57%	42.86%	14.29%	14.29%	0.00%	7
	0	0	0	2	3	1	1	0	

Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 438 Skipped: 11

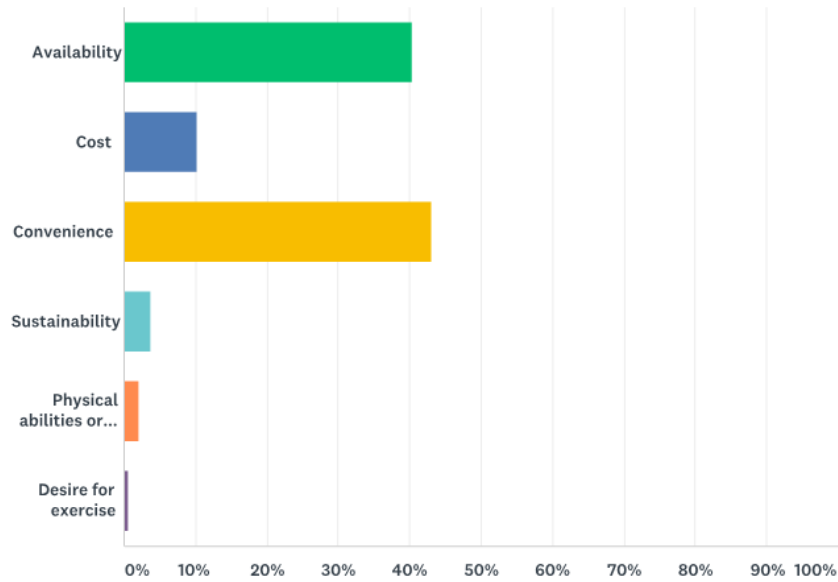


	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	3.19% 13	0.98% 4	10.54% 43	85.29% 348	408	370.51
Cost	5.93% 24	11.60% 47	38.52% 156	43.95% 178	405	293.70
Convenience	0.95% 4	1.65% 7	18.44% 78	78.96% 334	423	367.09
Sustainability	9.61% 39	17.73% 72	44.33% 180	28.33% 115	406	254.82
Physical abilities or disabilities	29.00% 87	24.33% 73	19.00% 57	27.67% 83	300	193.57
Desire for exercise	22.54% 80	30.42% 108	30.42% 108	16.62% 59	355	187.86

Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 437 Skipped: 12

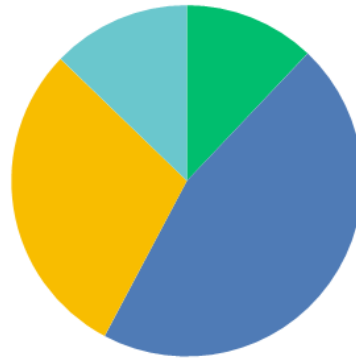


ANSWER CHOICES	RESPONSES	
Availability	40.27%	176
Cost	10.30%	45
Convenience	43.02%	188
Sustainability	3.66%	16
Physical abilities or disabilities	2.06%	9
Desire for exercise	0.69%	3
TOTAL		437

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 438 Skipped: 11



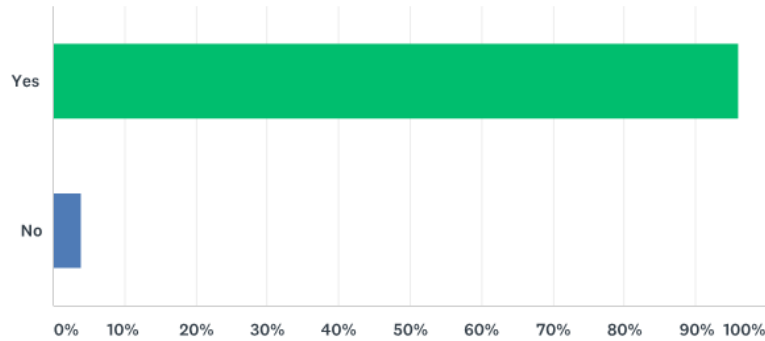
■ Not at all
 ■ Somewhat
 ■ A lot
 ■ Not sure

(no label)	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
	12.10%	45.66%	29.45%	12.79%	438	239.79
	53	200	129	56		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 438 Skipped: 11



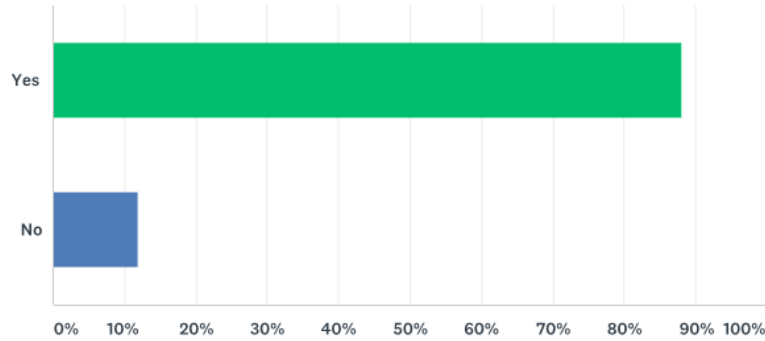
ANSWER CHOICES	RESPONSES	
Yes	96.12%	421
No	3.88%	17
TOTAL		438



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 421 Skipped: 28

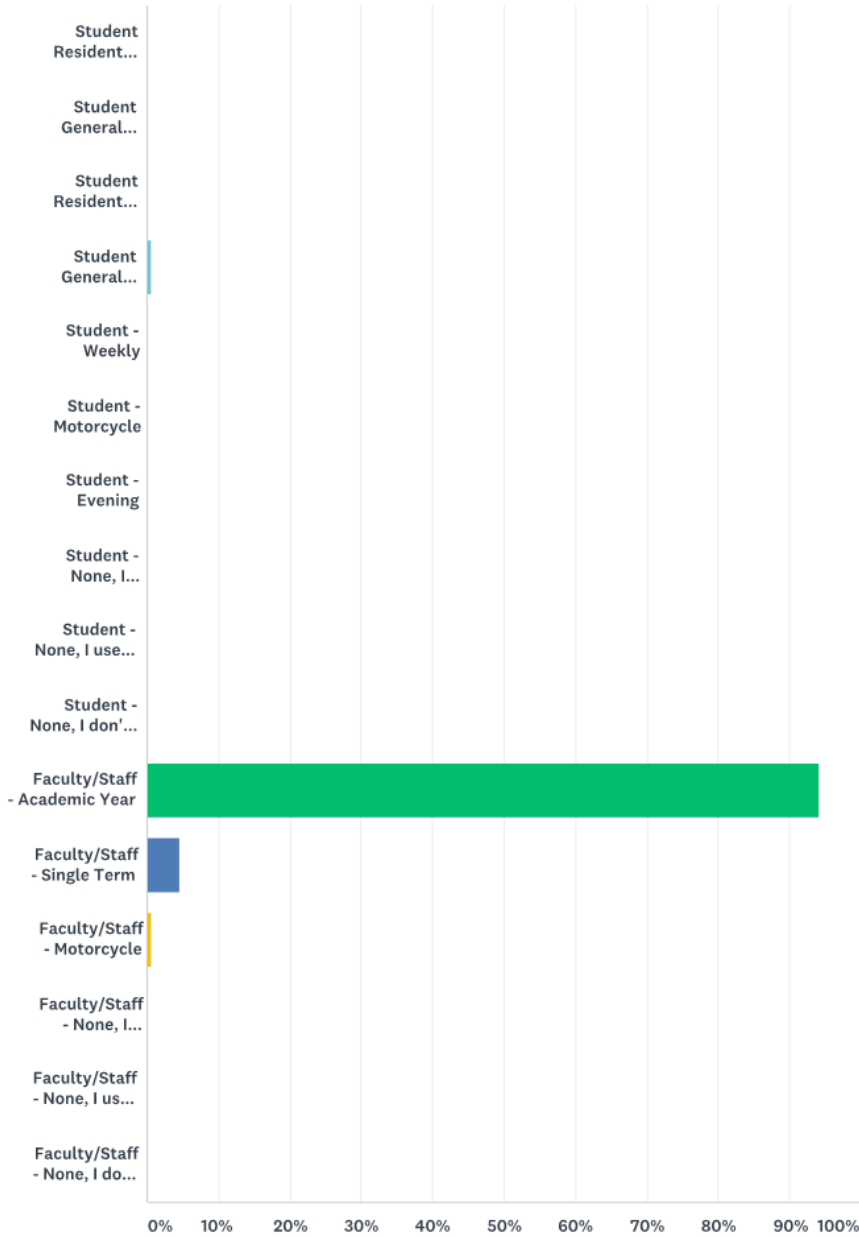


ANSWER CHOICES	RESPONSES	
Yes	88.12%	371
No	11.88%	50
TOTAL		421

Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 365 Skipped: 84



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	0.00% 0



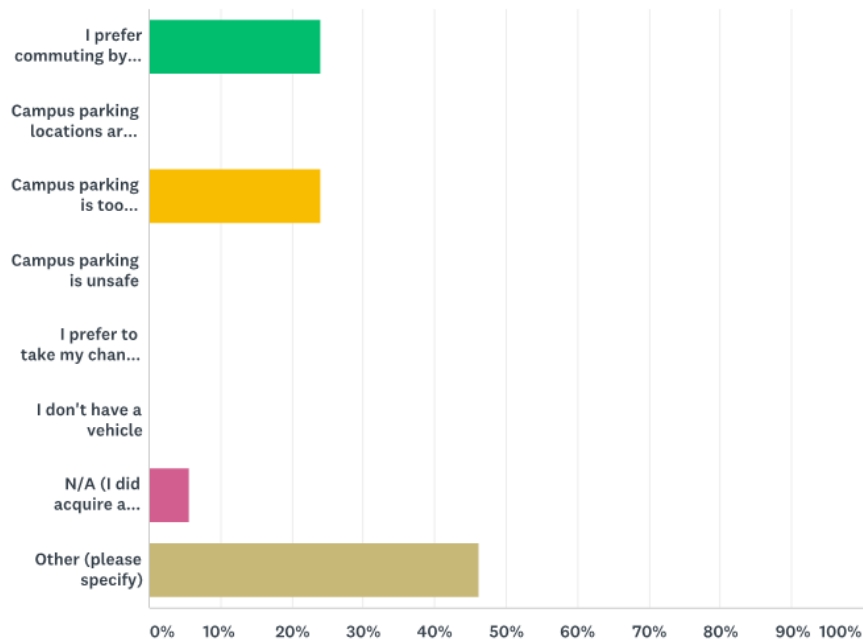
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	0.00%	0
Student Resident (campus housing) - Fall Semester	0.00%	0
Student General (commuter) - Fall Semester	0.55%	2
Student - Weekly	0.00%	0
Student - Motorcycle	0.00%	0
Student - Evening	0.00%	0
Student - None, I purchase daily permits	0.00%	0
Student - None, I use meters	0.00%	0
Student - None, I don't park on campus	0.00%	0
Faculty/Staff - Academic Year	94.25%	344
Faculty/Staff - Single Term	4.66%	17
Faculty/Staff - Motorcycle	0.55%	2
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		365

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 54 Skipped: 395

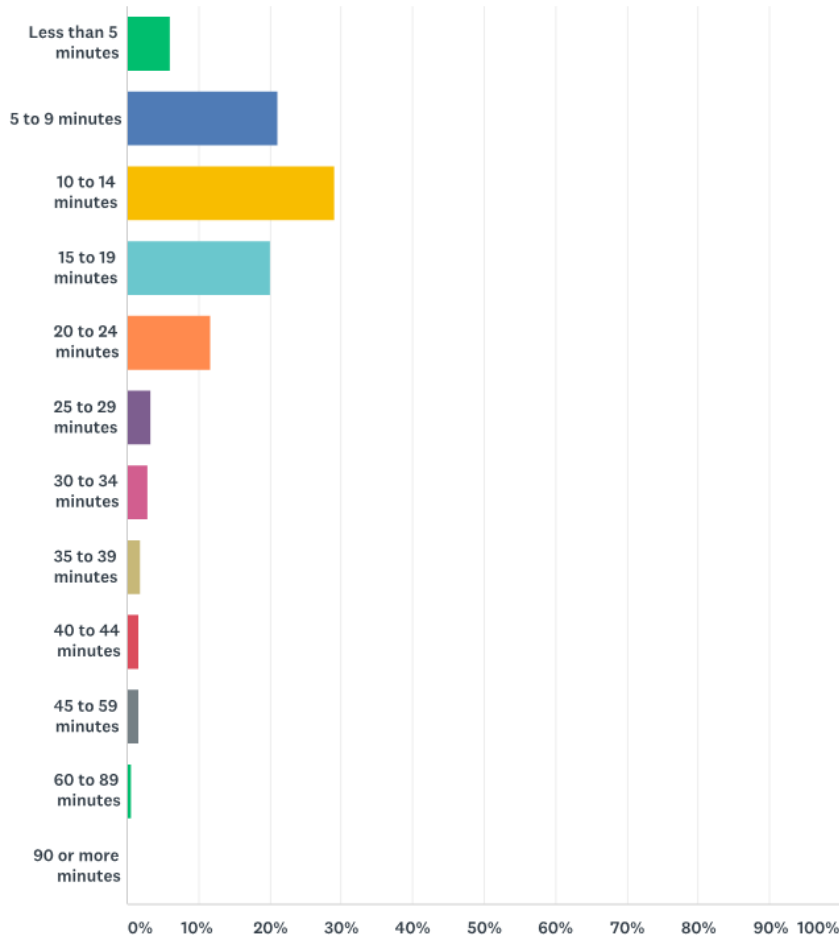


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	24.07%	13
Campus parking locations are inconvenient	0.00%	0
Campus parking is too difficult to find	24.07%	13
Campus parking is unsafe	0.00%	0
I prefer to take my chances that I won't get a ticket	0.00%	0
I don't have a vehicle	0.00%	0
N/A (I did acquire a current parking permit)	5.56%	3
Other (please specify)	46.30%	25
TOTAL		54

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 365 Skipped: 84



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	6.03%	22
5 to 9 minutes	21.10%	77
10 to 14 minutes	29.04%	106
15 to 19 minutes	20.00%	73
20 to 24 minutes	11.78%	43
25 to 29 minutes	3.29%	12
30 to 34 minutes	3.01%	11



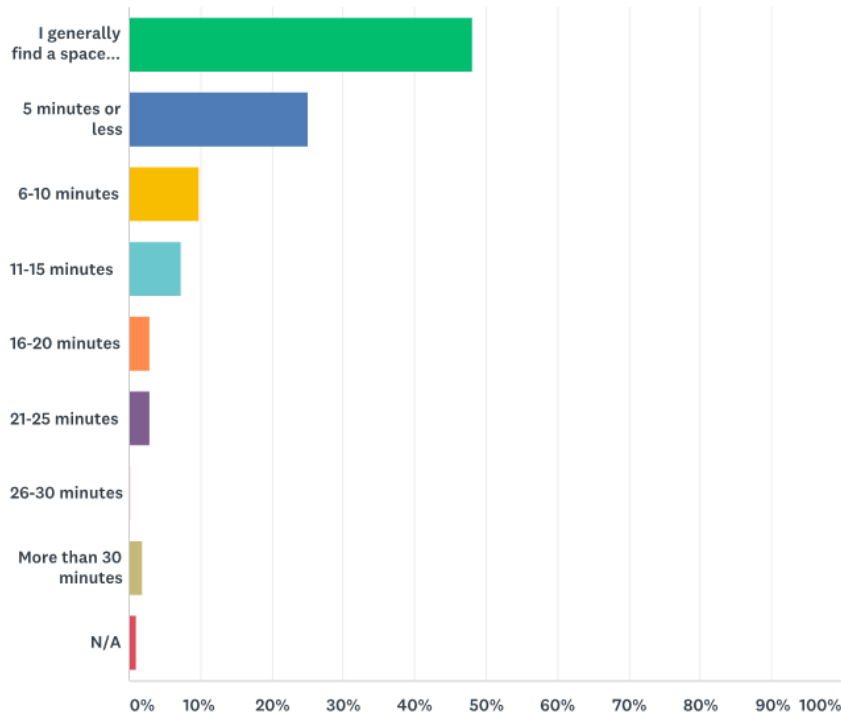
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	1.92%	7
40 to 44 minutes	1.64%	6
45 to 59 minutes	1.64%	6
60 to 89 minutes	0.55%	2
90 or more minutes	0.00%	0
TOTAL		365

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 365 Skipped: 84

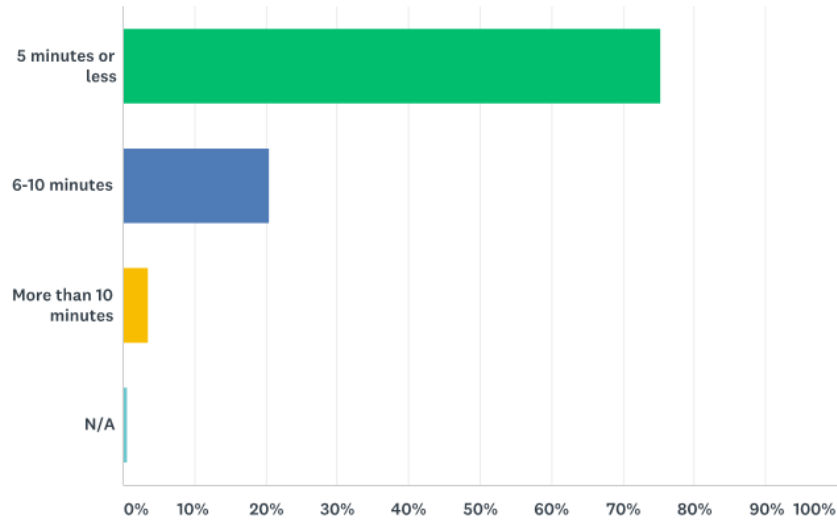


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	48.22%	176
5 minutes or less	25.21%	92
6-10 minutes	9.86%	36
11-15 minutes	7.40%	27
16-20 minutes	3.01%	11
21-25 minutes	3.01%	11
26-30 minutes	0.27%	1
More than 30 minutes	1.92%	7
N/A	1.10%	4
TOTAL		365

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 365 Skipped: 84



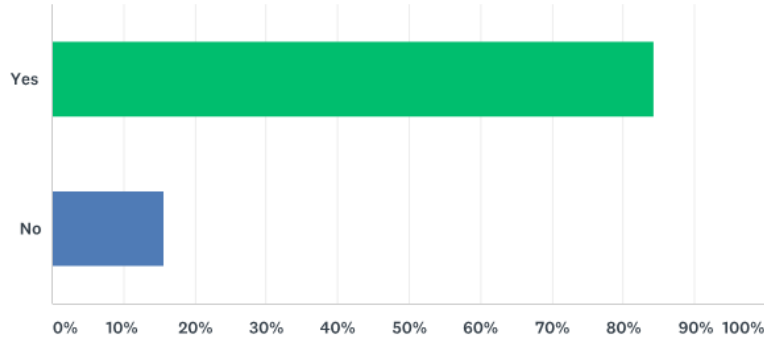
ANSWER CHOICES	RESPONSES	
5 minutes or less	75.34%	275
6-10 minutes	20.55%	75
More than 10 minutes	3.56%	13
N/A	0.55%	2
TOTAL		365



Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 365 Skipped: 84



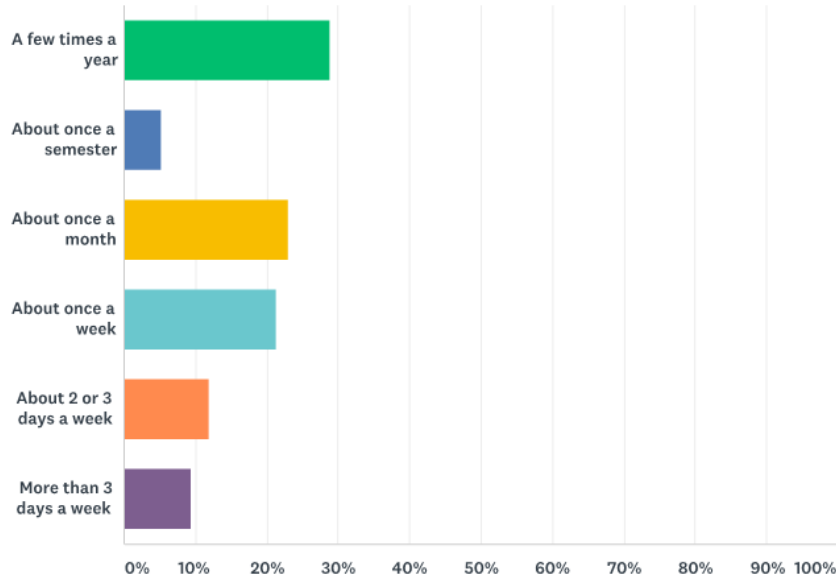
ANSWER CHOICES	RESPONSES	
Yes	84.38%	308
No	15.62%	57
TOTAL		365



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 308 Skipped: 141

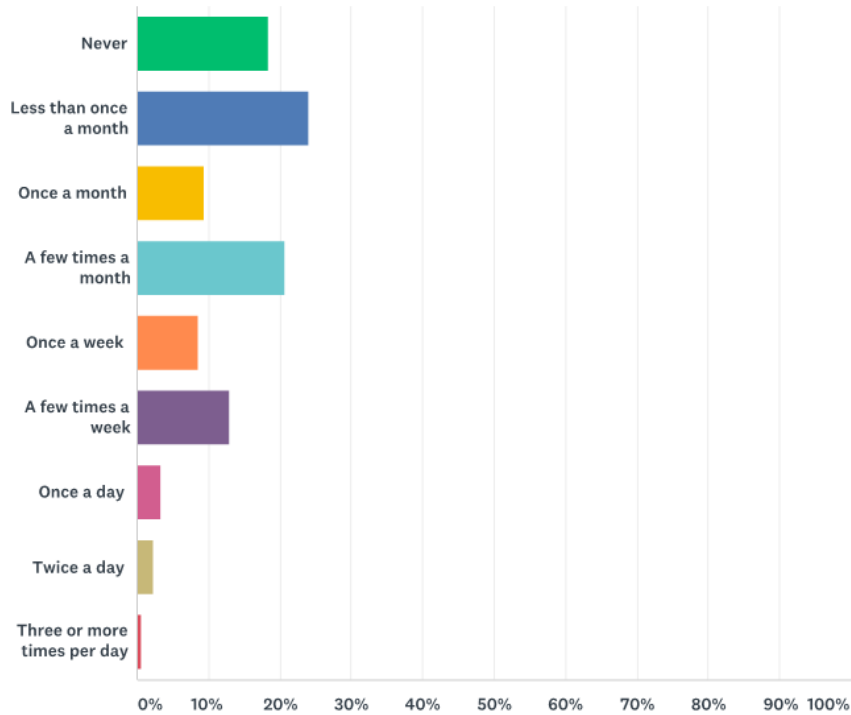


ANSWER CHOICES	RESPONSES	
A few times a year	28.90%	89
About once a semester	5.19%	16
About once a month	23.05%	71
About once a week	21.43%	66
About 2 or 3 days a week	12.01%	37
More than 3 days a week	9.42%	29
TOTAL		308

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 363 Skipped: 86

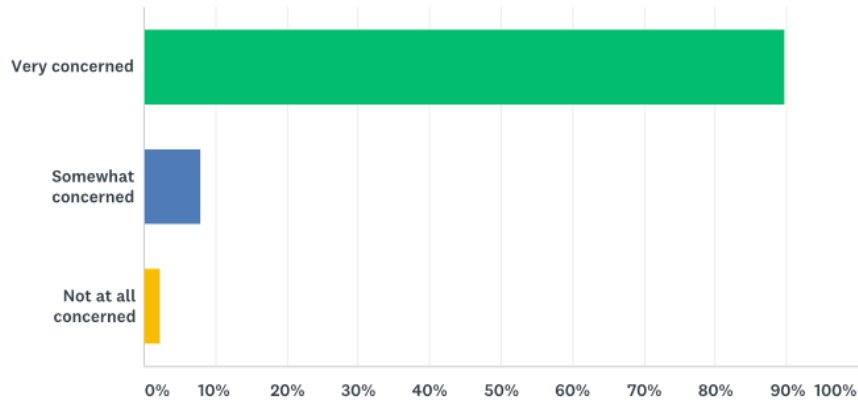


ANSWER CHOICES	RESPONSES	
Never	18.46%	67
Less than once a month	23.97%	87
Once a month	9.37%	34
A few times a month	20.66%	75
Once a week	8.54%	31
A few times a week	12.95%	47
Once a day	3.31%	12
Twice a day	2.20%	8
Three or more times per day	0.55%	2
TOTAL		363

Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 364 Skipped: 85

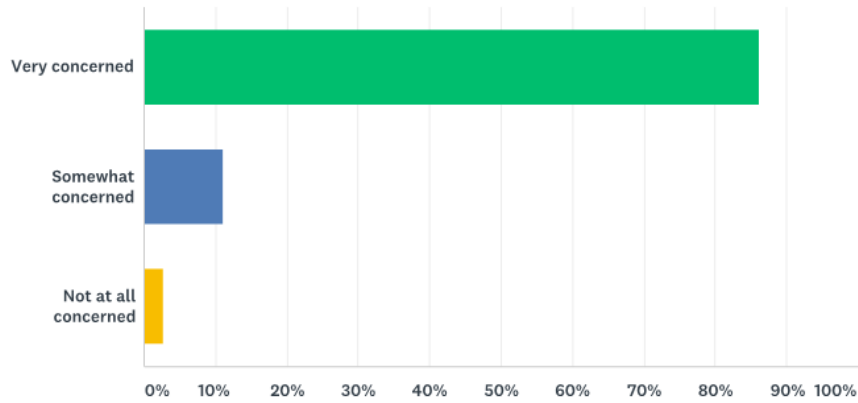


ANSWER CHOICES	RESPONSES	
Very concerned	89.84%	327
Somewhat concerned	7.97%	29
Not at all concerned	2.20%	8
TOTAL		364

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 364 Skipped: 85

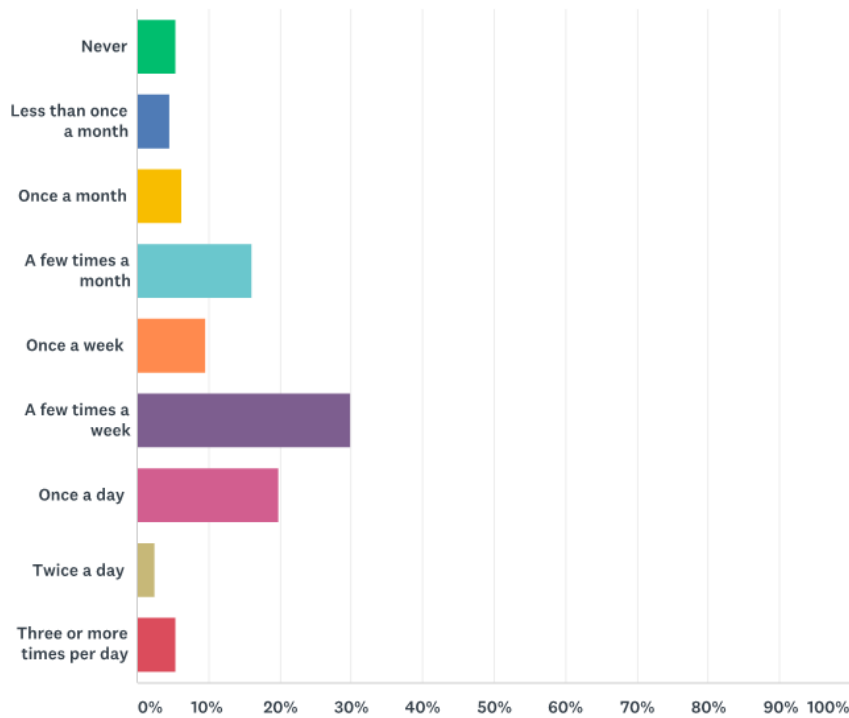


ANSWER CHOICES	RESPONSES	
Very concerned	86.26%	314
Somewhat concerned	10.99%	40
Not at all concerned	2.75%	10
TOTAL		364

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 362 Skipped: 87

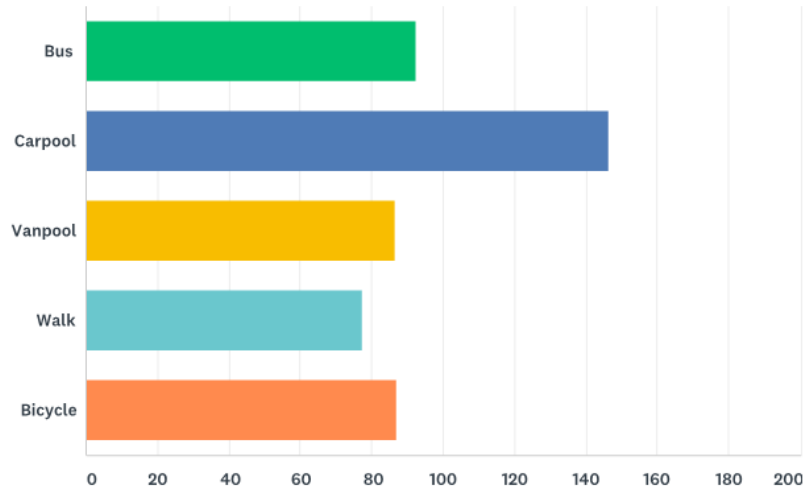


ANSWER CHOICES	RESPONSES	
Never	5.52%	20
Less than once a month	4.70%	17
Once a month	6.35%	23
A few times a month	16.02%	58
Once a week	9.67%	35
A few times a week	29.83%	108
Once a day	19.89%	72
Twice a day	2.49%	9
Three or more times per day	5.52%	20
TOTAL		362

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 416 Skipped: 33

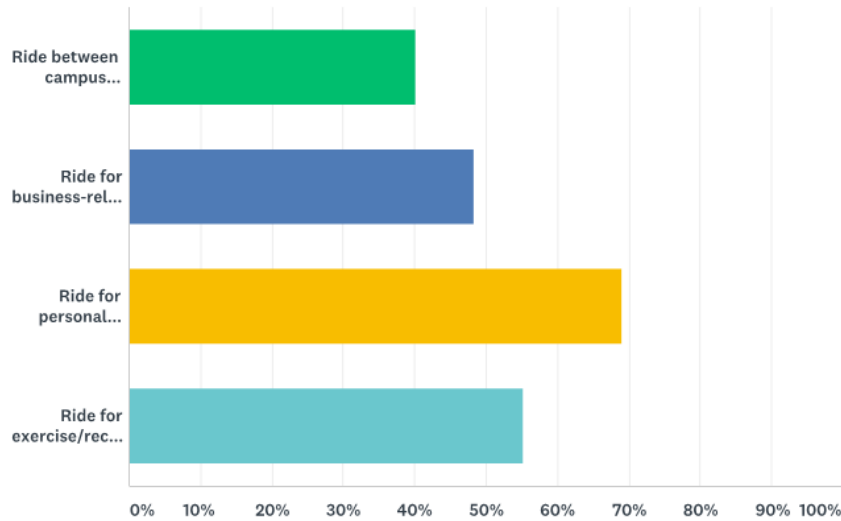


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	55.77% 232	22.84% 95	11.06% 46	6.25% 26	4.09% 17	416	92.45
Carpool	32.85% 136	37.20% 154	12.56% 52	11.84% 49	5.56% 23	414	146.50
Vanpool	48.03% 195	30.30% 123	12.07% 49	0.00% 0	9.61% 39	406	86.74
Walk	70.94% 293	8.47% 35	6.78% 28	11.38% 47	2.42% 10	413	77.26
Bicycle	62.32% 258	17.87% 74	8.94% 37	8.70% 36	2.17% 9	414	87.17

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 252 Skipped: 197

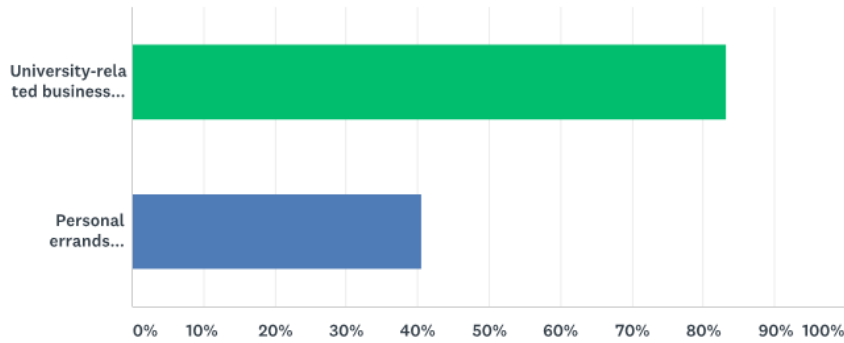


ANSWER CHOICES	RESPONSES	
Ride between campus destinations	40.08%	101
Ride for business-related errands	48.41%	122
Ride for personal errands	69.05%	174
Ride for exercise/recreation	55.16%	139
Total Respondents: 252		

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 251 Skipped: 198

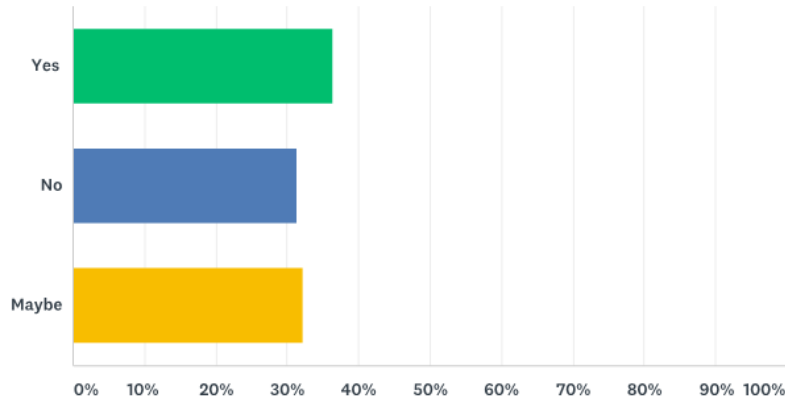


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	83.27%	209
Personal errands (individually paid)	40.64%	102
Total Respondents: 251		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 427 Skipped: 22

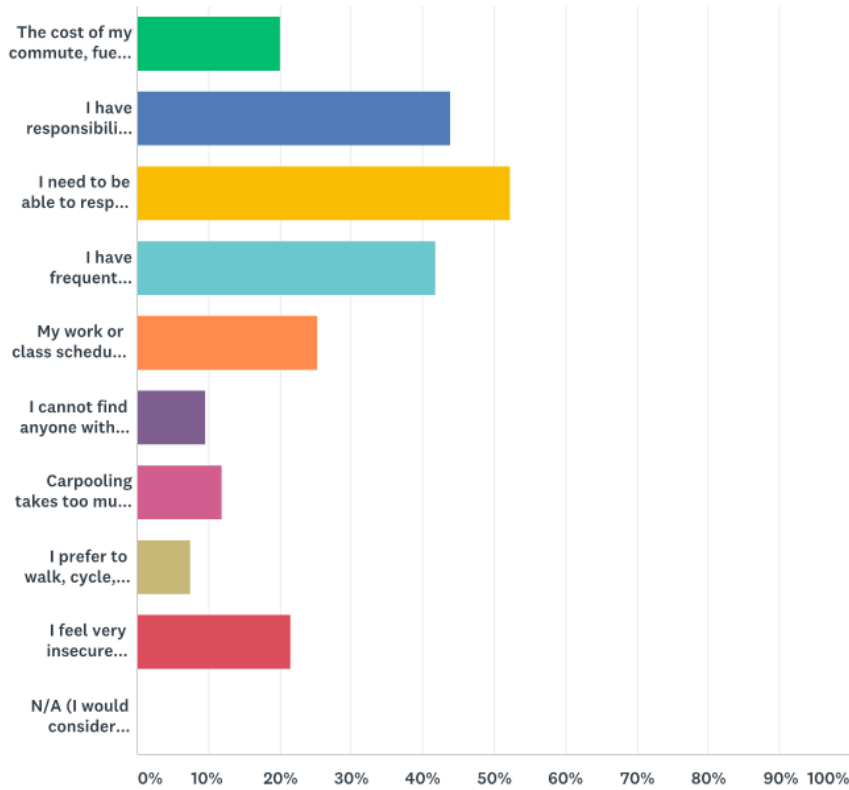


ANSWER CHOICES	RESPONSES	
Yes	36.30%	155
No	31.38%	134
Maybe	32.32%	138
TOTAL		427

Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 134 Skipped: 315



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	20.15% 27
I have responsibilities to a child or children and must be able to respond to their needs immediately	44.03% 59
I need to be able to respond to an emergency without inconveniencing anyone else	52.24% 70
I have frequent appointments off campus	41.79% 56
My work or class schedule is too irregular	25.37% 34
I cannot find anyone with whom to carpool	9.70% 13
Carpooling takes too much time	11.94% 16
I prefer to walk, cycle, or ride the bus/shuttle	7.46% 10
I feel very insecure without having my personal vehicle available to me	21.64% 29
N/A (I would consider carpooling)	0.00% 0



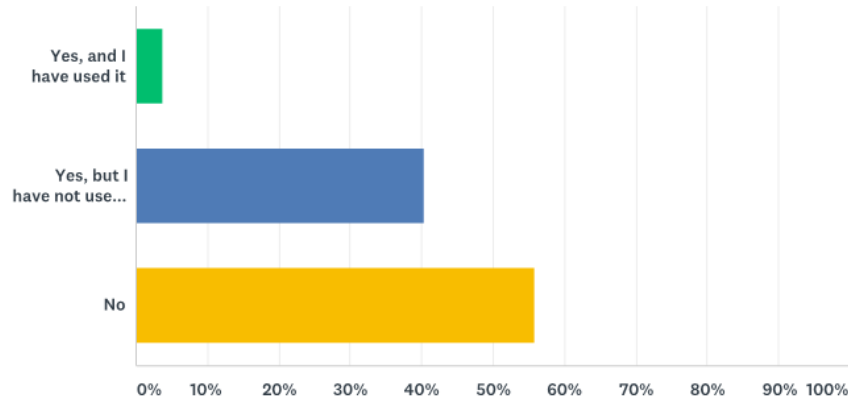
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 134

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 426 Skipped: 23

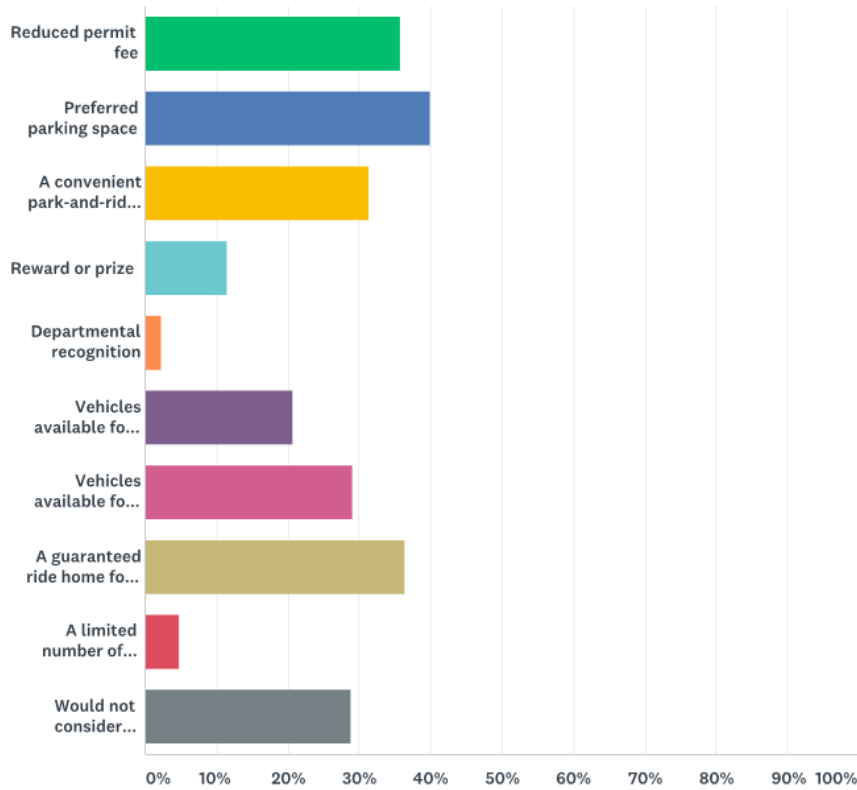


ANSWER CHOICES	RESPONSES
Yes, and I have used it	3.76% 16
Yes, but I have not used it	40.38% 172
No	55.87% 238
TOTAL	426

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 424 Skipped: 25



ANSWER CHOICES	RESPONSES	
Reduced permit fee	35.85%	152
Preferred parking space	39.86%	169
A convenient park-and-ride lot at which to meet my carpool	31.37%	133
Reward or prize	11.56%	49
Departmental recognition	2.36%	10
Vehicles available for business appointments	20.75%	88
Vehicles available for personal appointments	29.01%	123
A guaranteed ride home for emergencies	36.32%	154
A limited number of one-day parking passes	4.72%	20
Would not consider carpooling under any circumstances	28.77%	122



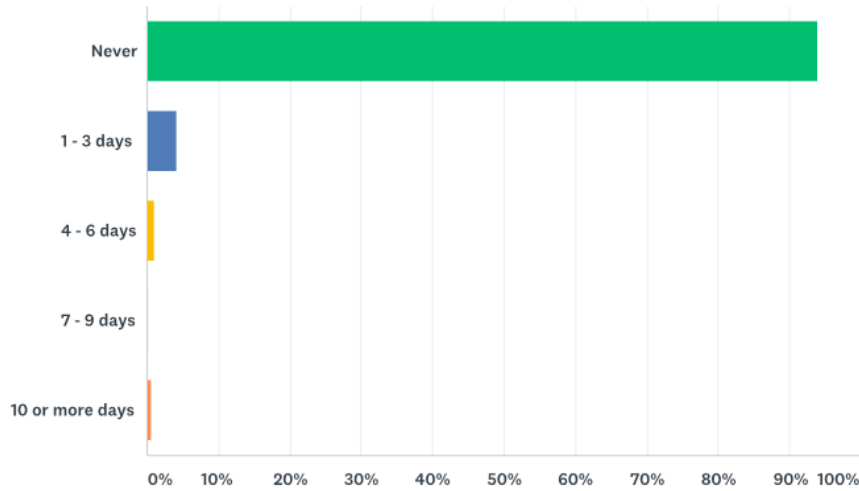
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 424

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 423 Skipped: 26

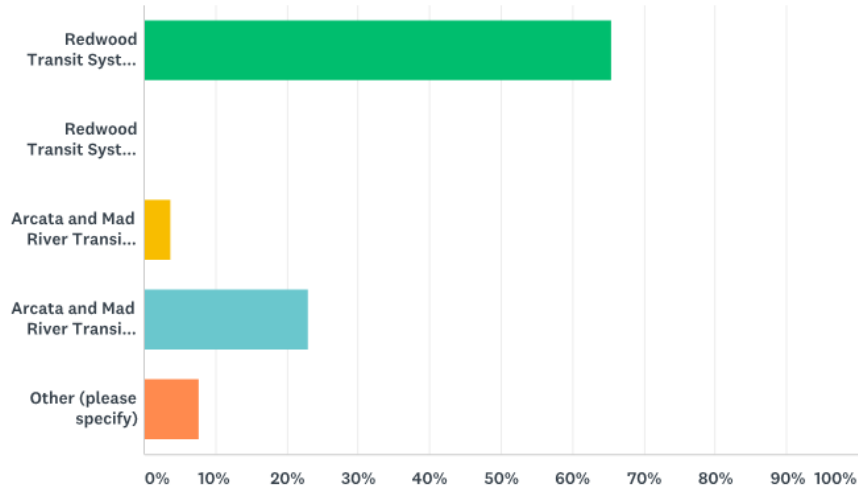


ANSWER CHOICES	RESPONSES	
Never	93.85%	397
1 - 3 days	4.26%	18
4 - 6 days	0.95%	4
7 - 9 days	0.24%	1
10 or more days	0.71%	3
TOTAL		423

Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 26 Skipped: 423

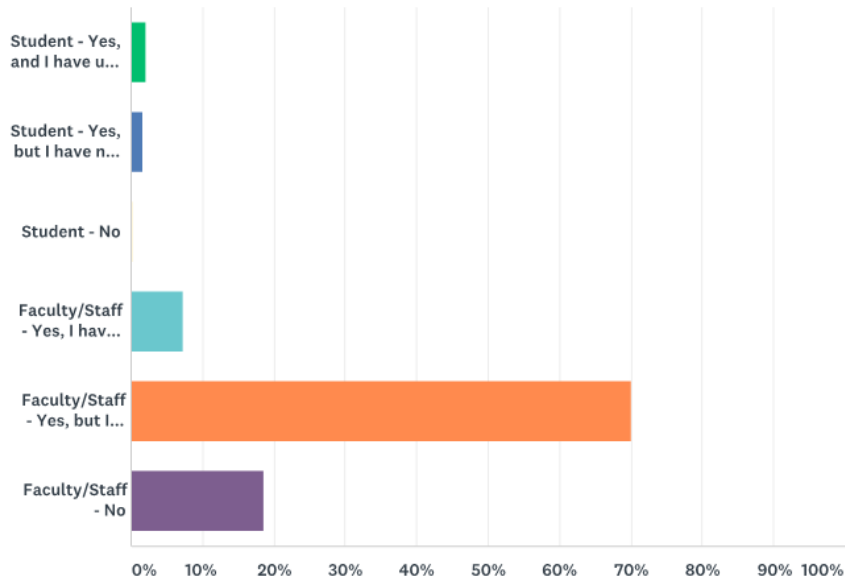


ANSWER CHOICES	RESPONSES	
Redwood Transit System - Mainline	65.38%	17
Redwood Transit System - Willow Creek	0.00%	0
Arcata and Mad River Transit System - Gold	3.85%	1
Arcata and Mad River Transit System - Red	23.08%	6
Other (please specify)	7.69%	2
Total Respondents: 26		

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 421 Skipped: 28



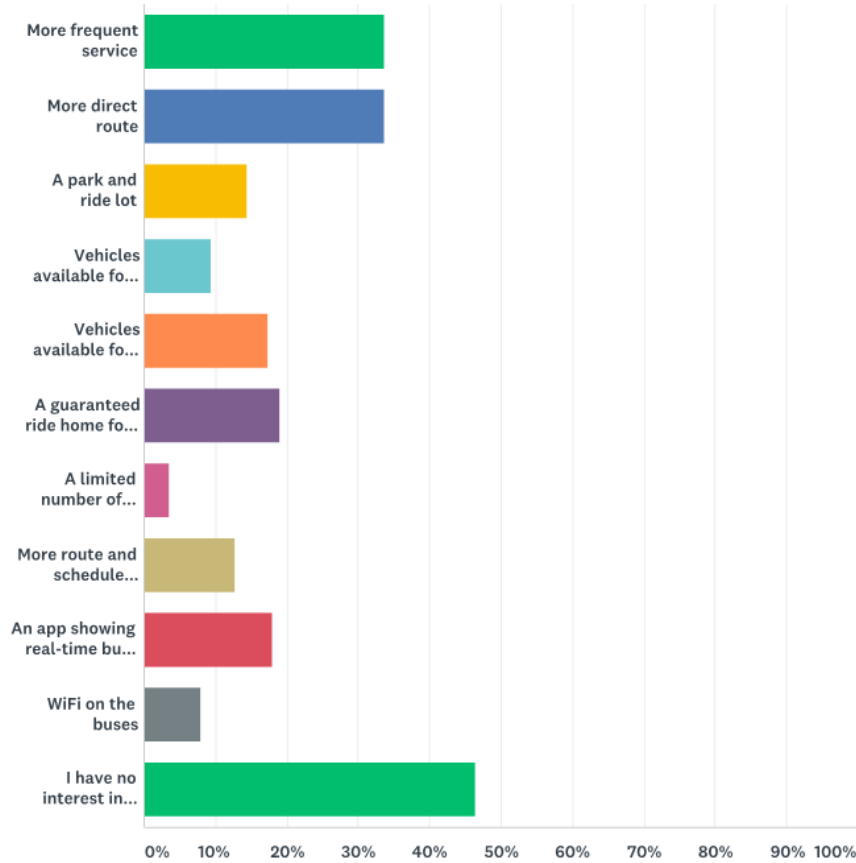
ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	2.14%	9
Student - Yes, but I have not used it	1.66%	7
Student - No	0.24%	1
Faculty/Staff - Yes, I have purchased one	7.36%	31
Faculty/Staff - Yes, but I have never purchased one	70.07%	295
Faculty/Staff - No	18.53%	78
TOTAL		421



Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 416 Skipped: 33



ANSWER CHOICES	RESPONSES	
More frequent service	33.65%	140
More direct route	33.65%	140
A park and ride lot	14.42%	60
Vehicles available for business appointments	9.38%	39
Vehicles available for personal appointments	17.31%	72
A guaranteed ride home for emergencies	18.99%	79
A limited number of one-day parking passes	3.61%	15
More route and schedule information	12.74%	53
An app showing real-time bus locations	18.03%	75



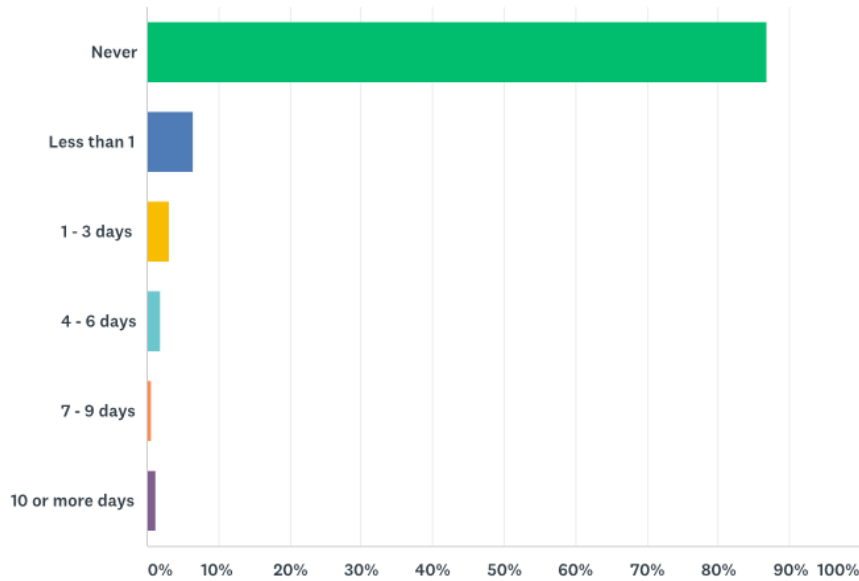
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	7.93%	33
I have no interest in riding the bus	46.39%	193
Total Respondents: 416		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 422 Skipped: 27

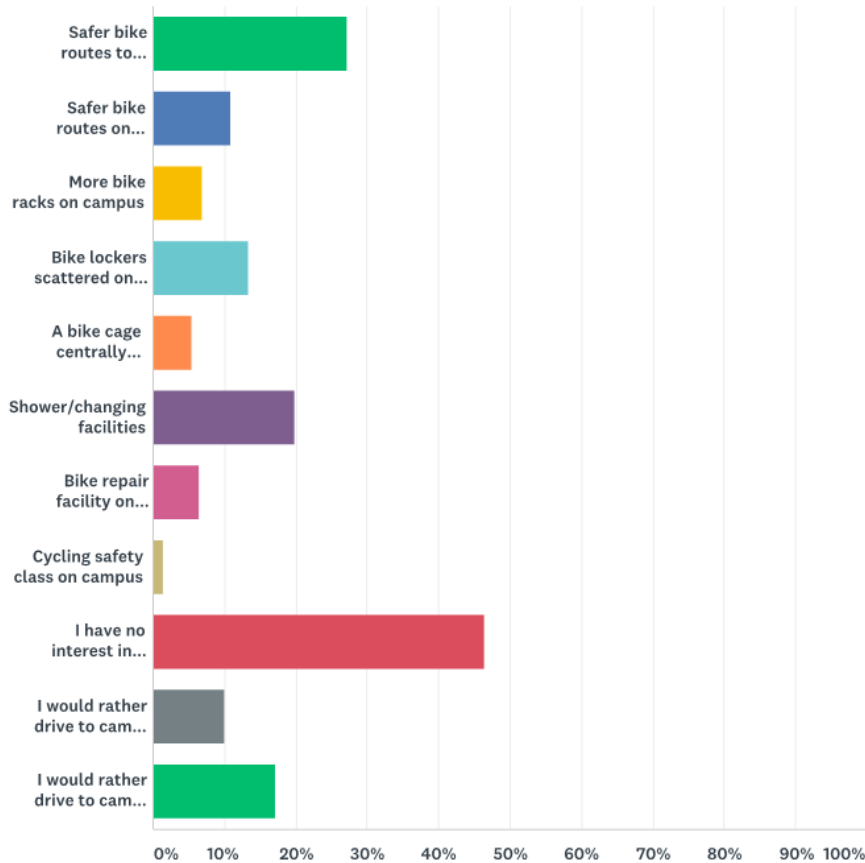


ANSWER CHOICES	RESPONSES	
Never	86.73%	366
Less than 1	6.40%	27
1 - 3 days	3.08%	13
4 - 6 days	1.90%	8
7 - 9 days	0.71%	3
10 or more days	1.18%	5
TOTAL		422

Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 401 Skipped: 48



ANSWER CHOICES	PERCENTAGE	RESPONSES
Safer bike routes to campus	27.18%	109
Safer bike routes on campus	10.97%	44
More bike racks on campus	6.98%	28
Bike lockers scattered on campus	13.47%	54
A bike cage centrally located on campus	5.49%	22
Shower/changing facilities	19.95%	80
Bike repair facility on campus	6.48%	26
Cycling safety class on campus	1.50%	6
I have no interest in riding a bicycle	46.38%	186



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	9.98%	40
I would rather drive to campus and use a bikeshare bike to move between campus locations	17.21%	69
Total Respondents: 401		



Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 237 Skipped: 212

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

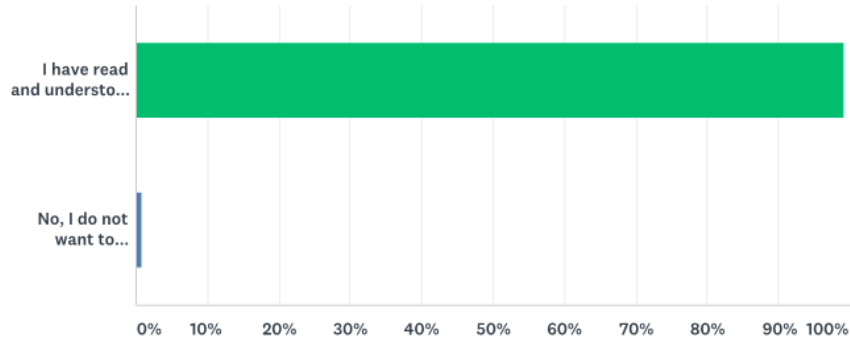
Answered: 240 Skipped: 209

Parking and Transportation Quantitative Survey Responses

Undergraduate Resident Students Only



Parking and Transportation Survey - Humboldt State University- 2017

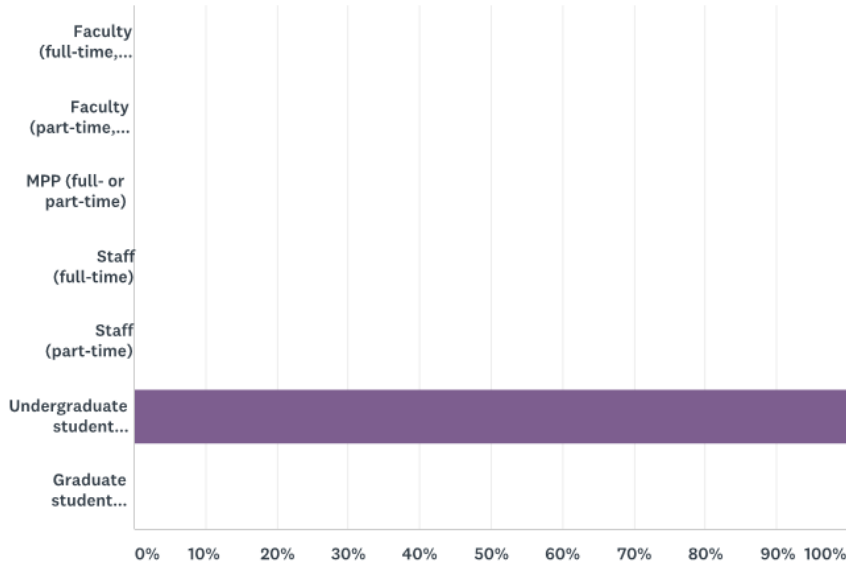


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	99.17%	357
No, I do not want to participate in this survey	0.83%	3
TOTAL		360

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 360 Skipped: 0



ANSWER CHOICES	RESPONSES
Faculty (full-time, tenure, or tenure track)	0.00% 0
Faculty (part-time, adjunct)	0.00% 0
MPP (full- or part-time)	0.00% 0
Staff (full-time)	0.00% 0
Staff (part-time)	0.00% 0
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	100.00% 360
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
TOTAL	360



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 360 Skipped: 0



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	100.00% 360
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	0.00% 0
Off-campus, within 1 mile of campus	0.00% 0
Off-campus, 1 to 1.9 miles from campus	0.00% 0
Off-campus, 2 to 2.9 miles from campus	0.00% 0
Off-campus, 3 to 4.9 miles from campus	0.00% 0



Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	0.00%	0
Off-campus, 10 to 14.9 miles from campus	0.00%	0
Off-campus, 15 to 19.9 miles from campus	0.00%	0
Off-campus, 20 to 29.9 miles from campus	0.00%	0
Off-campus, 30 to 39.9 miles from campus	0.00%	0
Off-campus, 40 to 49.9 miles from campus	0.00%	0
Off-campus, 50 or more miles from campus	0.00%	0
TOTAL		360



Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	0.00%	0
Mode used for longest part of the trip	0.00%	0
Only mode I ever use	0.00%	0
TOTAL		0

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
None of these	0.00% 0
Total Respondents: 0	



Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Monday	0.00% 0
Tuesday	0.00% 0
Wednesday	0.00% 0
Thursday	0.00% 0
Friday	0.00% 0
Saturday	0.00% 0
Sunday	0.00% 0
Total Respondents: 0	

Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Before 6:00 a.m.	0.00% 0
6:00 - 6:59 a.m.	0.00% 0
7:00 - 7:59 a.m.	0.00% 0
8:00 - 8:59 a.m.	0.00% 0
9:00 - 9:59 a.m.	0.00% 0
10:00 - 10:59 a.m.	0.00% 0
11:00 - 11:59 a.m.	0.00% 0
12:00 - 12:59 p.m.	0.00% 0
1:00 - 1:59 p.m.	0.00% 0
2:00 - 2:59 p.m.	0.00% 0
3:00 - 3:59 p.m.	0.00% 0
4:00 - 4:59 p.m.	0.00% 0
5:00 - 5:59 p.m.	0.00% 0
After 6:00 p.m.	0.00% 0
N/A - I don't have a "typical" arrival time	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 0 Skipped: 360

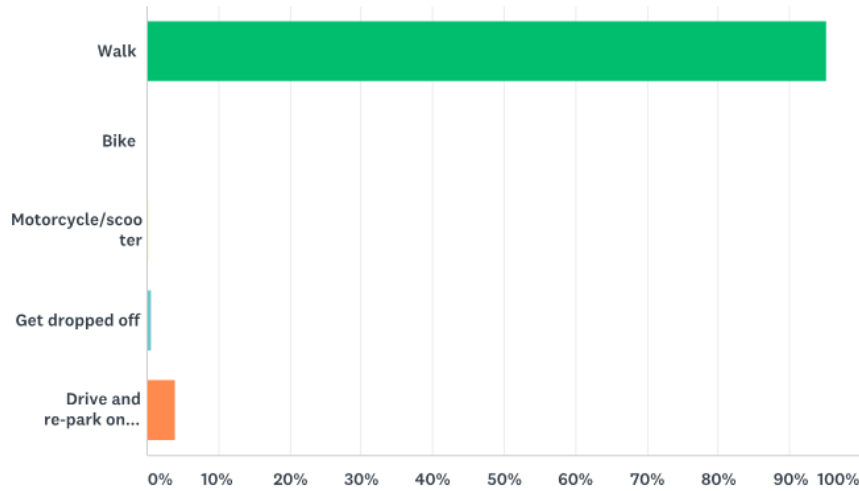
⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Before 6:00 a.m.	0.00% 0
6:00 - 6:59 a.m.	0.00% 0
7:00 - 7:59 a.m.	0.00% 0
8:00 - 8:59 a.m.	0.00% 0
9:00 - 9:59 a.m.	0.00% 0
10:00 - 10:59 a.m.	0.00% 0
11:00 - 11:59 a.m.	0.00% 0
12:00 - 12:59 p.m.	0.00% 0
1:00 - 1:59 p.m.	0.00% 0
2:00 - 2:59 p.m.	0.00% 0
3:00 - 3:59 p.m.	0.00% 0
4:00 - 4:59 p.m.	0.00% 0
5:00 - 5:59 p.m.	0.00% 0
After 6:00 p.m.	0.00% 0
N/A - I don't have a "typical" departure time	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 329 Skipped: 31

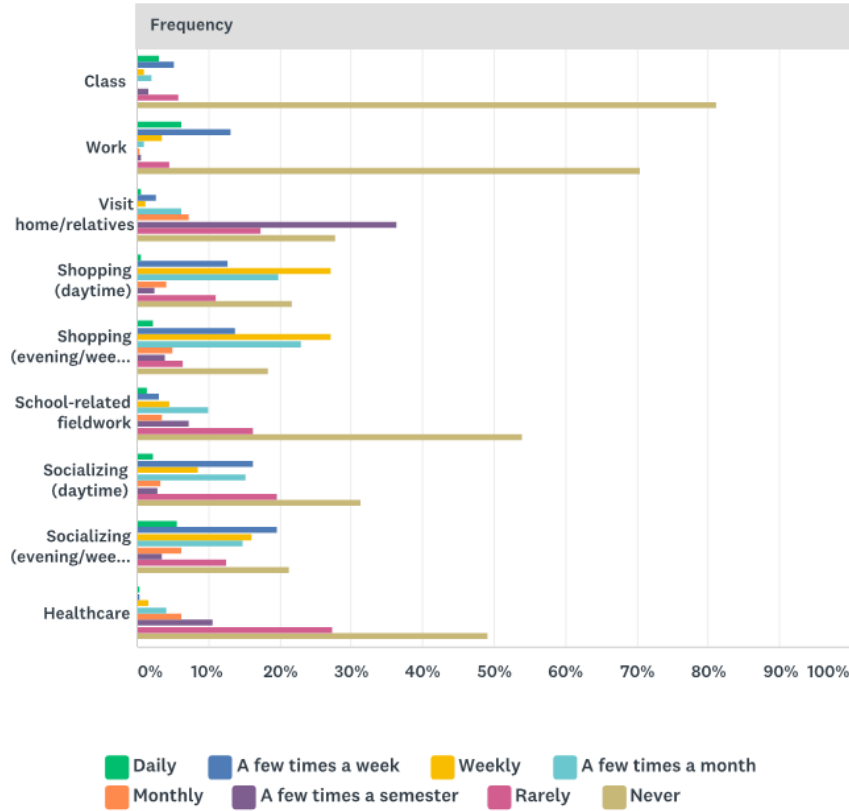


ANSWER CHOICES	RESPONSES	
Walk	95.14%	313
Bike	0.00%	0
Motorcycle/scooter	0.30%	1
Get dropped off	0.61%	2
Drive and re-park on campus	3.95%	13
TOTAL		329

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 314 Skipped: 46



Frequency	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	3.09% 9	5.15% 15	1.03% 3	2.06% 6	0.00% 0	1.72% 5	5.84% 17	81.10% 236	291
Work	6.25% 18	13.19% 38	3.47% 10	1.04% 3	0.35% 1	0.69% 2	4.51% 13	70.49% 203	288
Visit home/relatives	0.67% 2	2.68% 8	1.34% 4	6.35% 19	7.36% 22	36.45% 109	17.39% 52	27.76% 83	299
Shopping (daytime)	0.65% 2	12.66% 39	27.27% 84	19.81% 61	4.22% 13	2.60% 8	11.04% 34	21.75% 67	308
Shopping (evening/weekend)	2.30% 7	13.77% 42	27.21% 83	22.95% 70	4.92% 15	3.93% 12	6.56% 20	18.36% 56	305
School-related fieldwork	1.38% 4	3.11% 9	4.50% 13	10.03% 29	3.46% 10	7.27% 21	16.26% 47	53.98% 156	289
Socializing (daytime)	2.33% 7	16.33% 49	8.67% 26	15.33% 46	3.33% 10	3.00% 9	19.67% 59	31.33% 94	300



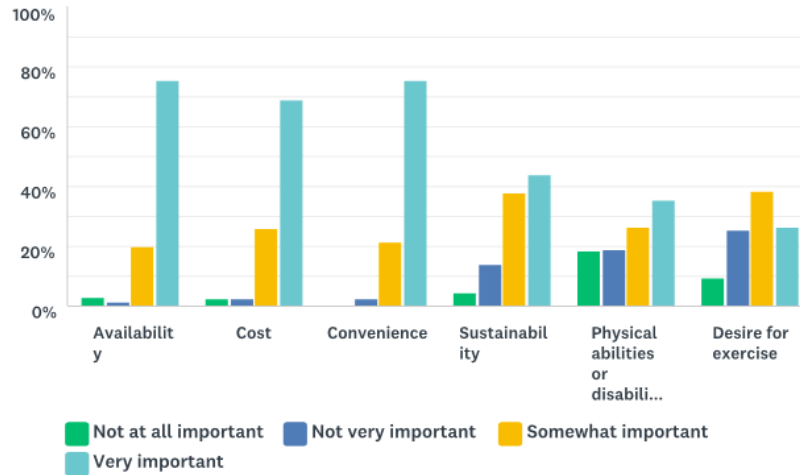
Parking and Transportation Survey - Humboldt State University- 2017

Socializing (evening/weekend)	5.59% 17	19.74% 60	16.12% 49	14.80% 45	6.25% 19	3.62% 11	12.50% 38	21.38% 65	304
Healthcare	0.34% 1	0.34% 1	1.72% 5	4.12% 12	6.19% 18	10.65% 31	27.49% 80	49.14% 143	291

Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 315 Skipped: 45

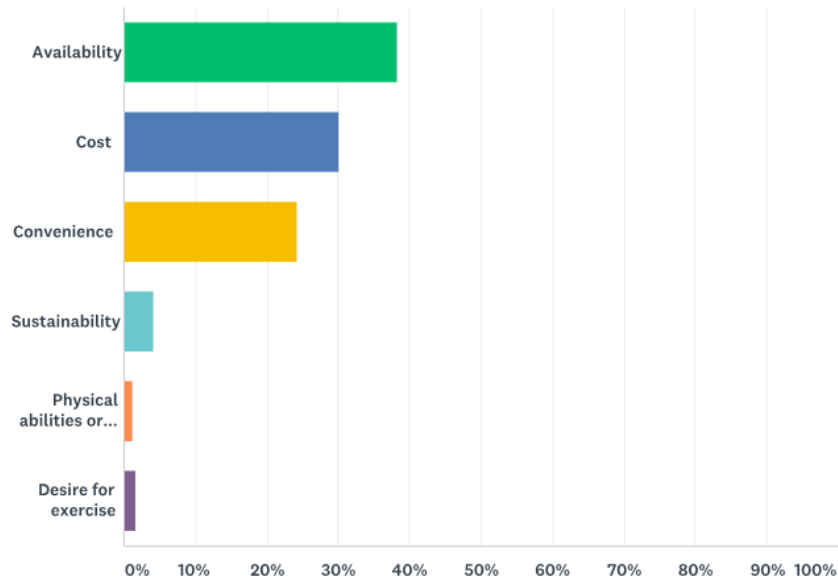


	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	3.07% 9	1.37% 4	20.14% 59	75.43% 221	293	357.09
Cost	2.68% 8	2.34% 7	26.09% 78	68.90% 206	299	348.09
Convenience	0.67% 2	2.33% 7	21.67% 65	75.33% 226	300	362.07
Sustainability	4.42% 13	13.95% 41	37.76% 111	43.88% 129	294	294.49
Physical abilities or disabilities	18.62% 46	19.03% 47	26.72% 66	35.63% 88	247	238.89
Desire for exercise	9.72% 28	25.35% 73	38.54% 111	26.39% 76	288	241.79

Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 308 Skipped: 52

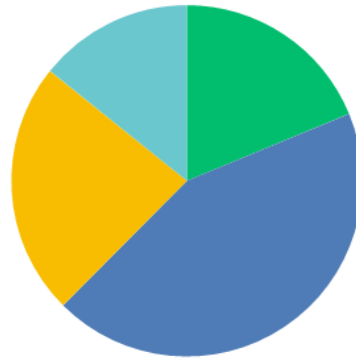


ANSWER CHOICES	RESPONSES	
Availability	38.31%	118
Cost	30.19%	93
Convenience	24.35%	75
Sustainability	4.22%	13
Physical abilities or disabilities	1.30%	4
Desire for exercise	1.62%	5
TOTAL		308

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 309 Skipped: 51



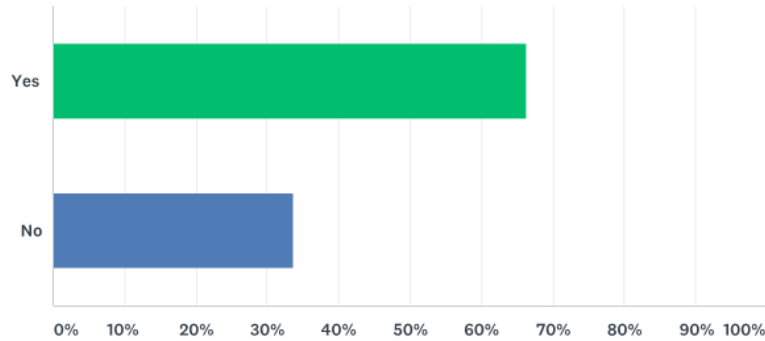
■ Not at all
 ■ Somewhat
 ■ A lot
 ■ Not sure

(no label)	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
	18.77%	43.69%	23.30%	14.24%	309	210.57
	58	135	72	44		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 309 Skipped: 51



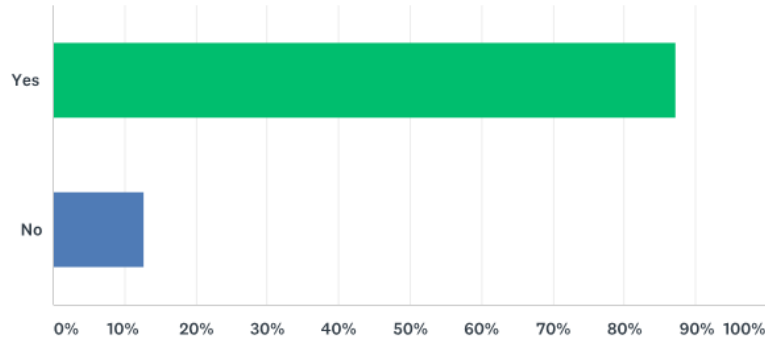
ANSWER CHOICES	RESPONSES	
Yes	66.34%	205
No	33.66%	104
TOTAL		309



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 205 Skipped: 155



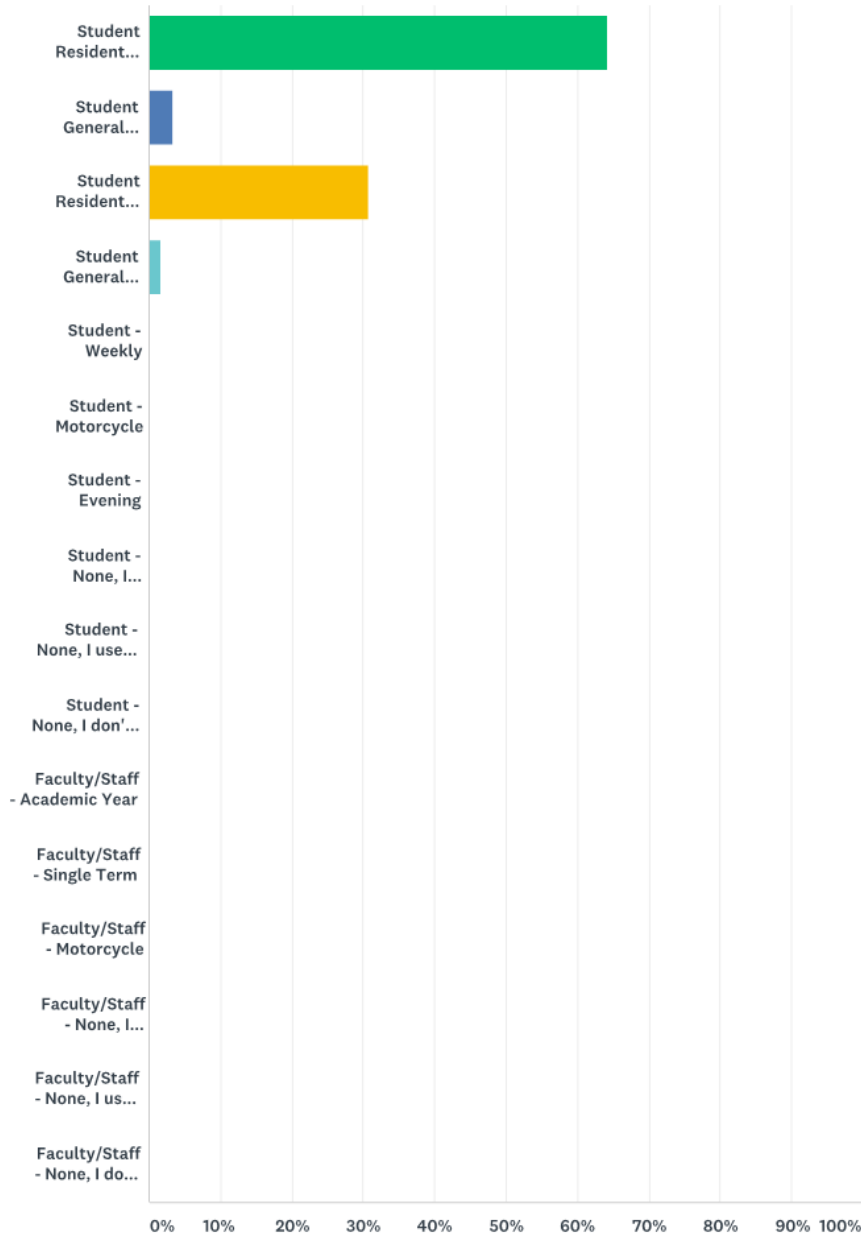
ANSWER CHOICES	RESPONSES	
Yes	87.32%	179
No	12.68%	26
TOTAL		205



Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 179 Skipped: 181



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	64.25% 115



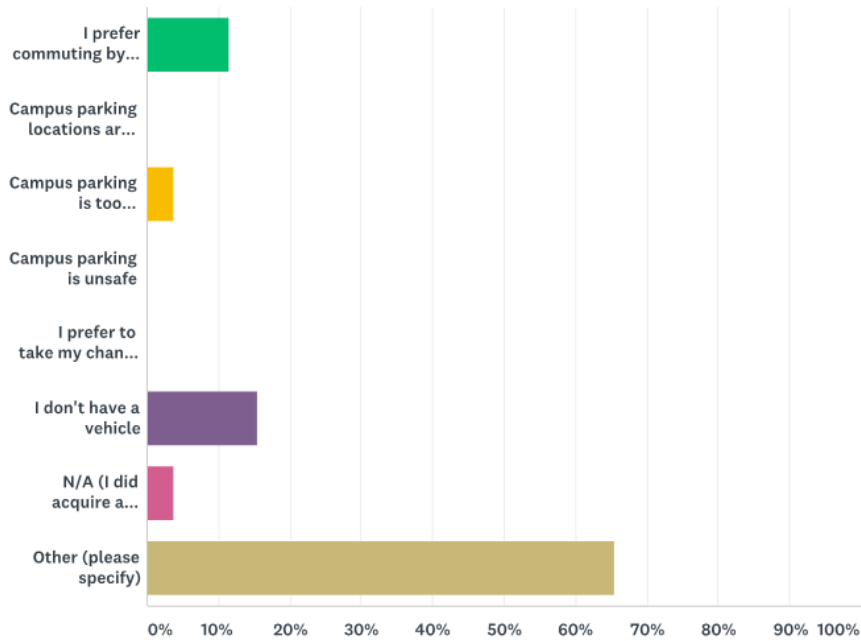
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	3.35%	6
Student Resident (campus housing) - Fall Semester	30.73%	55
Student General (commuter) - Fall Semester	1.68%	3
Student - Weekly	0.00%	0
Student - Motorcycle	0.00%	0
Student - Evening	0.00%	0
Student - None, I purchase daily permits	0.00%	0
Student - None, I use meters	0.00%	0
Student - None, I don't park on campus	0.00%	0
Faculty/Staff - Academic Year	0.00%	0
Faculty/Staff - Single Term	0.00%	0
Faculty/Staff - Motorcycle	0.00%	0
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		179

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 26 Skipped: 334

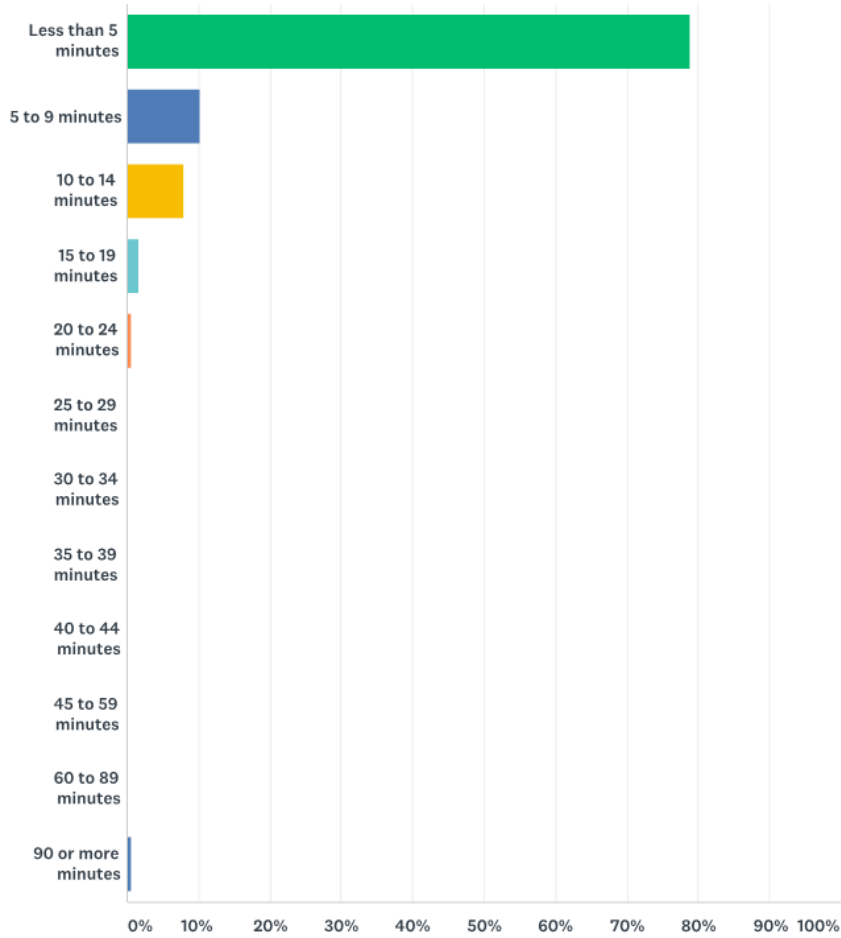


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	11.54%	3
Campus parking locations are inconvenient	0.00%	0
Campus parking is too difficult to find	3.85%	1
Campus parking is unsafe	0.00%	0
I prefer to take my chances that I won't get a ticket	0.00%	0
I don't have a vehicle	15.38%	4
N/A (I did acquire a current parking permit)	3.85%	1
Other (please specify)	65.38%	17
TOTAL		26

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 175 Skipped: 185



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	78.86%	138
5 to 9 minutes	10.29%	18
10 to 14 minutes	8.00%	14
15 to 19 minutes	1.71%	3
20 to 24 minutes	0.57%	1
25 to 29 minutes	0.00%	0
30 to 34 minutes	0.00%	0



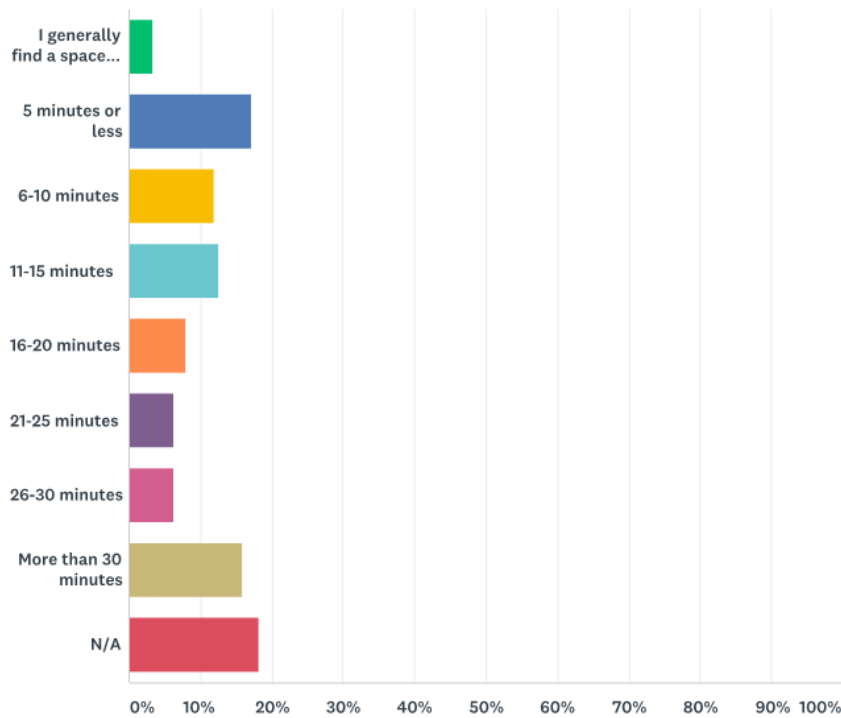
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	0.00%	0
40 to 44 minutes	0.00%	0
45 to 59 minutes	0.00%	0
60 to 89 minutes	0.00%	0
90 or more minutes	0.57%	1
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 175 Skipped: 185

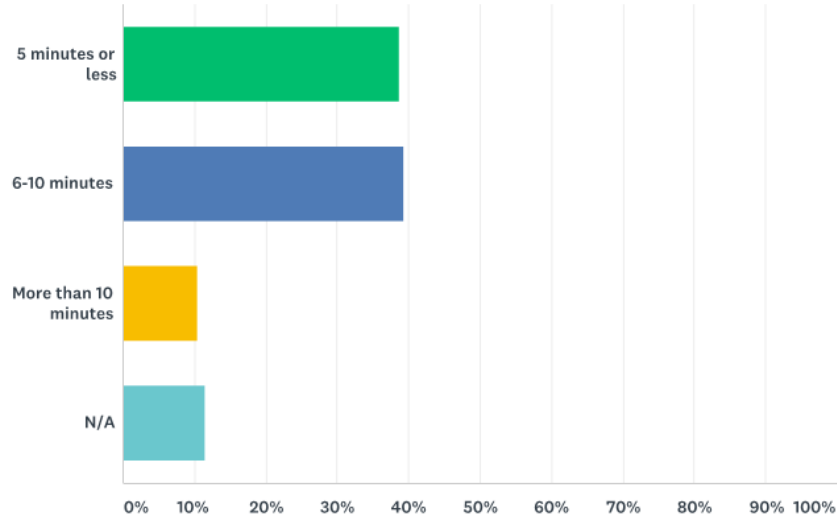


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	3.43%	6
5 minutes or less	17.14%	30
6-10 minutes	12.00%	21
11-15 minutes	12.57%	22
16-20 minutes	8.00%	14
21-25 minutes	6.29%	11
26-30 minutes	6.29%	11
More than 30 minutes	16.00%	28
N/A	18.29%	32
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 173 Skipped: 187



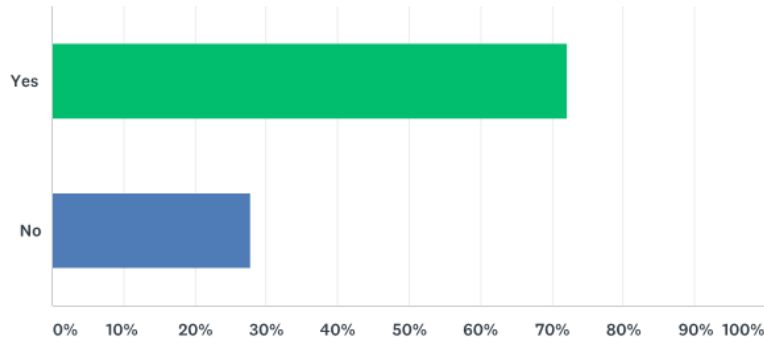
ANSWER CHOICES	RESPONSES	
5 minutes or less	38.73%	67
6-10 minutes	39.31%	68
More than 10 minutes	10.40%	18
N/A	11.56%	20
TOTAL		173



Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 173 Skipped: 187



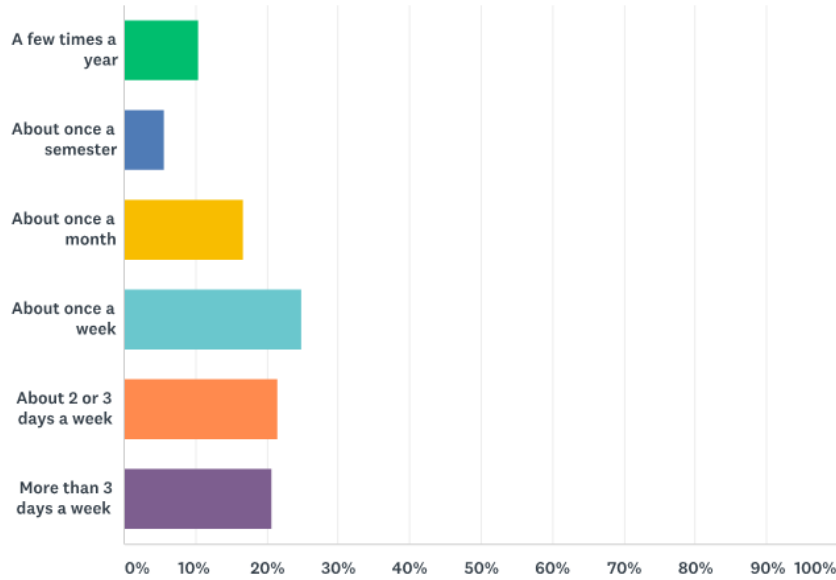
ANSWER CHOICES	RESPONSES	
Yes	72.25%	125
No	27.75%	48
TOTAL		173



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 125 Skipped: 235

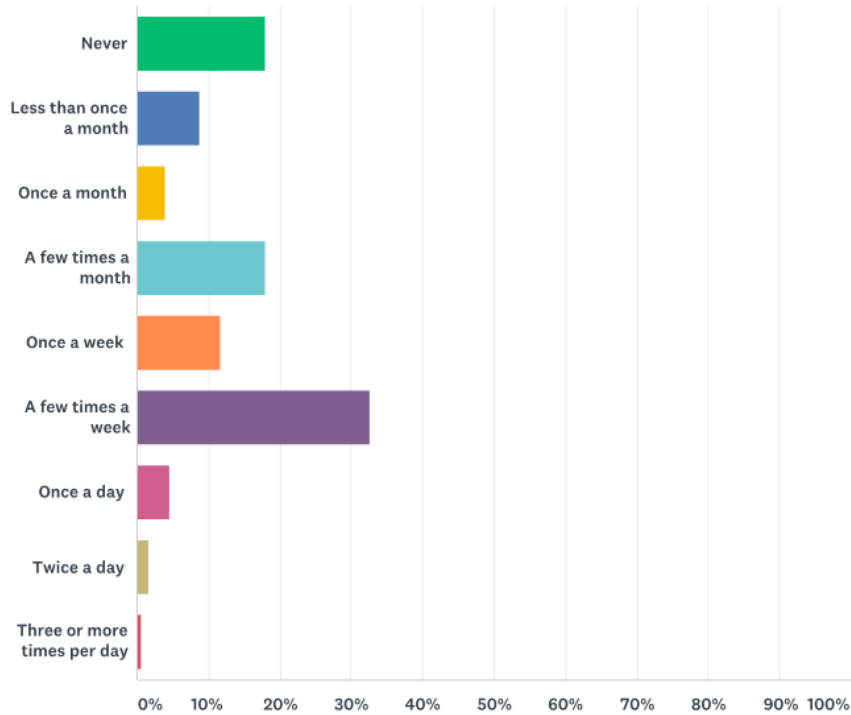


ANSWER CHOICES	RESPONSES	
A few times a year	10.40%	13
About once a semester	5.60%	7
About once a month	16.80%	21
About once a week	24.80%	31
About 2 or 3 days a week	21.60%	27
More than 3 days a week	20.80%	26
TOTAL		125

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 172 Skipped: 188

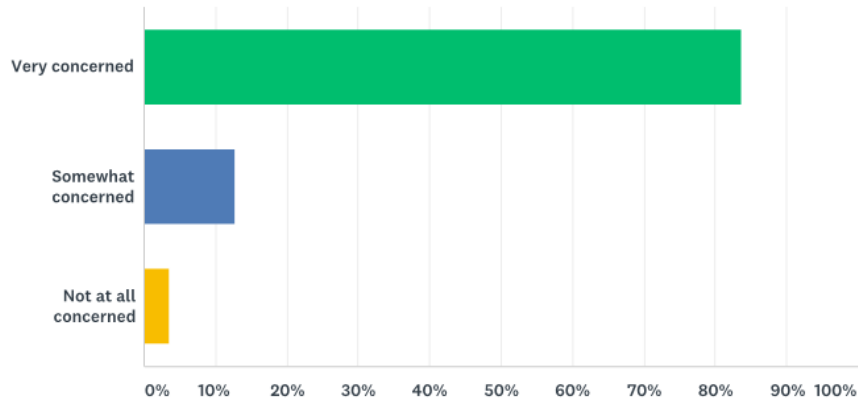


ANSWER CHOICES	RESPONSES	
Never	18.02%	31
Less than once a month	8.72%	15
Once a month	4.07%	7
A few times a month	18.02%	31
Once a week	11.63%	20
A few times a week	32.56%	56
Once a day	4.65%	8
Twice a day	1.74%	3
Three or more times per day	0.58%	1
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 172 Skipped: 188

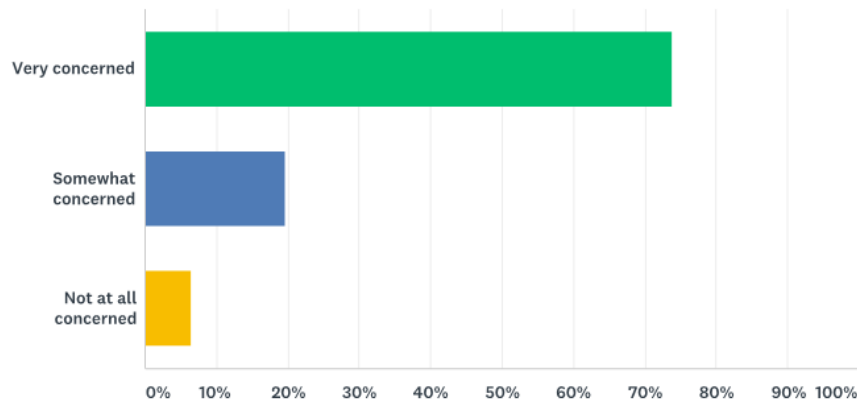


ANSWER CHOICES	RESPONSES	
Very concerned	83.72%	144
Somewhat concerned	12.79%	22
Not at all concerned	3.49%	6
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 172 Skipped: 188

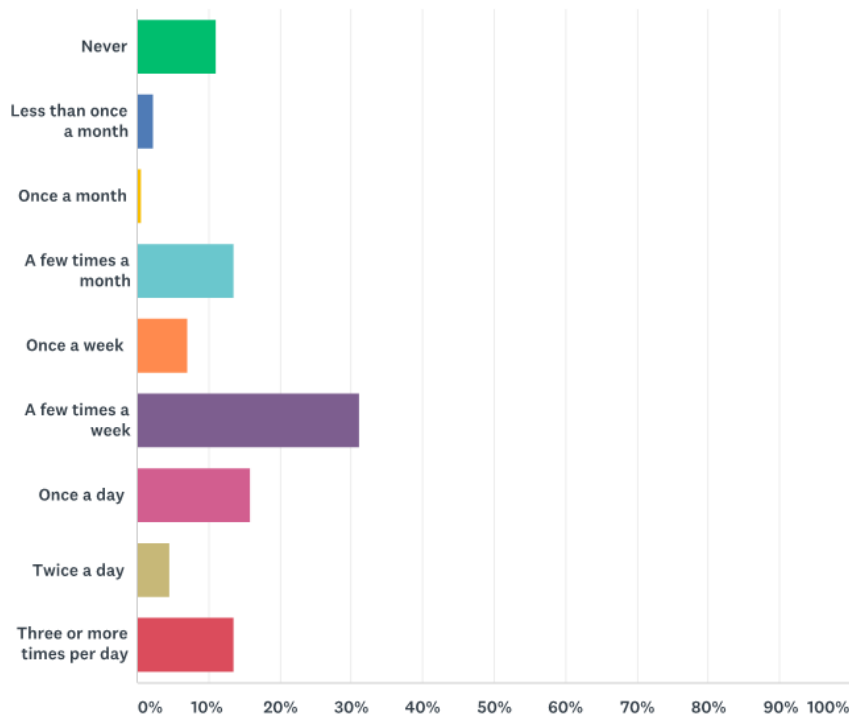


ANSWER CHOICES	RESPONSES	
Very concerned	73.84%	127
Somewhat concerned	19.77%	34
Not at all concerned	6.40%	11
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 170 Skipped: 190

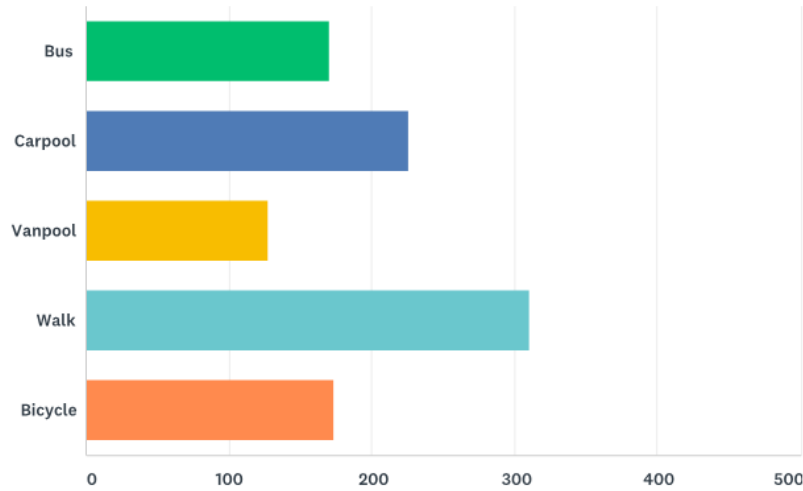


ANSWER CHOICES	RESPONSES	
Never	11.18%	19
Less than once a month	2.35%	4
Once a month	0.59%	1
A few times a month	13.53%	23
Once a week	7.06%	12
A few times a week	31.18%	53
Once a day	15.88%	27
Twice a day	4.71%	8
Three or more times per day	13.53%	23
TOTAL		170

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 193 Skipped: 167

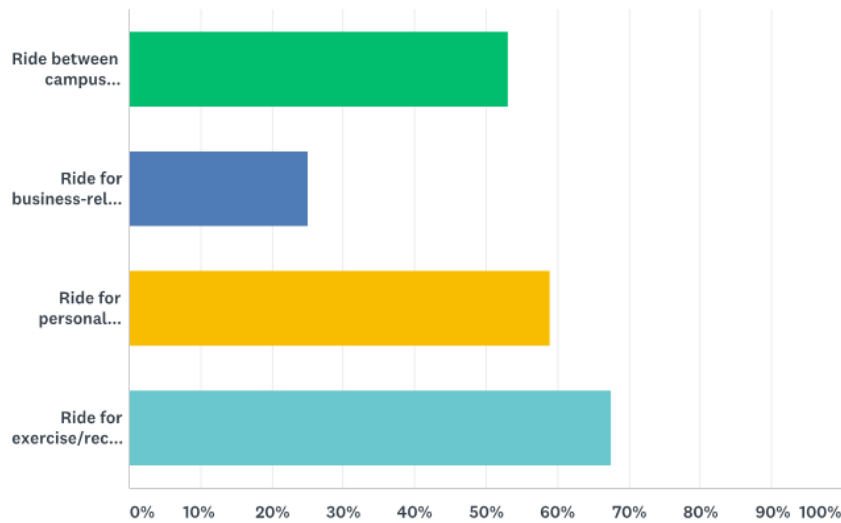


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	25.00% 48	41.15% 79	10.42% 20	16.67% 32	6.77% 13	192	170.80
Carpool	14.51% 28	26.94% 52	25.91% 50	26.94% 52	5.70% 11	193	225.73
Vanpool	25.79% 49	33.16% 63	14.74% 28	1.58% 3	24.74% 47	190	127.15
Walk	3.63% 7	17.10% 33	20.73% 40	58.03% 112	0.52% 1	193	310.41
Bicycle	21.35% 41	28.65% 55	26.56% 51	10.42% 20	13.02% 25	192	173.73

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 139 Skipped: 221

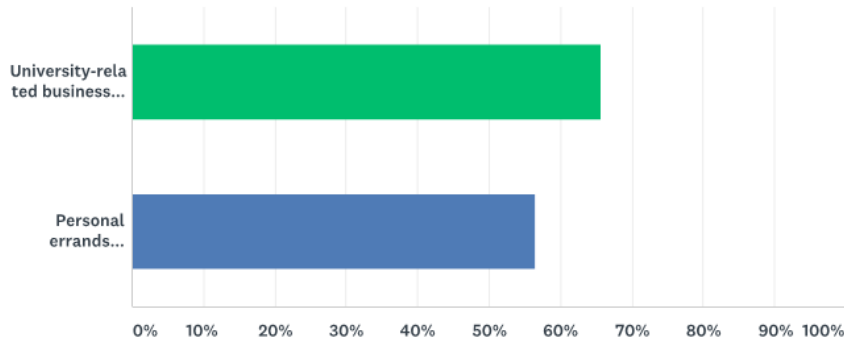


ANSWER CHOICES	RESPONSES	
Ride between campus destinations	53.24%	74
Ride for business-related errands	25.18%	35
Ride for personal errands	58.99%	82
Ride for exercise/recreation	67.63%	94
Total Respondents: 139		

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 108 Skipped: 252

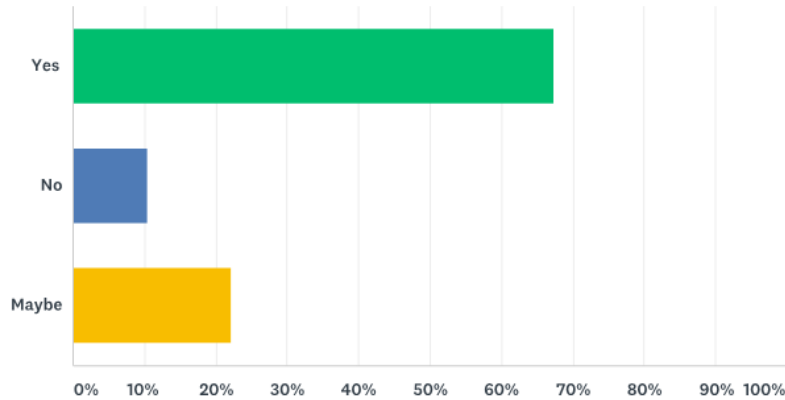


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	65.74%	71
Personal errands (individually paid)	56.48%	61
Total Respondents: 108		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 294 Skipped: 66



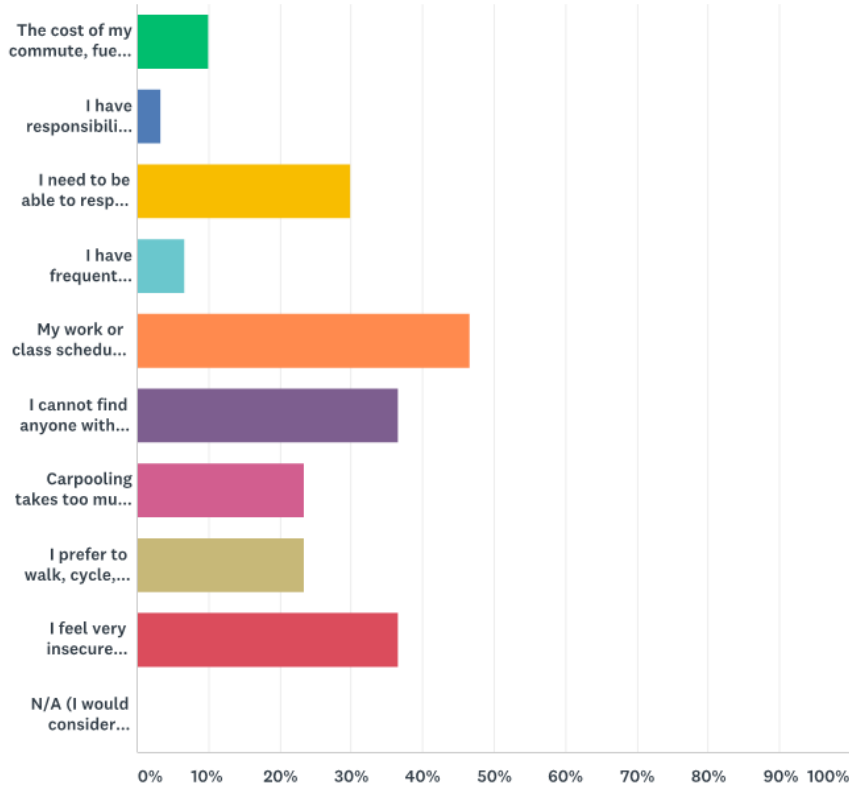
ANSWER CHOICES	RESPONSES	
Yes	67.35%	198
No	10.54%	31
Maybe	22.11%	65
TOTAL		294



Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 30 Skipped: 330



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	10.00% 3
I have responsibilities to a child or children and must be able to respond to their needs immediately	3.33% 1
I need to be able to respond to an emergency without inconveniencing anyone else	30.00% 9
I have frequent appointments off campus	6.67% 2
My work or class schedule is too irregular	46.67% 14
I cannot find anyone with whom to carpool	36.67% 11
Carpooling takes too much time	23.33% 7
I prefer to walk, cycle, or ride the bus/shuttle	23.33% 7
I feel very insecure without having my personal vehicle available to me	36.67% 11
N/A (I would consider carpooling)	0.00% 0



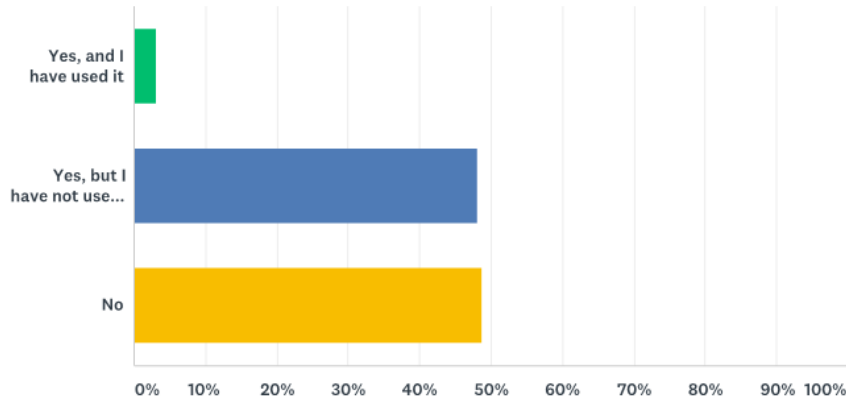
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 30

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 293 Skipped: 67

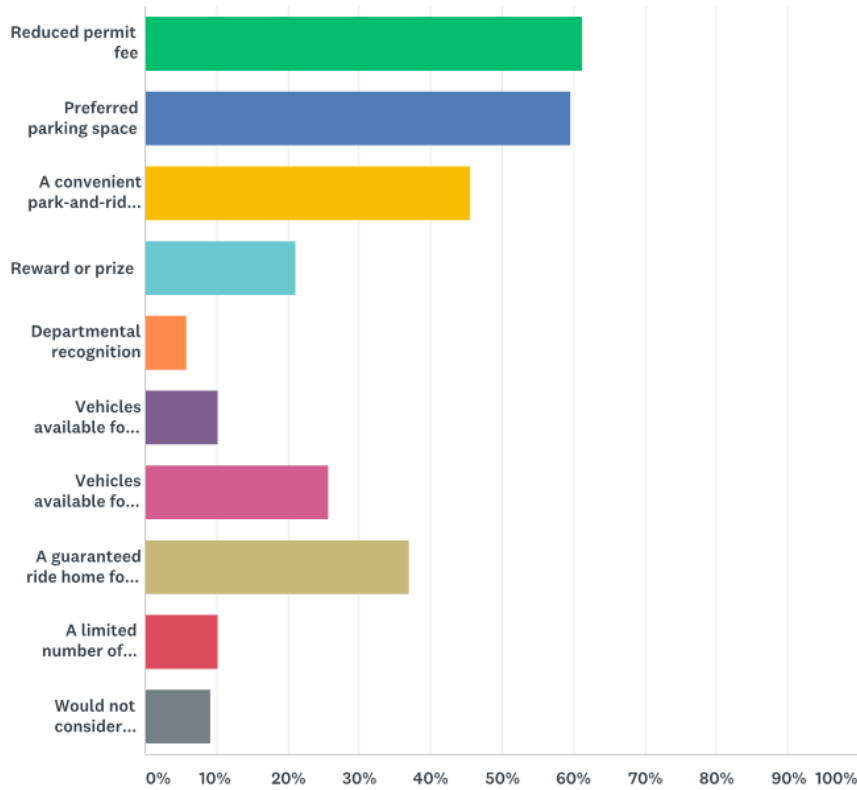


ANSWER CHOICES	RESPONSES
Yes, and I have used it	3.07% 9
Yes, but I have not used it	48.12% 141
No	48.81% 143
TOTAL	293

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 292 Skipped: 68



ANSWER CHOICES	RESPONSES
Reduced permit fee	61.30% 179
Preferred parking space	59.59% 174
A convenient park-and-ride lot at which to meet my carpool	45.55% 133
Reward or prize	21.23% 62
Departmental recognition	5.82% 17
Vehicles available for business appointments	10.27% 30
Vehicles available for personal appointments	25.68% 75
A guaranteed ride home for emergencies	36.99% 108
A limited number of one-day parking passes	10.27% 30
Would not consider carpooling under any circumstances	9.25% 27



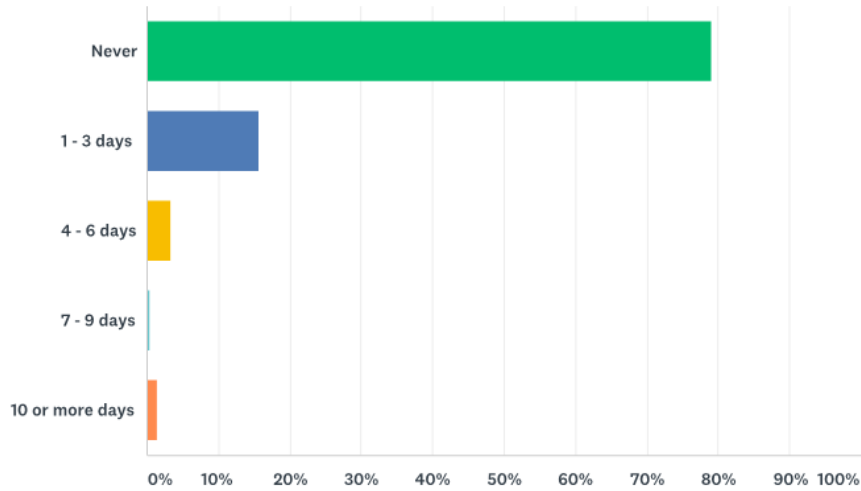
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 292

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 292 Skipped: 68

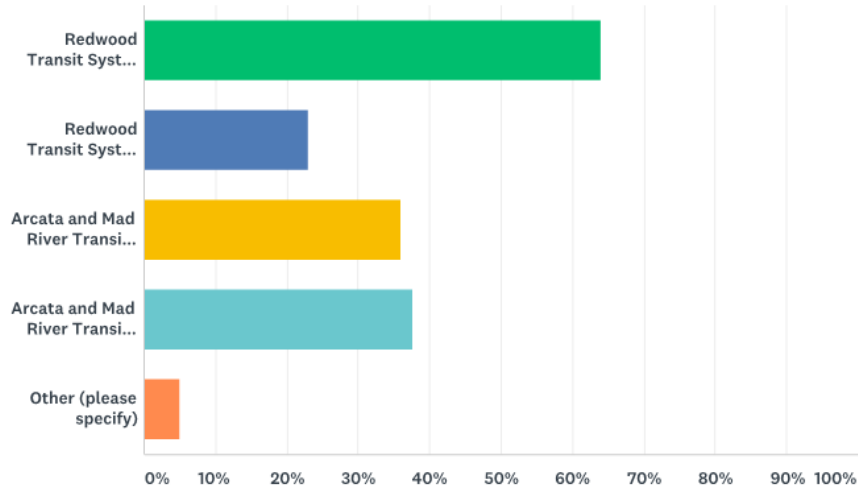


ANSWER CHOICES	RESPONSES	
Never	79.11%	231
1 - 3 days	15.75%	46
4 - 6 days	3.42%	10
7 - 9 days	0.34%	1
10 or more days	1.37%	4
TOTAL		292

Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 61 Skipped: 299

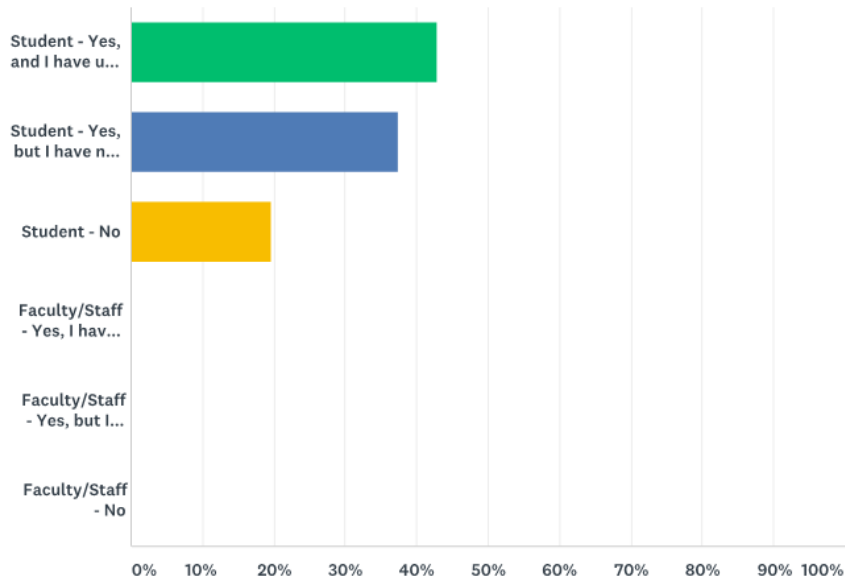


ANSWER CHOICES	RESPONSES	
Redwood Transit System - Mainline	63.93%	39
Redwood Transit System - Willow Creek	22.95%	14
Arcata and Mad River Transit System - Gold	36.07%	22
Arcata and Mad River Transit System - Red	37.70%	23
Other (please specify)	4.92%	3
Total Respondents: 61		

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 291 Skipped: 69



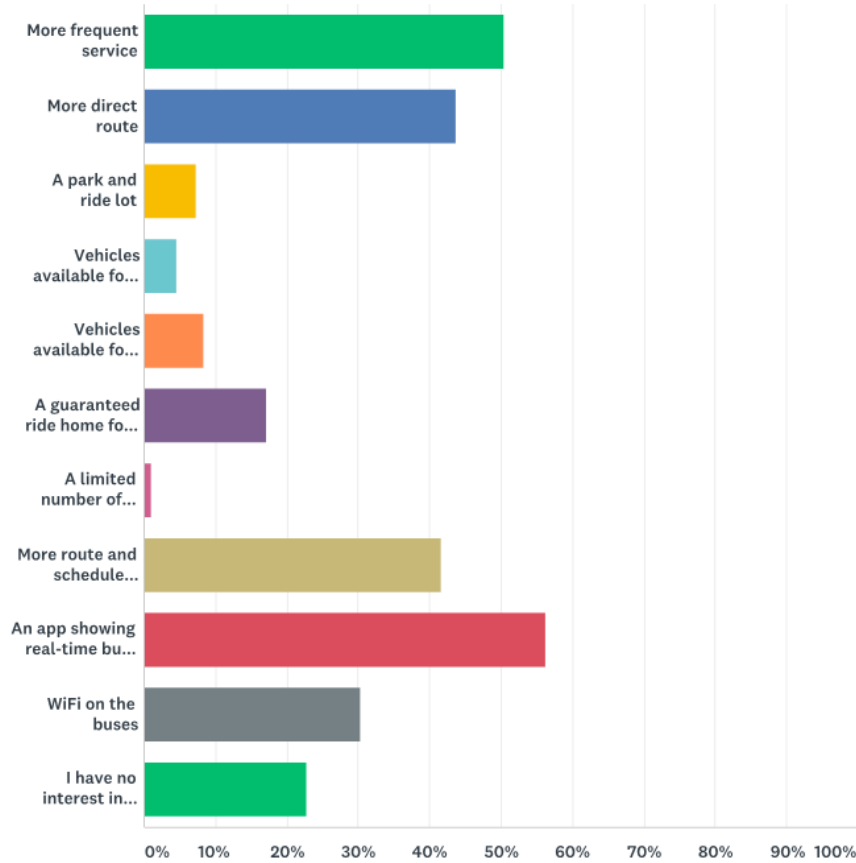
ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	42.96%	125
Student - Yes, but I have not used it	37.46%	109
Student - No	19.59%	57
Faculty/Staff - Yes, I have purchased one	0.00%	0
Faculty/Staff - Yes, but I have never purchased one	0.00%	0
Faculty/Staff - No	0.00%	0
TOTAL		291



Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 286 Skipped: 74



ANSWER CHOICES	RESPONSES	
More frequent service	50.35%	144
More direct route	43.71%	125
A park and ride lot	7.34%	21
Vehicles available for business appointments	4.55%	13
Vehicles available for personal appointments	8.39%	24
A guaranteed ride home for emergencies	17.13%	49
A limited number of one-day parking passes	1.05%	3
More route and schedule information	41.61%	119
An app showing real-time bus locations	56.29%	161



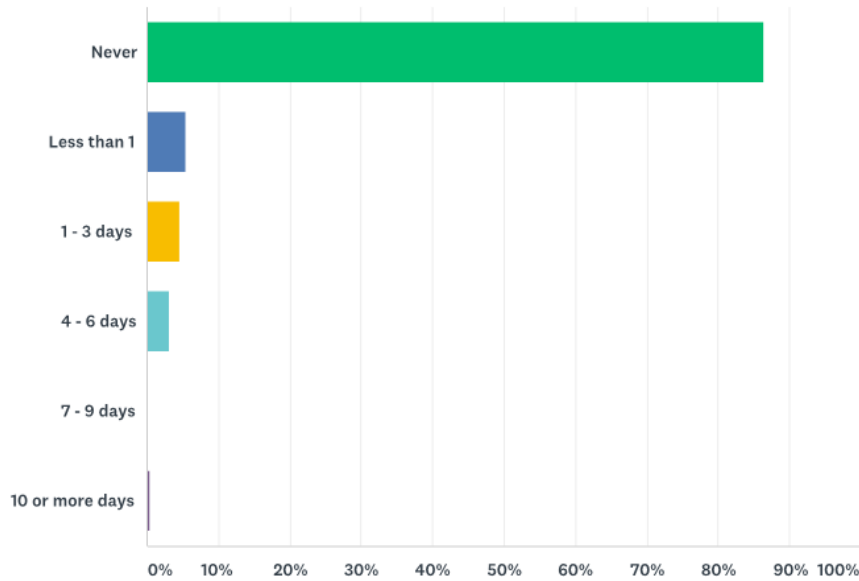
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	30.42%	87
I have no interest in riding the bus	22.73%	65
Total Respondents: 286		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 289 Skipped: 71

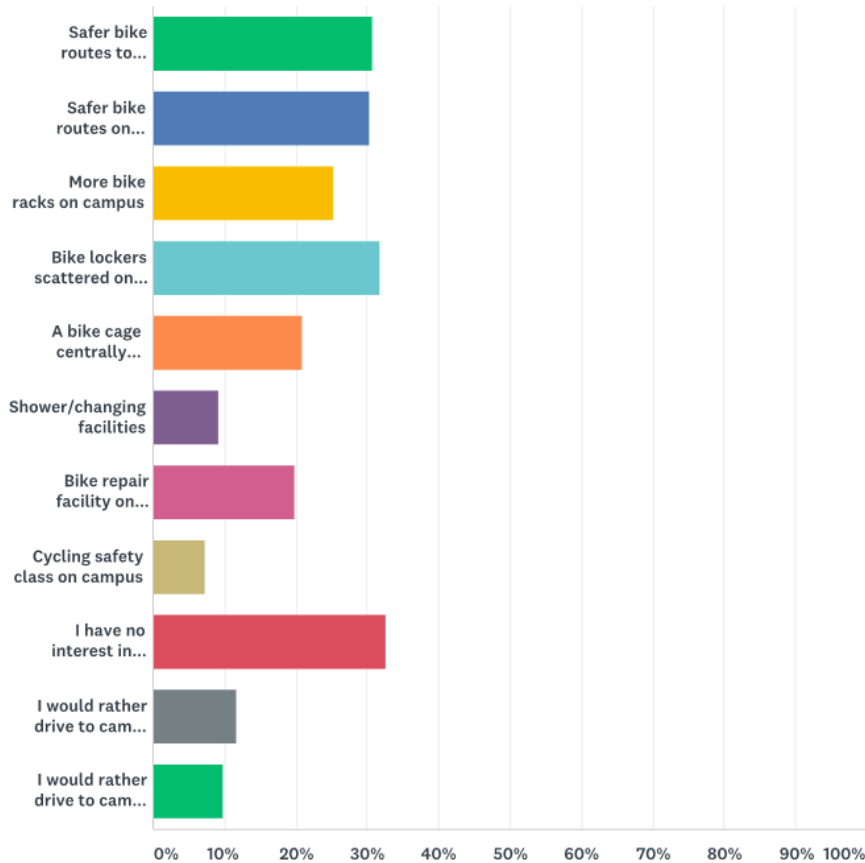


ANSWER CHOICES	RESPONSES	
Never	86.51%	250
Less than 1	5.54%	16
1 - 3 days	4.50%	13
4 - 6 days	3.11%	9
7 - 9 days	0.00%	0
10 or more days	0.35%	1
TOTAL		289

Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 273 Skipped: 87



ANSWER CHOICES	RESPONSES
Safer bike routes to campus	30.77% 84
Safer bike routes on campus	30.40% 83
More bike racks on campus	25.27% 69
Bike lockers scattered on campus	31.87% 87
A bike cage centrally located on campus	20.88% 57
Shower/changing facilities	9.16% 25
Bike repair facility on campus	19.78% 54
Cycling safety class on campus	7.33% 20
I have no interest in riding a bicycle	32.60% 89



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	11.72%	32
I would rather drive to campus and use a bikeshare bike to move between campus locations	9.89%	27
Total Respondents: 273		



Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 126 Skipped: 234

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

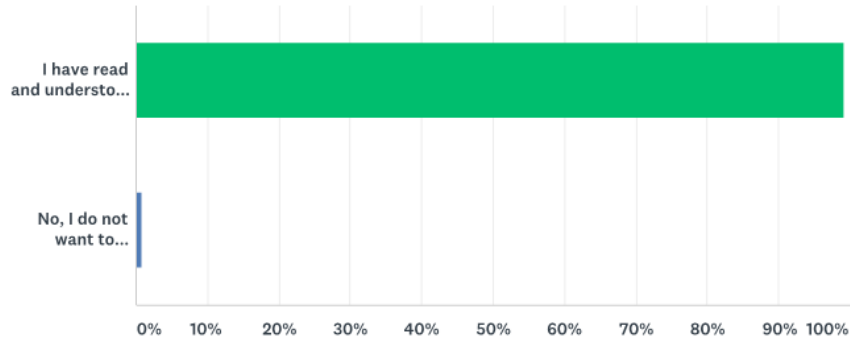
Answered: 125 Skipped: 235

Parking and Transportation Quantitative Survey Responses

Undergraduate Commuter and Off-Campus Students Only



Parking and Transportation Survey - Humboldt State University- 2017

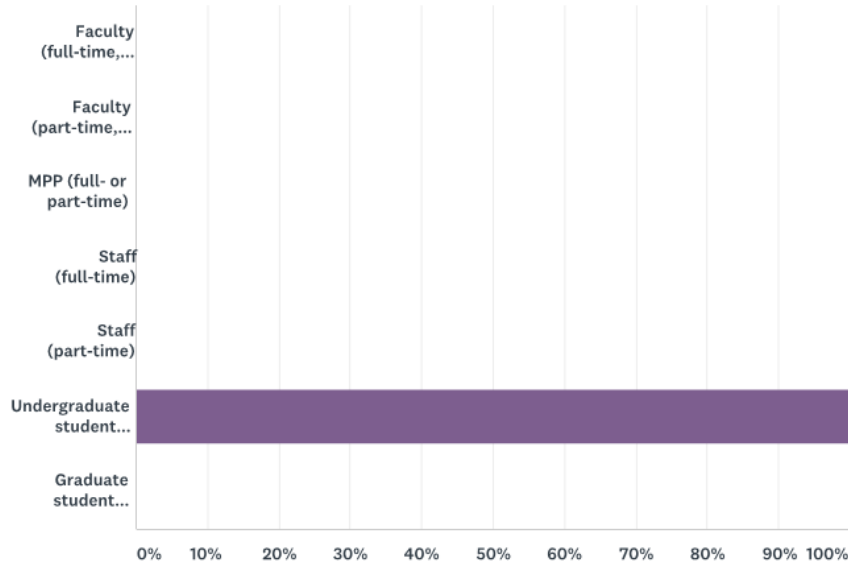


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	99.17%	357
No, I do not want to participate in this survey	0.83%	3
TOTAL		360

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 360 Skipped: 0



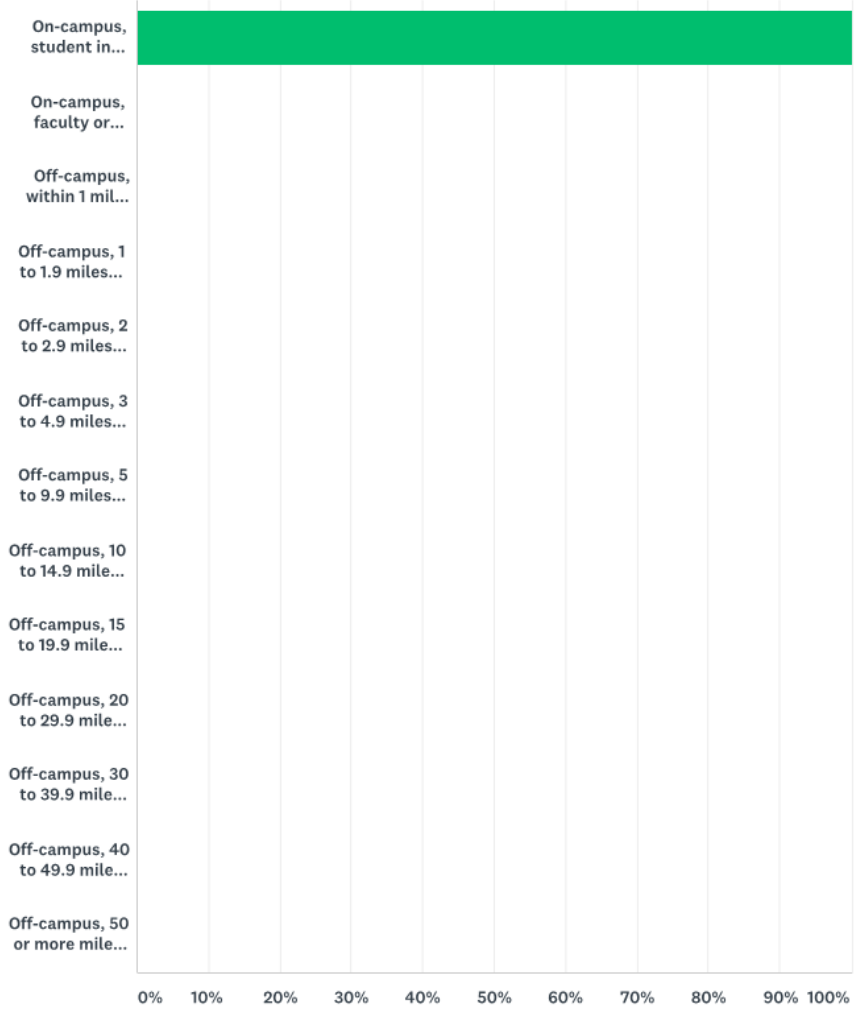
ANSWER CHOICES	RESPONSES
Faculty (full-time, tenure, or tenure track)	0.00% 0
Faculty (part-time, adjunct)	0.00% 0
MPP (full- or part-time)	0.00% 0
Staff (full-time)	0.00% 0
Staff (part-time)	0.00% 0
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	100.00% 360
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
TOTAL	360



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 360 Skipped: 0



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	100.00% 360
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	0.00% 0
Off-campus, within 1 mile of campus	0.00% 0
Off-campus, 1 to 1.9 miles from campus	0.00% 0
Off-campus, 2 to 2.9 miles from campus	0.00% 0
Off-campus, 3 to 4.9 miles from campus	0.00% 0



Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	0.00%	0
Off-campus, 10 to 14.9 miles from campus	0.00%	0
Off-campus, 15 to 19.9 miles from campus	0.00%	0
Off-campus, 20 to 29.9 miles from campus	0.00%	0
Off-campus, 30 to 39.9 miles from campus	0.00%	0
Off-campus, 40 to 49.9 miles from campus	0.00%	0
Off-campus, 50 or more miles from campus	0.00%	0
TOTAL		360



Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
TOTAL	0



Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	0.00%	0
Mode used for longest part of the trip	0.00%	0
Only mode I ever use	0.00%	0
TOTAL		0

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
None of these	0.00% 0
Total Respondents: 0	

Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Monday	0.00% 0
Tuesday	0.00% 0
Wednesday	0.00% 0
Thursday	0.00% 0
Friday	0.00% 0
Saturday	0.00% 0
Sunday	0.00% 0
Total Respondents: 0	



Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.00%	0
6:00 - 6:59 a.m.	0.00%	0
7:00 - 7:59 a.m.	0.00%	0
8:00 - 8:59 a.m.	0.00%	0
9:00 - 9:59 a.m.	0.00%	0
10:00 - 10:59 a.m.	0.00%	0
11:00 - 11:59 a.m.	0.00%	0
12:00 - 12:59 p.m.	0.00%	0
1:00 - 1:59 p.m.	0.00%	0
2:00 - 2:59 p.m.	0.00%	0
3:00 - 3:59 p.m.	0.00%	0
4:00 - 4:59 p.m.	0.00%	0
5:00 - 5:59 p.m.	0.00%	0
After 6:00 p.m.	0.00%	0
N/A - I don't have a "typical" arrival time	0.00%	0
TOTAL		0

Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 0 Skipped: 360

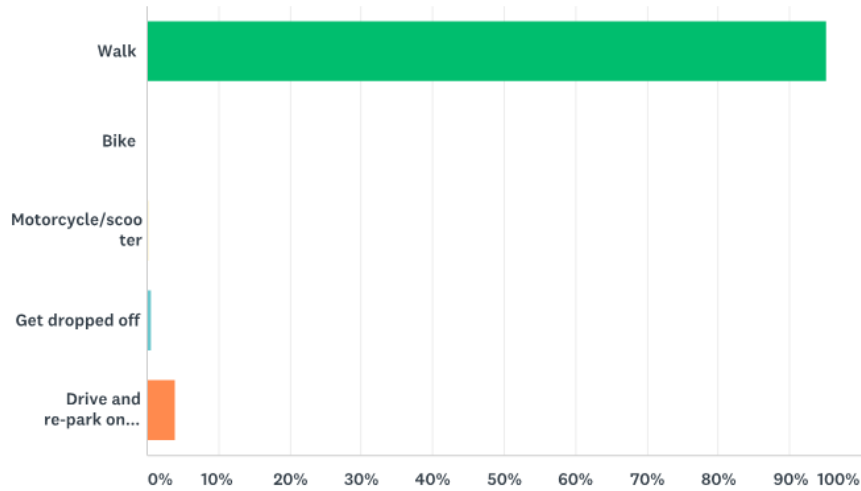
⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Before 6:00 a.m.	0.00% 0
6:00 - 6:59 a.m.	0.00% 0
7:00 - 7:59 a.m.	0.00% 0
8:00 - 8:59 a.m.	0.00% 0
9:00 - 9:59 a.m.	0.00% 0
10:00 - 10:59 a.m.	0.00% 0
11:00 - 11:59 a.m.	0.00% 0
12:00 - 12:59 p.m.	0.00% 0
1:00 - 1:59 p.m.	0.00% 0
2:00 - 2:59 p.m.	0.00% 0
3:00 - 3:59 p.m.	0.00% 0
4:00 - 4:59 p.m.	0.00% 0
5:00 - 5:59 p.m.	0.00% 0
After 6:00 p.m.	0.00% 0
N/A - I don't have a "typical" departure time	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 329 Skipped: 31

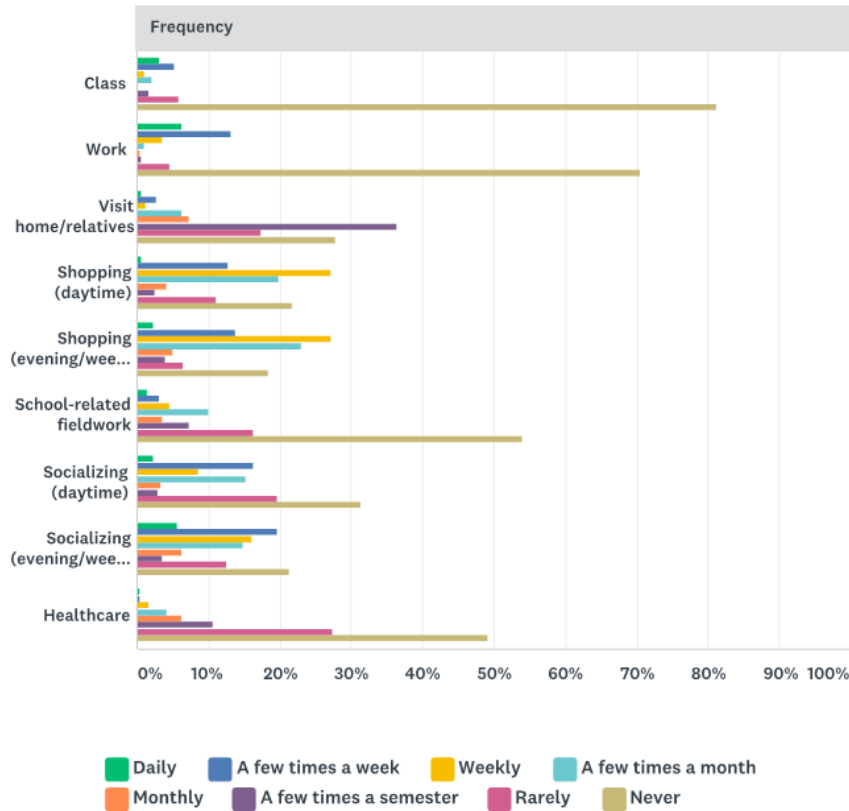


ANSWER CHOICES	RESPONSES	
Walk	95.14%	313
Bike	0.00%	0
Motorcycle/scooter	0.30%	1
Get dropped off	0.61%	2
Drive and re-park on campus	3.95%	13
TOTAL		329

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 314 Skipped: 46



Frequency	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	3.09% 9	5.15% 15	1.03% 3	2.06% 6	0.00% 0	1.72% 5	5.84% 17	81.10% 236	291
Work	6.25% 18	13.19% 38	3.47% 10	1.04% 3	0.35% 1	0.69% 2	4.51% 13	70.49% 203	288
Visit home/relatives	0.67% 2	2.68% 8	1.34% 4	6.35% 19	7.36% 22	36.45% 109	17.39% 52	27.76% 83	299
Shopping (daytime)	0.65% 2	12.66% 39	27.27% 84	19.81% 61	4.22% 13	2.60% 8	11.04% 34	21.75% 67	308
Shopping (evening/weekend)	2.30% 7	13.77% 42	27.21% 83	22.95% 70	4.92% 15	3.93% 12	6.56% 20	18.36% 56	305
School-related fieldwork	1.38% 4	3.11% 9	4.50% 13	10.03% 29	3.46% 10	7.27% 21	16.26% 47	53.98% 156	289
Socializing (daytime)	2.33% 7	16.33% 49	8.67% 26	15.33% 46	3.33% 10	3.00% 9	19.67% 59	31.33% 94	300



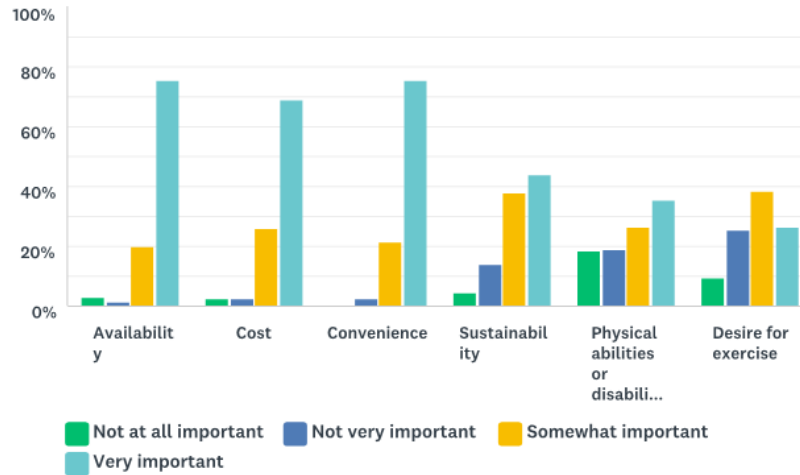
Parking and Transportation Survey - Humboldt State University- 2017

Socializing (evening/weekend)	5.59% 17	19.74% 60	16.12% 49	14.80% 45	6.25% 19	3.62% 11	12.50% 38	21.38% 65	304
Healthcare	0.34% 1	0.34% 1	1.72% 5	4.12% 12	6.19% 18	10.65% 31	27.49% 80	49.14% 143	291

Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 315 Skipped: 45

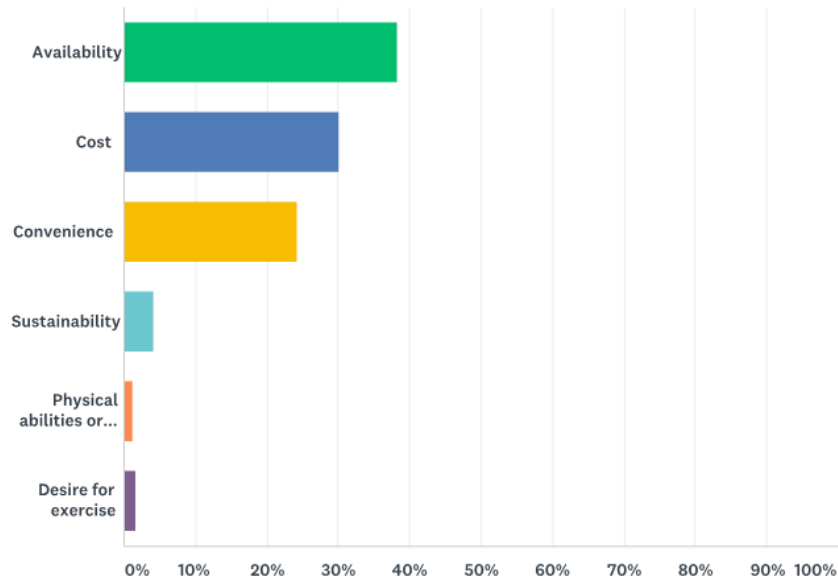


	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	3.07% 9	1.37% 4	20.14% 59	75.43% 221	293	357.09
Cost	2.68% 8	2.34% 7	26.09% 78	68.90% 206	299	348.09
Convenience	0.67% 2	2.33% 7	21.67% 65	75.33% 226	300	362.07
Sustainability	4.42% 13	13.95% 41	37.76% 111	43.88% 129	294	294.49
Physical abilities or disabilities	18.62% 46	19.03% 47	26.72% 66	35.63% 88	247	238.89
Desire for exercise	9.72% 28	25.35% 73	38.54% 111	26.39% 76	288	241.79

Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 308 Skipped: 52

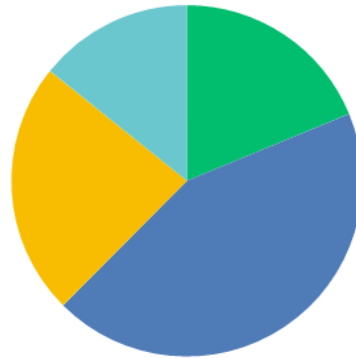


ANSWER CHOICES	RESPONSES	
Availability	38.31%	118
Cost	30.19%	93
Convenience	24.35%	75
Sustainability	4.22%	13
Physical abilities or disabilities	1.30%	4
Desire for exercise	1.62%	5
TOTAL		308

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 309 Skipped: 51



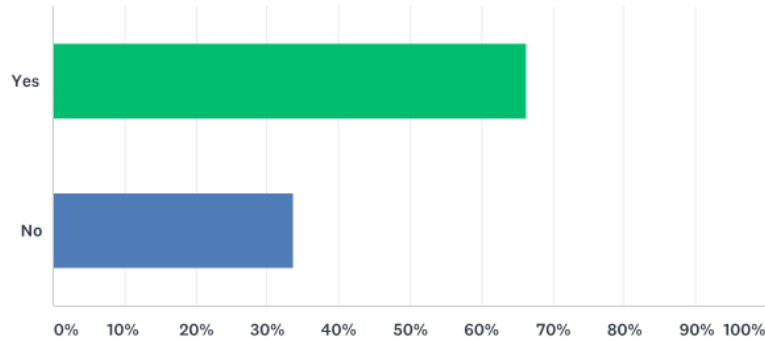
■ Not at all
 ■ Somewhat
 ■ A lot
 ■ Not sure

	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
(no label)	18.77%	43.69%	23.30%	14.24%	309	210.57
	58	135	72	44		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 309 Skipped: 51



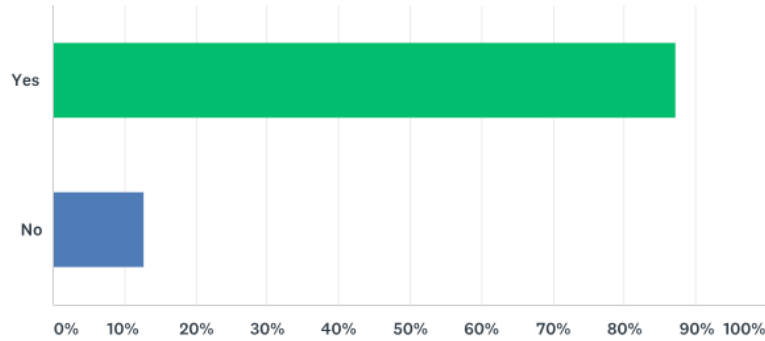
ANSWER CHOICES	RESPONSES	
Yes	66.34%	205
No	33.66%	104
TOTAL		309



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 205 Skipped: 155

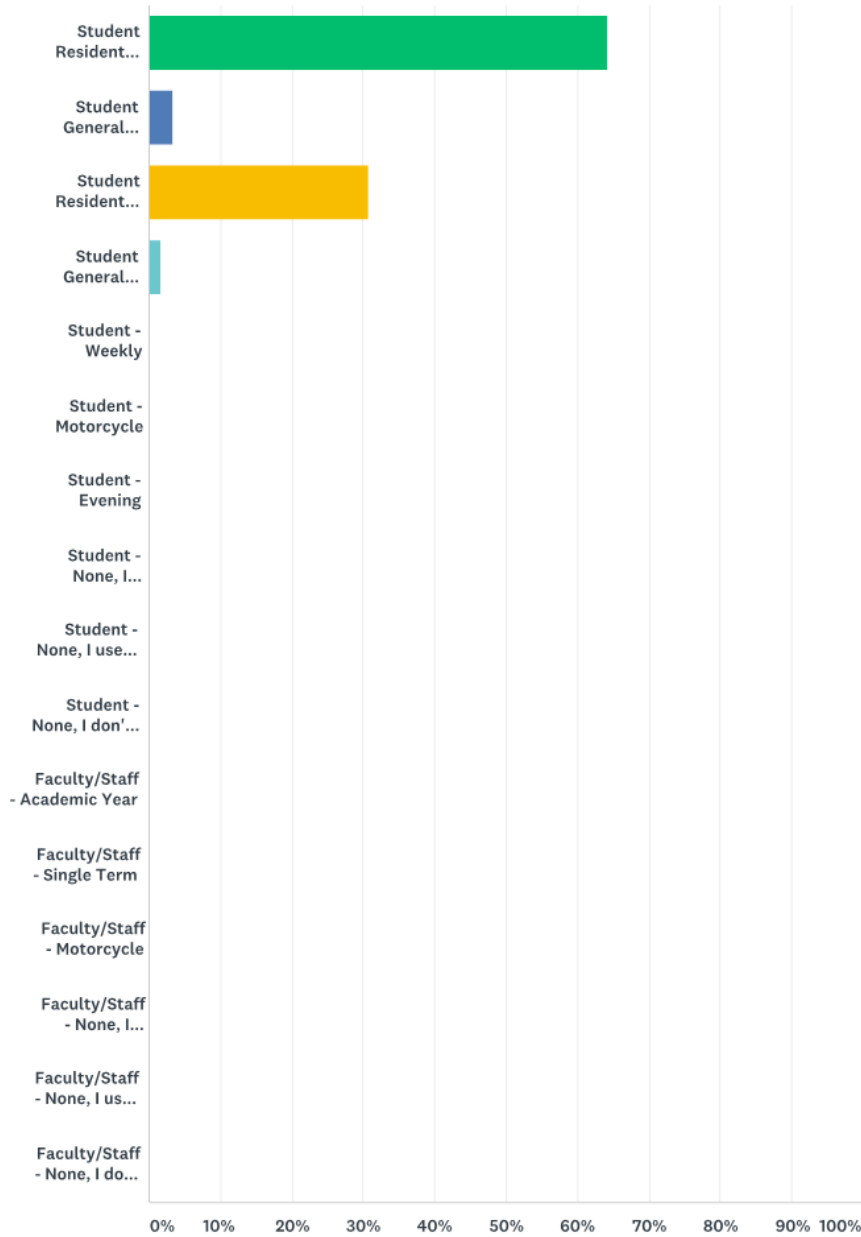


ANSWER CHOICES	RESPONSES	
Yes	87.32%	179
No	12.68%	26
TOTAL		205

Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 179 Skipped: 181



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	64.25% 115



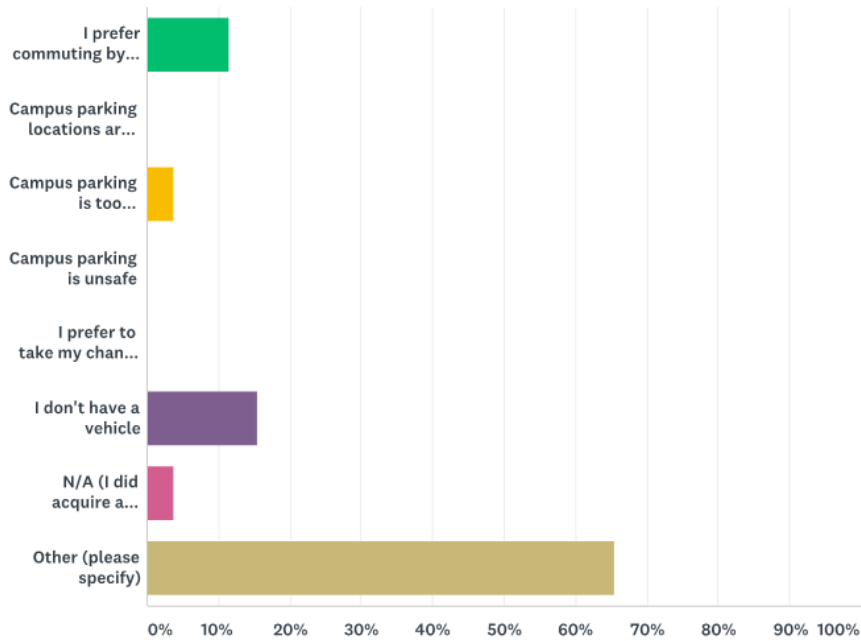
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	3.35%	6
Student Resident (campus housing) - Fall Semester	30.73%	55
Student General (commuter) - Fall Semester	1.68%	3
Student - Weekly	0.00%	0
Student - Motorcycle	0.00%	0
Student - Evening	0.00%	0
Student - None, I purchase daily permits	0.00%	0
Student - None, I use meters	0.00%	0
Student - None, I don't park on campus	0.00%	0
Faculty/Staff - Academic Year	0.00%	0
Faculty/Staff - Single Term	0.00%	0
Faculty/Staff - Motorcycle	0.00%	0
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		179

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 26 Skipped: 334

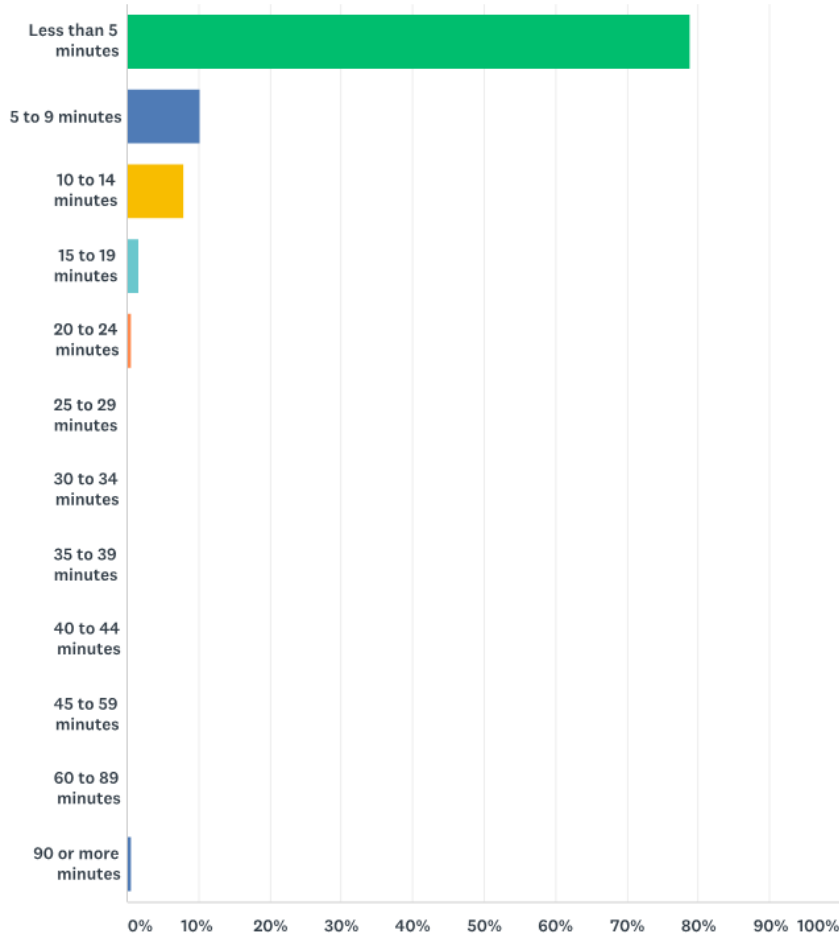


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	11.54%	3
Campus parking locations are inconvenient	0.00%	0
Campus parking is too difficult to find	3.85%	1
Campus parking is unsafe	0.00%	0
I prefer to take my chances that I won't get a ticket	0.00%	0
I don't have a vehicle	15.38%	4
N/A (I did acquire a current parking permit)	3.85%	1
Other (please specify)	65.38%	17
TOTAL		26

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 175 Skipped: 185



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	78.86%	138
5 to 9 minutes	10.29%	18
10 to 14 minutes	8.00%	14
15 to 19 minutes	1.71%	3
20 to 24 minutes	0.57%	1
25 to 29 minutes	0.00%	0
30 to 34 minutes	0.00%	0



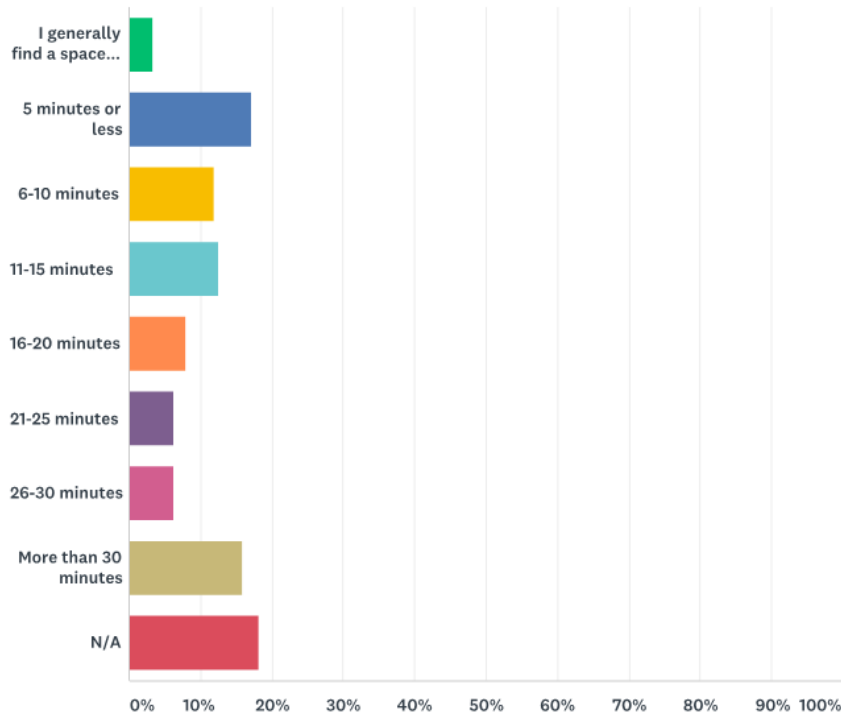
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	0.00%	0
40 to 44 minutes	0.00%	0
45 to 59 minutes	0.00%	0
60 to 89 minutes	0.00%	0
90 or more minutes	0.57%	1
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 175 Skipped: 185

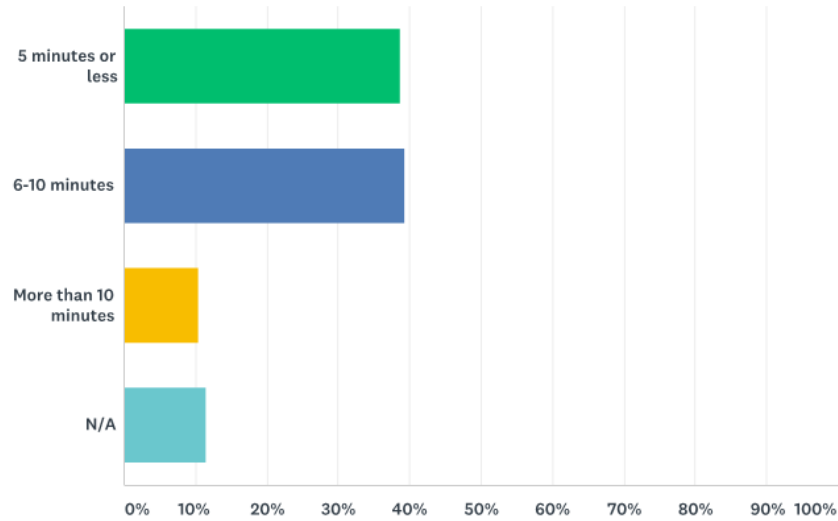


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	3.43%	6
5 minutes or less	17.14%	30
6-10 minutes	12.00%	21
11-15 minutes	12.57%	22
16-20 minutes	8.00%	14
21-25 minutes	6.29%	11
26-30 minutes	6.29%	11
More than 30 minutes	16.00%	28
N/A	18.29%	32
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 173 Skipped: 187

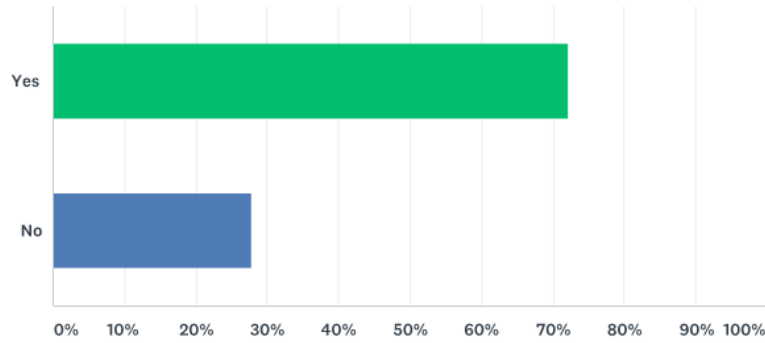


ANSWER CHOICES	RESPONSES	
5 minutes or less	38.73%	67
6-10 minutes	39.31%	68
More than 10 minutes	10.40%	18
N/A	11.56%	20
TOTAL		173

Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 173 Skipped: 187



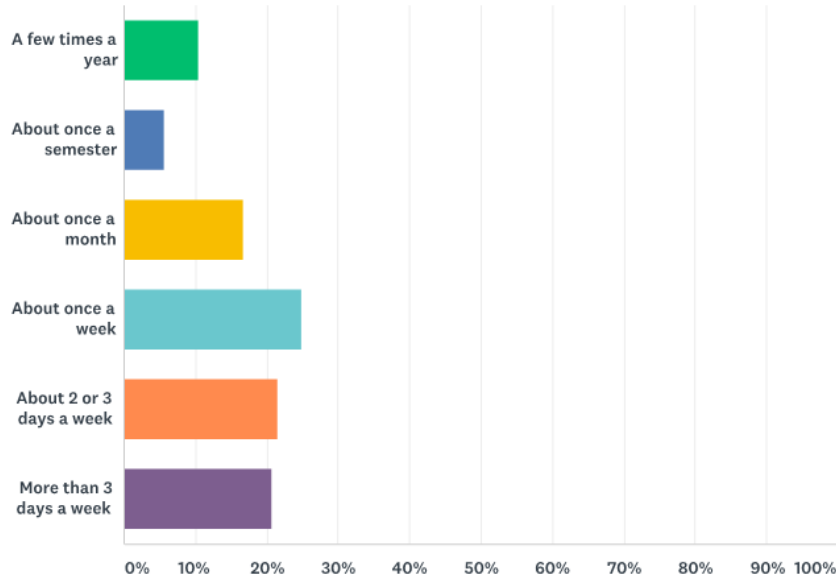
ANSWER CHOICES	RESPONSES	
Yes	72.25%	125
No	27.75%	48
TOTAL		173



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 125 Skipped: 235

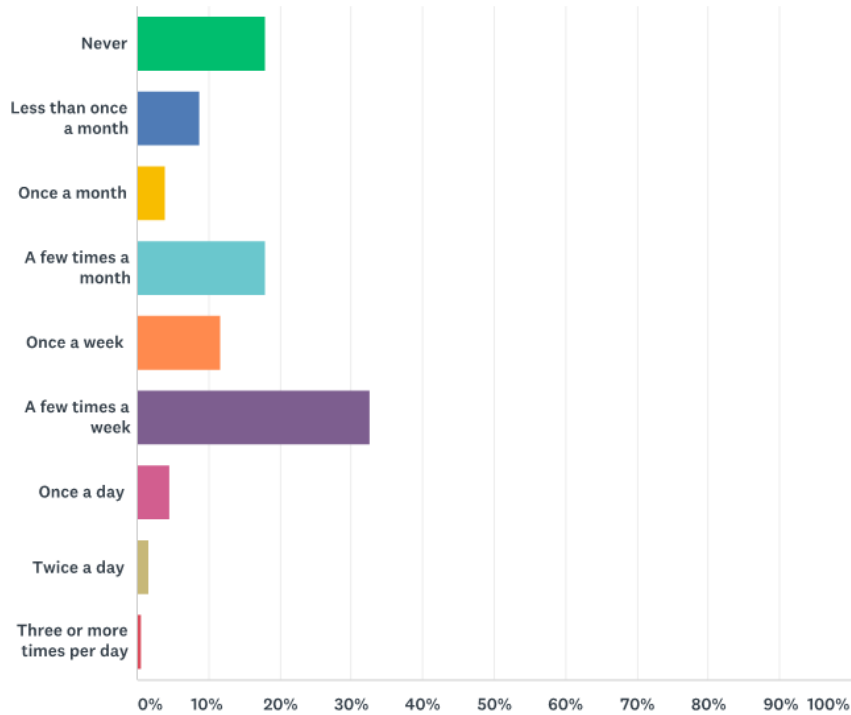


ANSWER CHOICES	RESPONSES	
A few times a year	10.40%	13
About once a semester	5.60%	7
About once a month	16.80%	21
About once a week	24.80%	31
About 2 or 3 days a week	21.60%	27
More than 3 days a week	20.80%	26
TOTAL		125

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 172 Skipped: 188

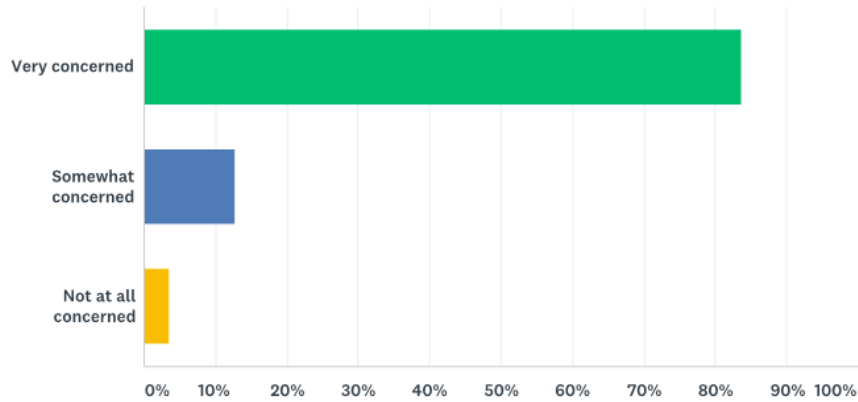


ANSWER CHOICES	RESPONSES	
Never	18.02%	31
Less than once a month	8.72%	15
Once a month	4.07%	7
A few times a month	18.02%	31
Once a week	11.63%	20
A few times a week	32.56%	56
Once a day	4.65%	8
Twice a day	1.74%	3
Three or more times per day	0.58%	1
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 172 Skipped: 188

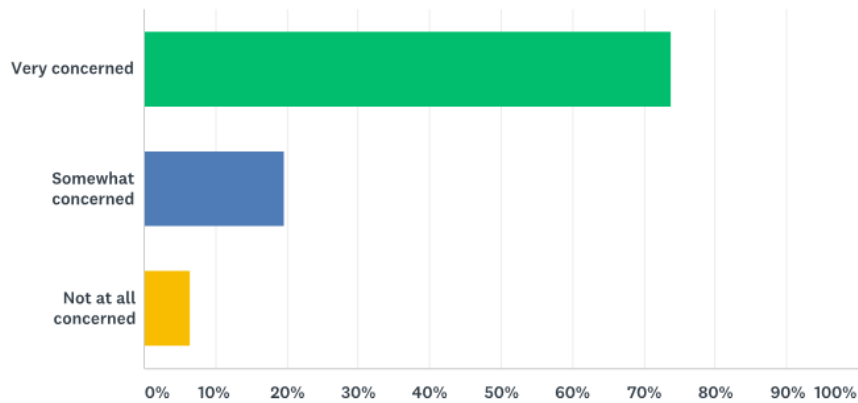


ANSWER CHOICES	RESPONSES	
Very concerned	83.72%	144
Somewhat concerned	12.79%	22
Not at all concerned	3.49%	6
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 172 Skipped: 188

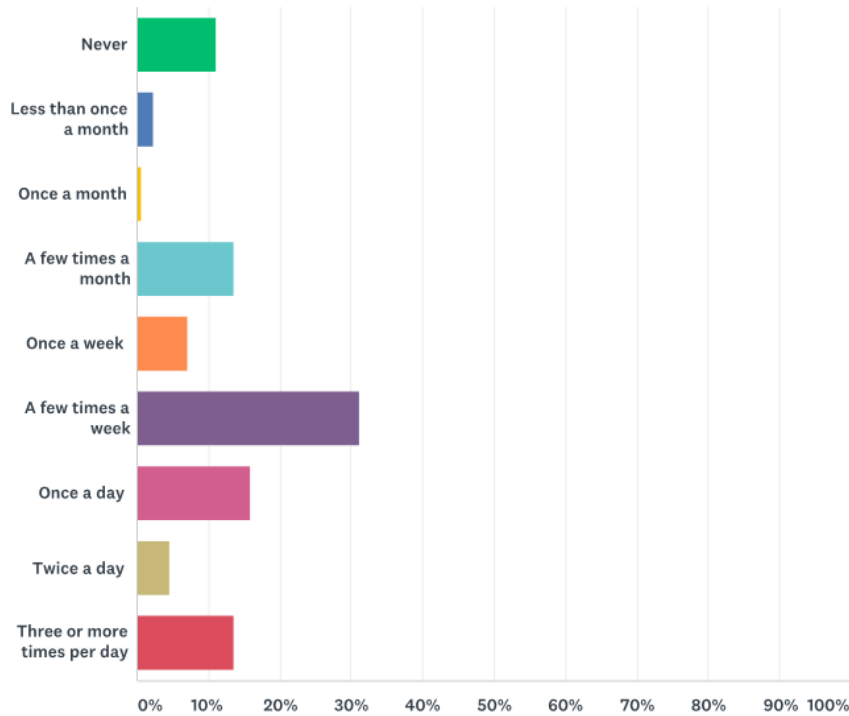


ANSWER CHOICES	RESPONSES	
Very concerned	73.84%	127
Somewhat concerned	19.77%	34
Not at all concerned	6.40%	11
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 170 Skipped: 190

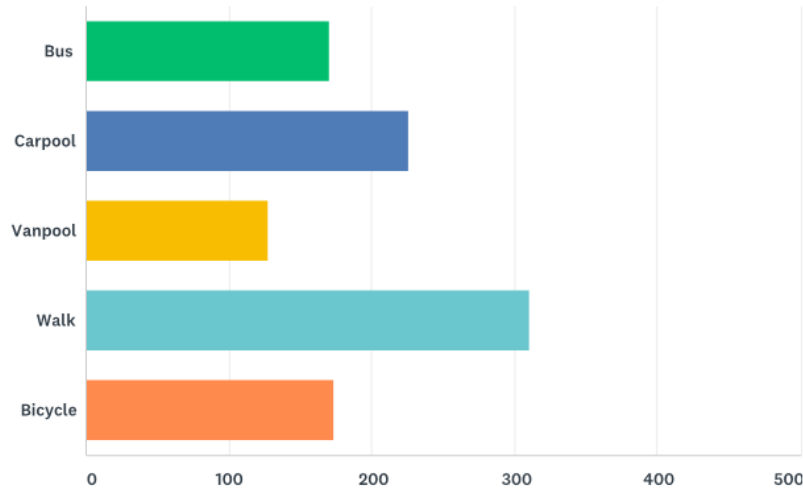


ANSWER CHOICES	RESPONSES	
Never	11.18%	19
Less than once a month	2.35%	4
Once a month	0.59%	1
A few times a month	13.53%	23
Once a week	7.06%	12
A few times a week	31.18%	53
Once a day	15.88%	27
Twice a day	4.71%	8
Three or more times per day	13.53%	23
TOTAL		170

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 193 Skipped: 167

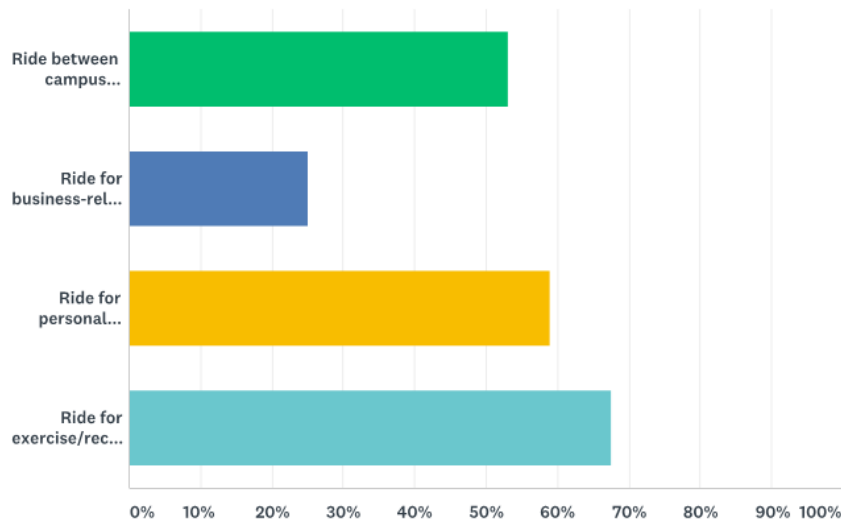


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	25.00% 48	41.15% 79	10.42% 20	16.67% 32	6.77% 13	192	170.80
Carpool	14.51% 28	26.94% 52	25.91% 50	26.94% 52	5.70% 11	193	225.73
Vanpool	25.79% 49	33.16% 63	14.74% 28	1.58% 3	24.74% 47	190	127.15
Walk	3.63% 7	17.10% 33	20.73% 40	58.03% 112	0.52% 1	193	310.41
Bicycle	21.35% 41	28.65% 55	26.56% 51	10.42% 20	13.02% 25	192	173.73

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 139 Skipped: 221

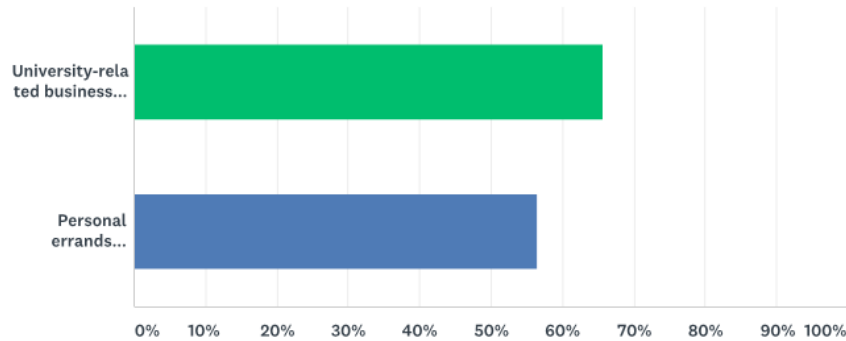


ANSWER CHOICES	RESPONSES	
Ride between campus destinations	53.24%	74
Ride for business-related errands	25.18%	35
Ride for personal errands	58.99%	82
Ride for exercise/recreation	67.63%	94
Total Respondents: 139		

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 108 Skipped: 252

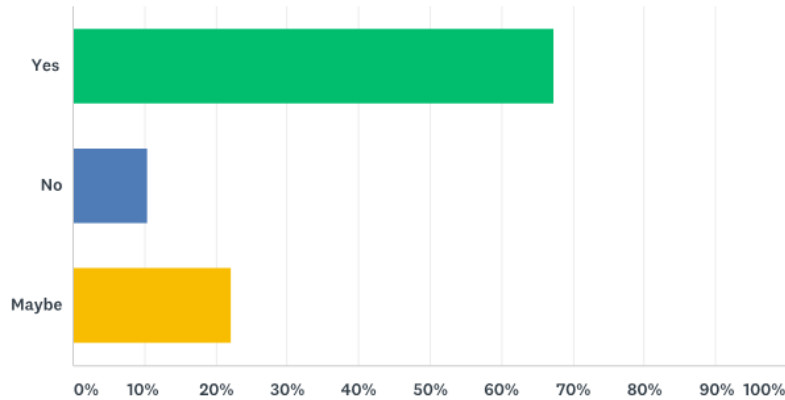


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	65.74%	71
Personal errands (individually paid)	56.48%	61
Total Respondents: 108		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 294 Skipped: 66



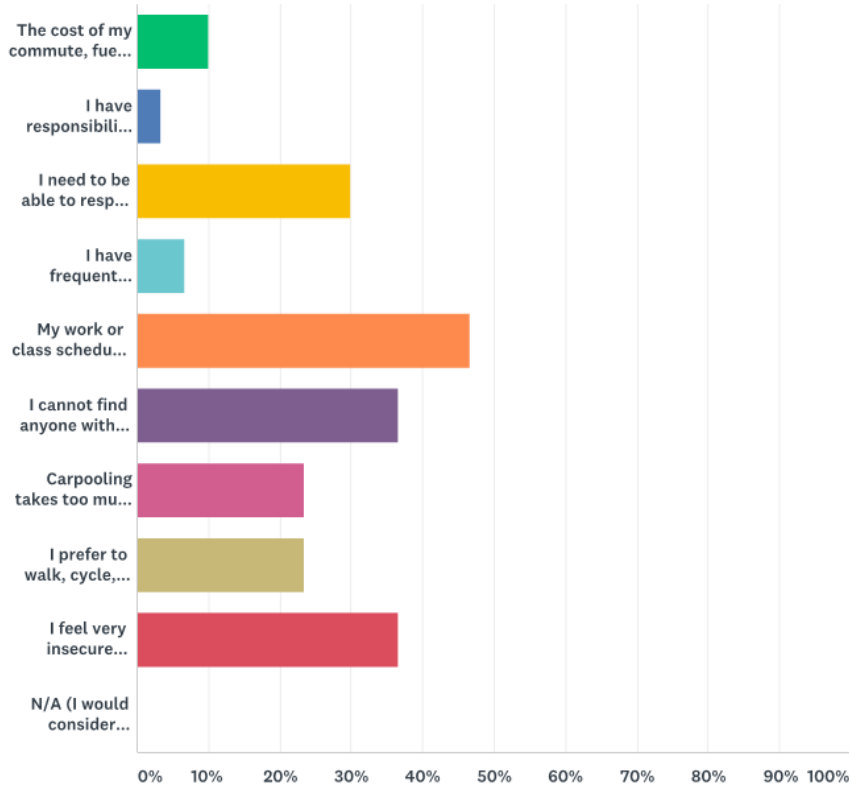
ANSWER CHOICES	RESPONSES	
Yes	67.35%	198
No	10.54%	31
Maybe	22.11%	65
TOTAL		294



Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 30 Skipped: 330



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	10.00% 3
I have responsibilities to a child or children and must be able to respond to their needs immediately	3.33% 1
I need to be able to respond to an emergency without inconveniencing anyone else	30.00% 9
I have frequent appointments off campus	6.67% 2
My work or class schedule is too irregular	46.67% 14
I cannot find anyone with whom to carpool	36.67% 11
Carpooling takes too much time	23.33% 7
I prefer to walk, cycle, or ride the bus/shuttle	23.33% 7
I feel very insecure without having my personal vehicle available to me	36.67% 11
N/A (I would consider carpooling)	0.00% 0



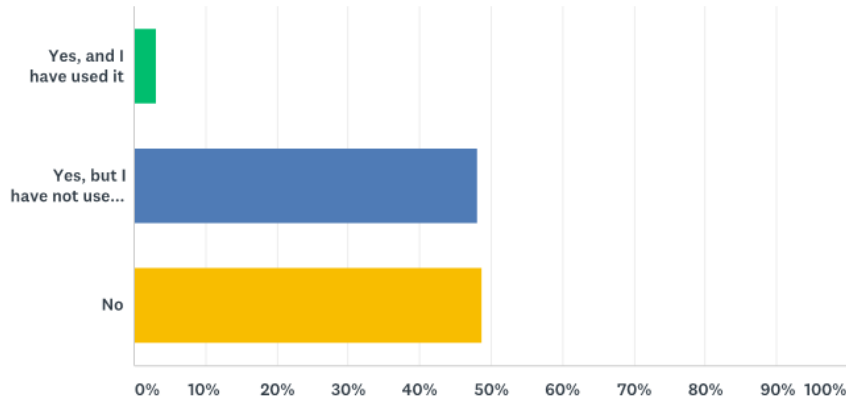
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 30

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 293 Skipped: 67

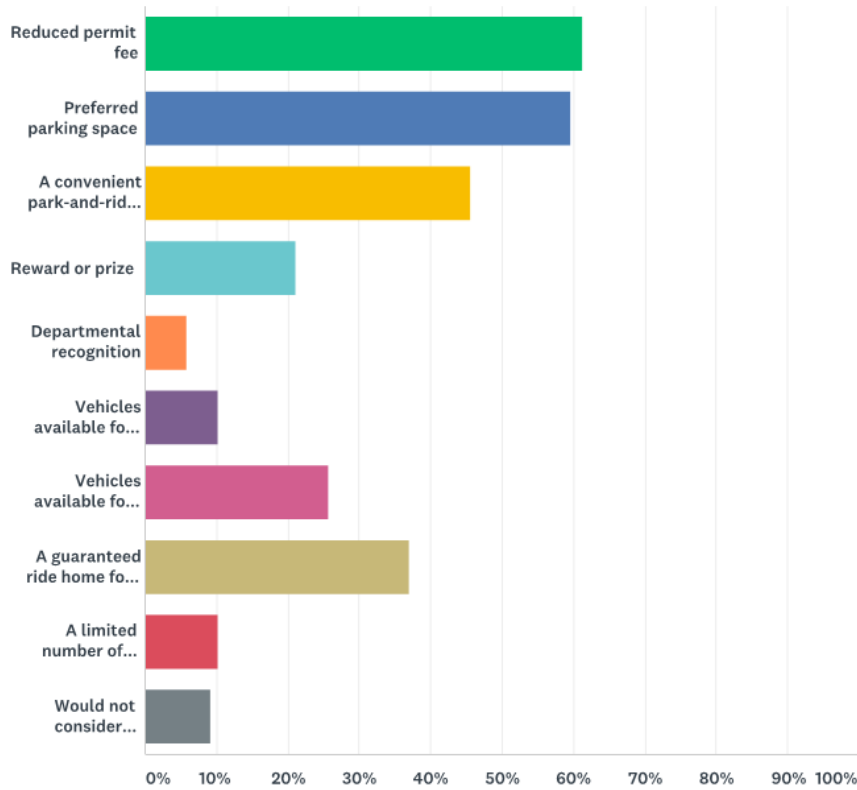


ANSWER CHOICES	RESPONSES
Yes, and I have used it	3.07% 9
Yes, but I have not used it	48.12% 141
No	48.81% 143
TOTAL	293

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 292 Skipped: 68



ANSWER CHOICES	RESPONSES	
Reduced permit fee	61.30%	179
Preferred parking space	59.59%	174
A convenient park-and-ride lot at which to meet my carpool	45.55%	133
Reward or prize	21.23%	62
Departmental recognition	5.82%	17
Vehicles available for business appointments	10.27%	30
Vehicles available for personal appointments	25.68%	75
A guaranteed ride home for emergencies	36.99%	108
A limited number of one-day parking passes	10.27%	30
Would not consider carpooling under any circumstances	9.25%	27



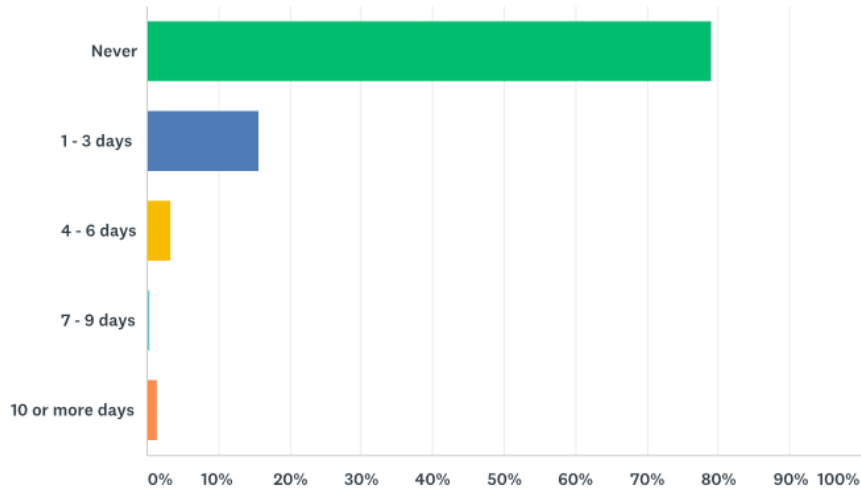
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 292

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 292 Skipped: 68

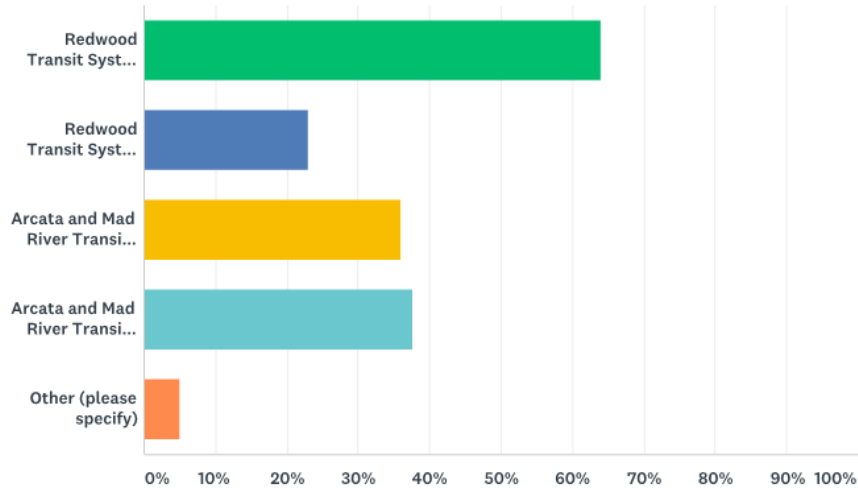


ANSWER CHOICES	RESPONSES	
Never	79.11%	231
1 - 3 days	15.75%	46
4 - 6 days	3.42%	10
7 - 9 days	0.34%	1
10 or more days	1.37%	4
TOTAL		292

Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 61 Skipped: 299

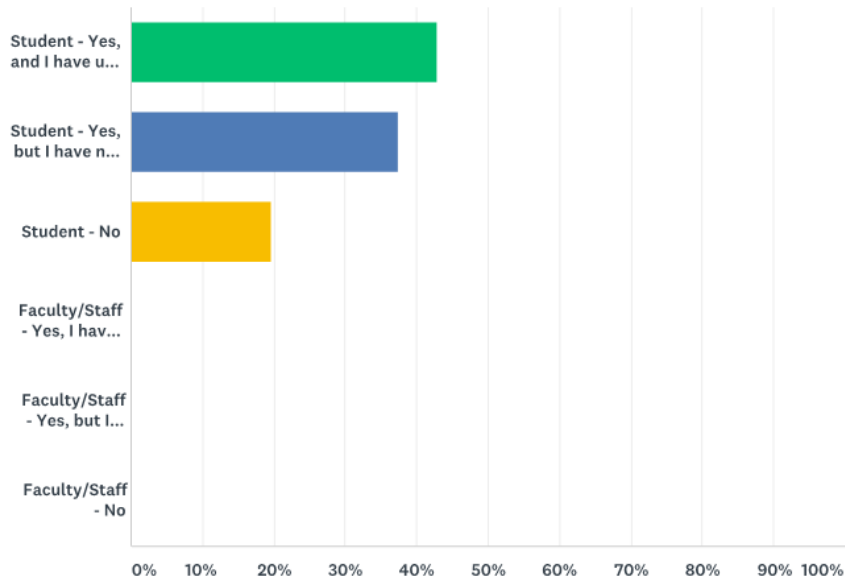


ANSWER CHOICES	RESPONSES	
Redwood Transit System - Mainline	63.93%	39
Redwood Transit System - Willow Creek	22.95%	14
Arcata and Mad River Transit System - Gold	36.07%	22
Arcata and Mad River Transit System - Red	37.70%	23
Other (please specify)	4.92%	3
Total Respondents: 61		

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 291 Skipped: 69

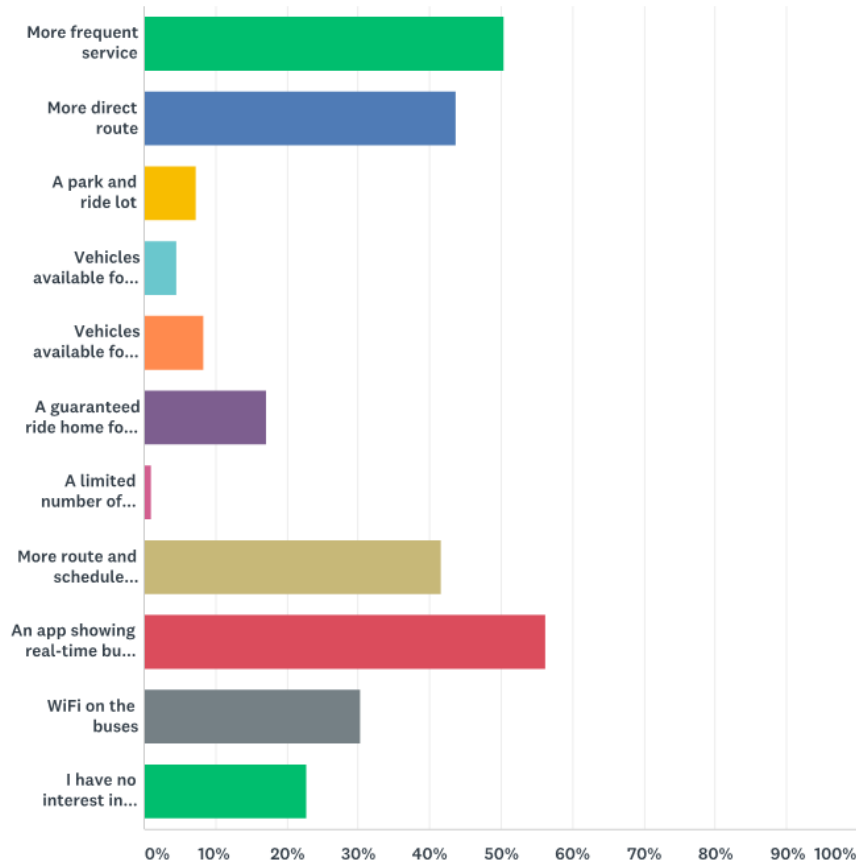


ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	42.96%	125
Student - Yes, but I have not used it	37.46%	109
Student - No	19.59%	57
Faculty/Staff - Yes, I have purchased one	0.00%	0
Faculty/Staff - Yes, but I have never purchased one	0.00%	0
Faculty/Staff - No	0.00%	0
TOTAL		291

Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 286 Skipped: 74



ANSWER CHOICES	RESPONSES	
More frequent service	50.35%	144
More direct route	43.71%	125
A park and ride lot	7.34%	21
Vehicles available for business appointments	4.55%	13
Vehicles available for personal appointments	8.39%	24
A guaranteed ride home for emergencies	17.13%	49
A limited number of one-day parking passes	1.05%	3
More route and schedule information	41.61%	119
An app showing real-time bus locations	56.29%	161



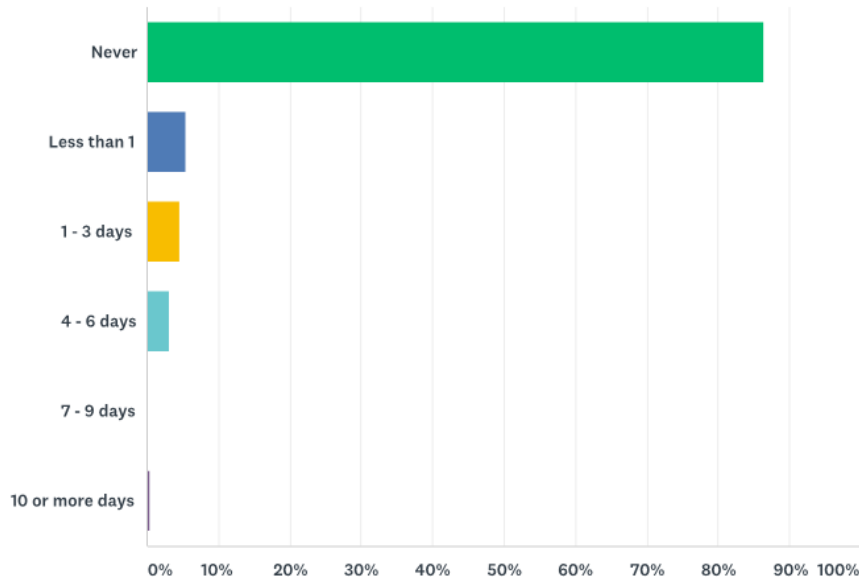
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	30.42%	87
I have no interest in riding the bus	22.73%	65
Total Respondents: 286		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 289 Skipped: 71

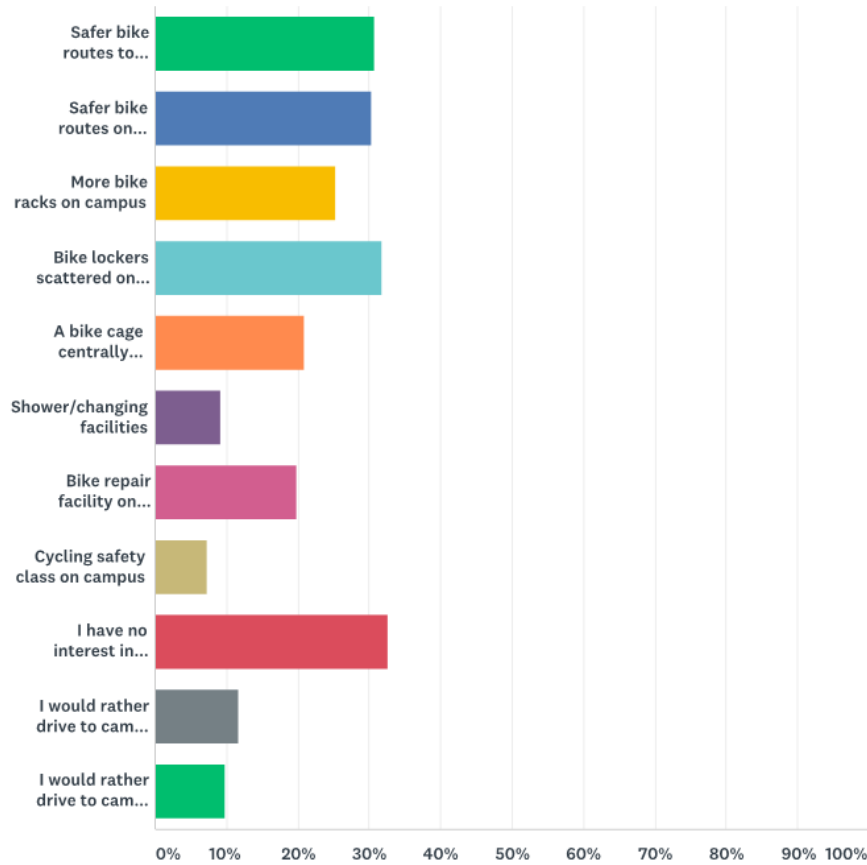


ANSWER CHOICES	RESPONSES	
Never	86.51%	250
Less than 1	5.54%	16
1 - 3 days	4.50%	13
4 - 6 days	3.11%	9
7 - 9 days	0.00%	0
10 or more days	0.35%	1
TOTAL		289

Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 273 Skipped: 87



ANSWER CHOICES	RESPONSES
Safer bike routes to campus	30.77% 84
Safer bike routes on campus	30.40% 83
More bike racks on campus	25.27% 69
Bike lockers scattered on campus	31.87% 87
A bike cage centrally located on campus	20.88% 57
Shower/changing facilities	9.16% 25
Bike repair facility on campus	19.78% 54
Cycling safety class on campus	7.33% 20
I have no interest in riding a bicycle	32.60% 89



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	11.72%	32
I would rather drive to campus and use a bikeshare bike to move between campus locations	9.89%	27
Total Respondents: 273		



Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 126 Skipped: 234

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

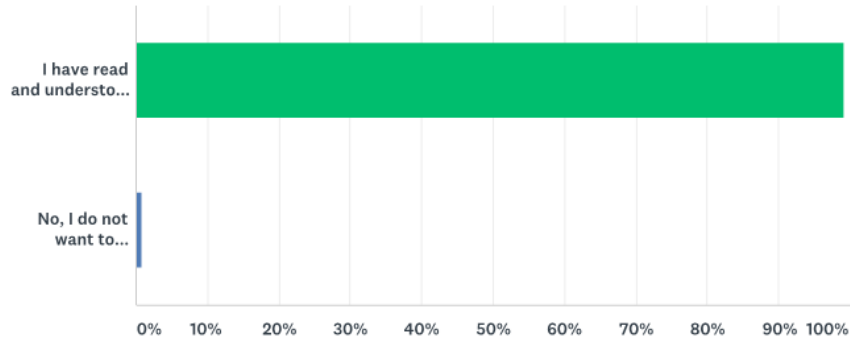
Answered: 125 Skipped: 235

Parking and Transportation Quantitative Survey Responses

Graduate Students Only



Parking and Transportation Survey - Humboldt State University- 2017

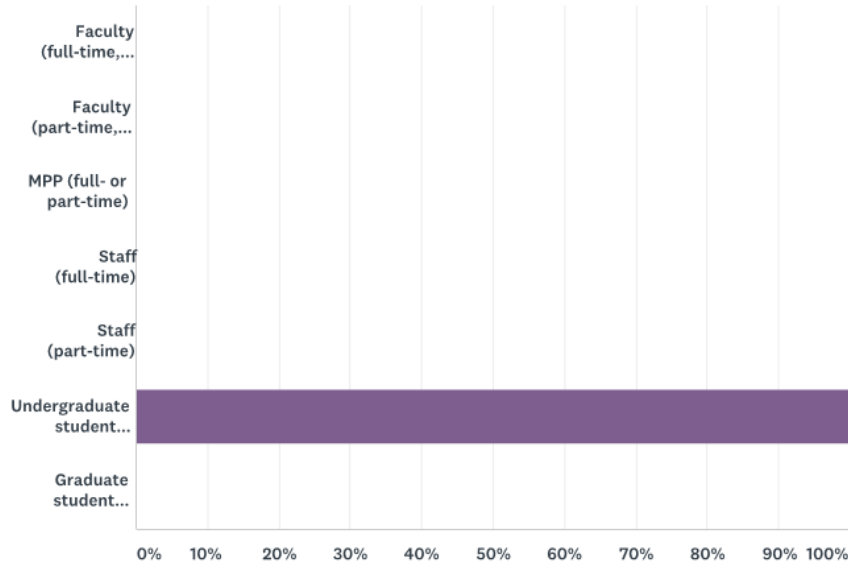


ANSWER CHOICES	RESPONSES	
I have read and understood this consent information, and agree to participate in this study.	99.17%	357
No, I do not want to participate in this survey	0.83%	3
TOTAL		360

Parking and Transportation Survey - Humboldt State University- 2017

Q2 Your role on campus is best described as:

Answered: 360 Skipped: 0



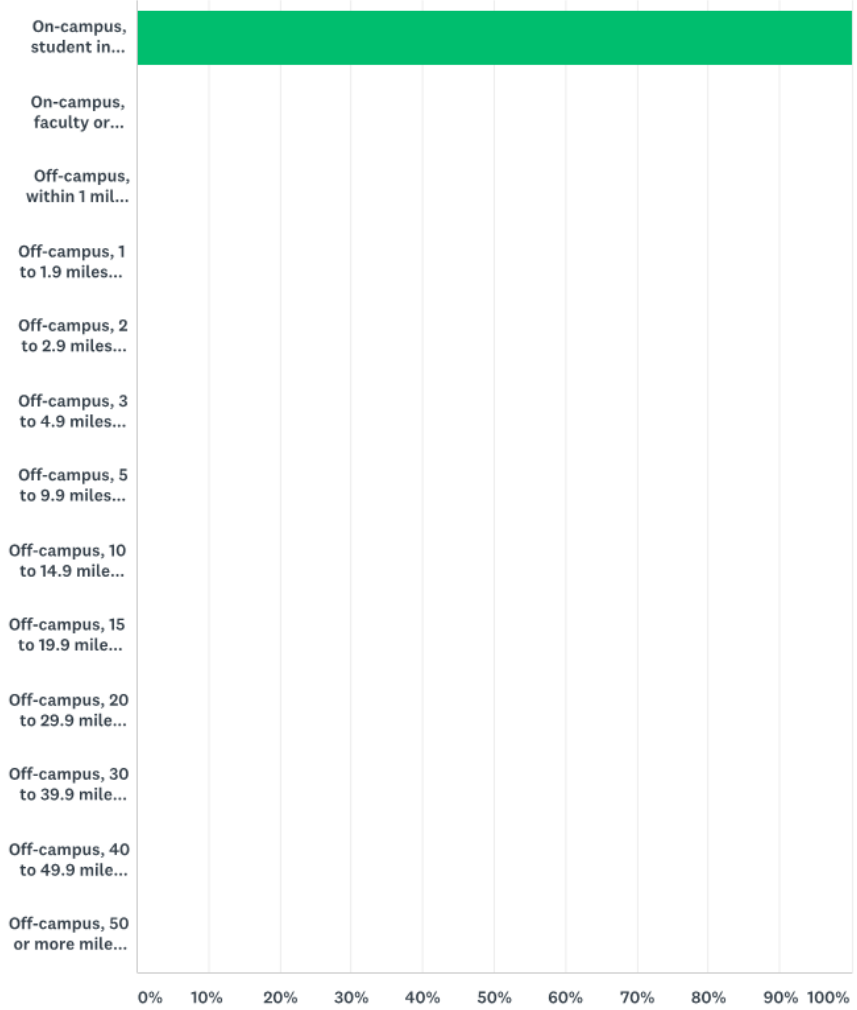
ANSWER CHOICES	RESPONSES
Faculty (full-time, tenure, or tenure track)	0.00% 0
Faculty (part-time, adjunct)	0.00% 0
MPP (full- or part-time)	0.00% 0
Staff (full-time)	0.00% 0
Staff (part-time)	0.00% 0
Undergraduate student (students with campus jobs or internships should still categorize themselves as students.)	100.00% 360
Graduate student (students with campus jobs or internships should still categorize themselves as students.)	0.00% 0
TOTAL	360



Parking and Transportation Survey - Humboldt State University- 2017

Q3 Do you live:

Answered: 360 Skipped: 0



ANSWER CHOICES	RESPONSES
On-campus, student in resident student housing (RLCs should classify themselves as students)	100.00% 360
On-campus, faculty or staff in campus housing (RLCs should classify themselves as faculty or staff)	0.00% 0
Off-campus, within 1 mile of campus	0.00% 0
Off-campus, 1 to 1.9 miles from campus	0.00% 0
Off-campus, 2 to 2.9 miles from campus	0.00% 0
Off-campus, 3 to 4.9 miles from campus	0.00% 0



Parking and Transportation Survey - Humboldt State University- 2017

Off-campus, 5 to 9.9 miles from campus	0.00%	0
Off-campus, 10 to 14.9 miles from campus	0.00%	0
Off-campus, 15 to 19.9 miles from campus	0.00%	0
Off-campus, 20 to 29.9 miles from campus	0.00%	0
Off-campus, 30 to 39.9 miles from campus	0.00%	0
Off-campus, 40 to 49.9 miles from campus	0.00%	0
Off-campus, 50 or more miles from campus	0.00%	0
TOTAL		360



Parking and Transportation Survey - Humboldt State University- 2017

Q4 What is your most frequent, primary mode of transportation to campus? (Please select just one.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
TOTAL	0



Parking and Transportation Survey - Humboldt State University- 2017

Q5 What do you mean by your "primary mode"?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Mode used most often (I use different modes on different days)	0.00%	0
Mode used for longest part of the trip	0.00%	0
Only mode I ever use	0.00%	0
TOTAL		0

Parking and Transportation Survey - Humboldt State University- 2017

Q6 What other modes do you ever use? (Please choose all that apply.)

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Driving alone	0.00% 0
Carpooling	0.00% 0
Carpooling (using Zimride)	0.00% 0
Getting dropped off	0.00% 0
Motorcycling/scootering	0.00% 0
Busing	0.00% 0
Cycling	0.00% 0
Walking	0.00% 0
Ride-hailing app (e.g., Uber)	0.00% 0
None of these	0.00% 0
Total Respondents: 0	



Parking and Transportation Survey - Humboldt State University- 2017

Q7 On which days do you typically come to campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Monday	0.00% 0
Tuesday	0.00% 0
Wednesday	0.00% 0
Thursday	0.00% 0
Friday	0.00% 0
Saturday	0.00% 0
Sunday	0.00% 0
Total Respondents: 0	

Parking and Transportation Survey - Humboldt State University- 2017

Q8 What time do you typically arrive on campus?

Answered: 0 Skipped: 360

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Before 6:00 a.m.	0.00%	0
6:00 - 6:59 a.m.	0.00%	0
7:00 - 7:59 a.m.	0.00%	0
8:00 - 8:59 a.m.	0.00%	0
9:00 - 9:59 a.m.	0.00%	0
10:00 - 10:59 a.m.	0.00%	0
11:00 - 11:59 a.m.	0.00%	0
12:00 - 12:59 p.m.	0.00%	0
1:00 - 1:59 p.m.	0.00%	0
2:00 - 2:59 p.m.	0.00%	0
3:00 - 3:59 p.m.	0.00%	0
4:00 - 4:59 p.m.	0.00%	0
5:00 - 5:59 p.m.	0.00%	0
After 6:00 p.m.	0.00%	0
N/A - I don't have a "typical" arrival time	0.00%	0
TOTAL		0

Parking and Transportation Survey - Humboldt State University- 2017

Q9 What time do you typically depart from campus?

Answered: 0 Skipped: 360

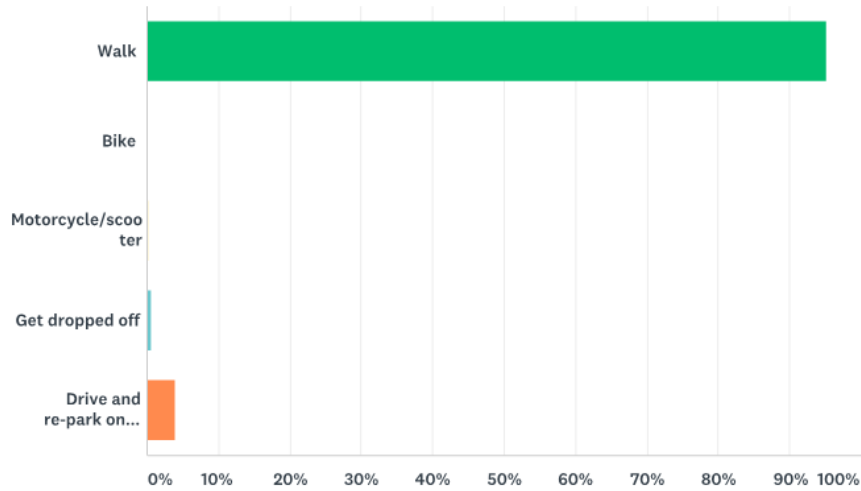
⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Before 6:00 a.m.	0.00% 0
6:00 - 6:59 a.m.	0.00% 0
7:00 - 7:59 a.m.	0.00% 0
8:00 - 8:59 a.m.	0.00% 0
9:00 - 9:59 a.m.	0.00% 0
10:00 - 10:59 a.m.	0.00% 0
11:00 - 11:59 a.m.	0.00% 0
12:00 - 12:59 p.m.	0.00% 0
1:00 - 1:59 p.m.	0.00% 0
2:00 - 2:59 p.m.	0.00% 0
3:00 - 3:59 p.m.	0.00% 0
4:00 - 4:59 p.m.	0.00% 0
5:00 - 5:59 p.m.	0.00% 0
After 6:00 p.m.	0.00% 0
N/A - I don't have a "typical" departure time	0.00% 0
TOTAL	0

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 329 Skipped: 31

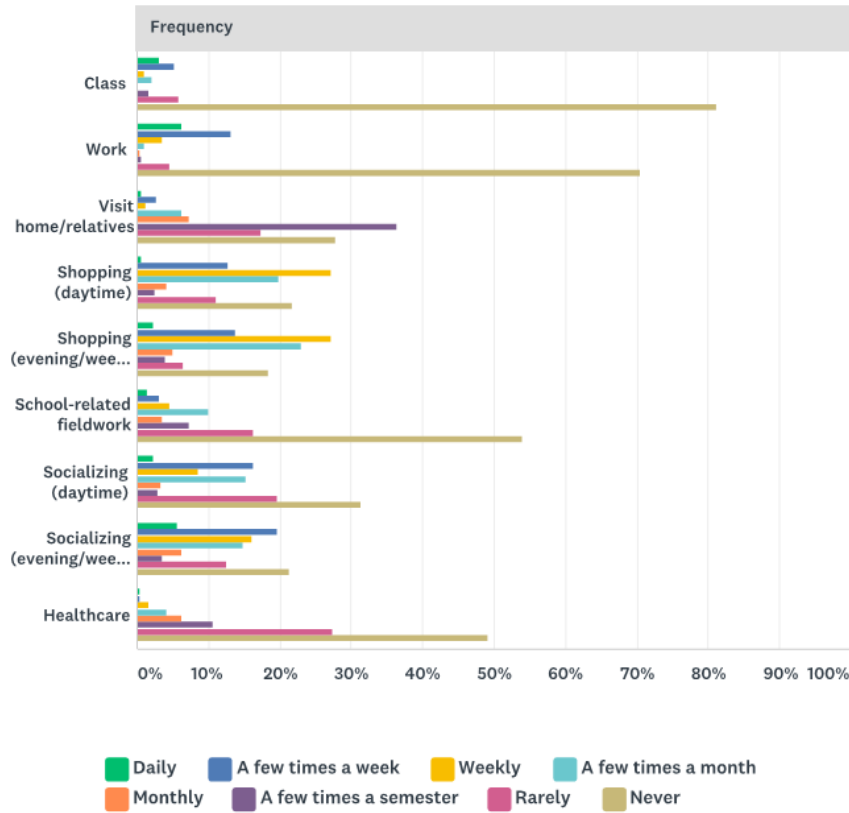


ANSWER CHOICES	RESPONSES	
Walk	95.14%	313
Bike	0.00%	0
Motorcycle/scooter	0.30%	1
Get dropped off	0.61%	2
Drive and re-park on campus	3.95%	13
TOTAL		329

Parking and Transportation Survey - Humboldt State University- 2017

Q11 How often do you use your vehicle to drive to each of the following:

Answered: 314 Skipped: 46



Frequency	DAILY	A FEW TIMES A WEEK	WEEKLY	A FEW TIMES A MONTH	MONTHLY	A FEW TIMES A SEMESTER	RARELY	NEVER	TOTAL
Class	3.09% 9	5.15% 15	1.03% 3	2.06% 6	0.00% 0	1.72% 5	5.84% 17	81.10% 236	291
Work	6.25% 18	13.19% 38	3.47% 10	1.04% 3	0.35% 1	0.69% 2	4.51% 13	70.49% 203	288
Visit home/relatives	0.67% 2	2.68% 8	1.34% 4	6.35% 19	7.36% 22	36.45% 109	17.39% 52	27.76% 83	299
Shopping (daytime)	0.65% 2	12.66% 39	27.27% 84	19.81% 61	4.22% 13	2.60% 8	11.04% 34	21.75% 67	308
Shopping (evening/weekend)	2.30% 7	13.77% 42	27.21% 83	22.95% 70	4.92% 15	3.93% 12	6.56% 20	18.36% 56	305
School-related fieldwork	1.38% 4	3.11% 9	4.50% 13	10.03% 29	3.46% 10	7.27% 21	16.26% 47	53.98% 156	289
Socializing (daytime)	2.33% 7	16.33% 49	8.67% 26	15.33% 46	3.33% 10	3.00% 9	19.67% 59	31.33% 94	300



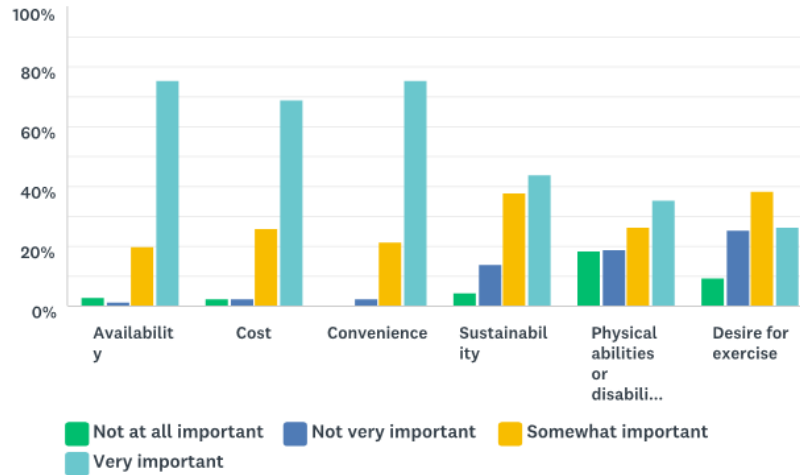
Parking and Transportation Survey - Humboldt State University- 2017

Socializing (evening/weekend)	5.59% 17	19.74% 60	16.12% 49	14.80% 45	6.25% 19	3.62% 11	12.50% 38	21.38% 65	304
Healthcare	0.34% 1	0.34% 1	1.72% 5	4.12% 12	6.19% 18	10.65% 31	27.49% 80	49.14% 143	291

Parking and Transportation Survey - Humboldt State University- 2017

Q12 How important are each of these factors in motivating your commuting mode choice?

Answered: 315 Skipped: 45

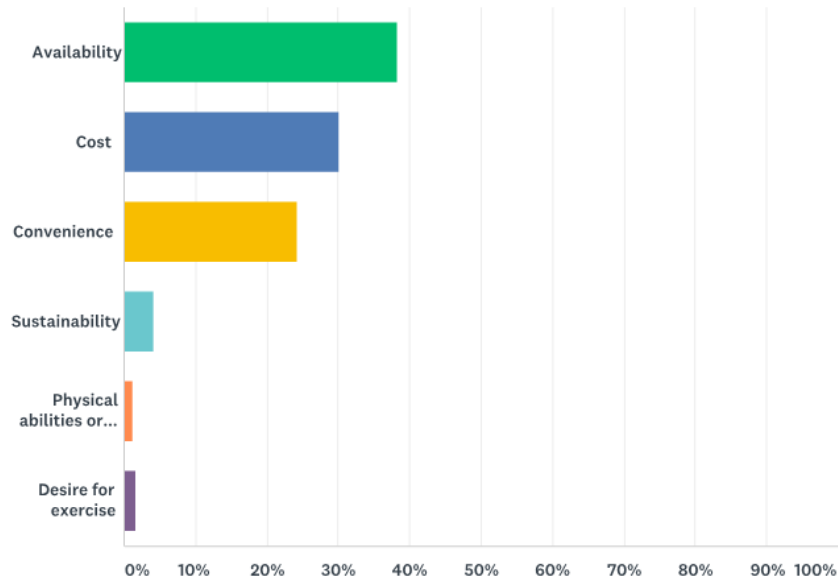


	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Availability	3.07% 9	1.37% 4	20.14% 59	75.43% 221	293	357.09
Cost	2.68% 8	2.34% 7	26.09% 78	68.90% 206	299	348.09
Convenience	0.67% 2	2.33% 7	21.67% 65	75.33% 226	300	362.07
Sustainability	4.42% 13	13.95% 41	37.76% 111	43.88% 129	294	294.49
Physical abilities or disabilities	18.62% 46	19.03% 47	26.72% 66	35.63% 88	247	238.89
Desire for exercise	9.72% 28	25.35% 73	38.54% 111	26.39% 76	288	241.79

Parking and Transportation Survey - Humboldt State University- 2017

Q13 Which one of these factors is most important to you?

Answered: 308 Skipped: 52

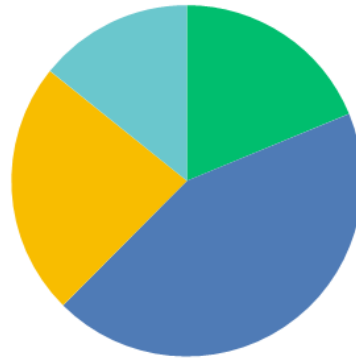


ANSWER CHOICES	RESPONSES	
Availability	38.31%	118
Cost	30.19%	93
Convenience	24.35%	75
Sustainability	4.22%	13
Physical abilities or disabilities	1.30%	4
Desire for exercise	1.62%	5
TOTAL		308

Parking and Transportation Survey - Humboldt State University- 2017

Q14 How much do you feel like your transportation choices impact HSU's environmental sustainability?

Answered: 309 Skipped: 51



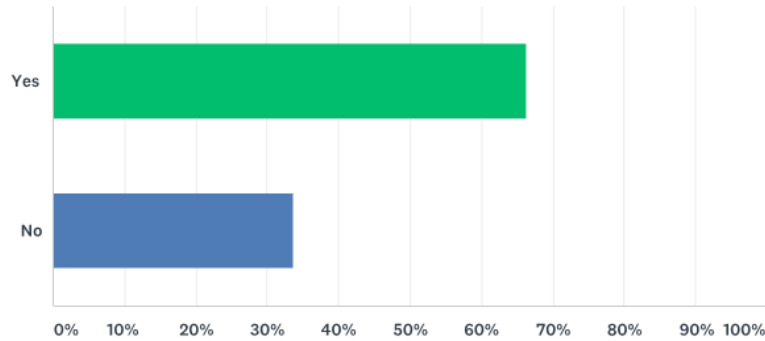
Not at all Somewhat A lot Not sure

(no label)	NOT AT ALL	SOMEWHAT	A LOT	NOT SURE	TOTAL	WEIGHTED AVERAGE
	18.77%	43.69%	23.30%	14.24%	309	210.57
	58	135	72	44		

Parking and Transportation Survey - Humboldt State University- 2017

Q15 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

Answered: 309 Skipped: 51



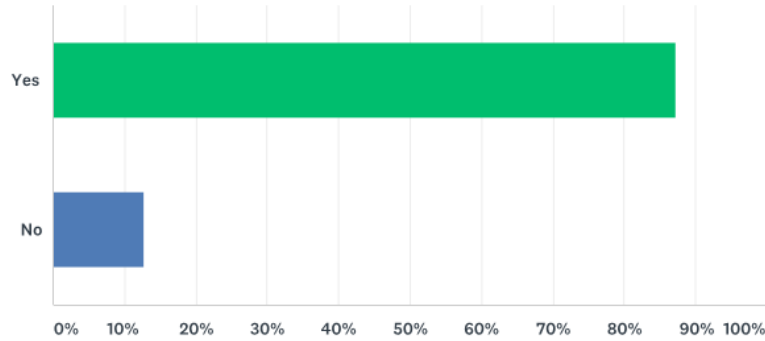
ANSWER CHOICES	RESPONSES	
Yes	66.34%	205
No	33.66%	104
TOTAL		309



Parking and Transportation Survey - Humboldt State University- 2017

Q16 Do you have a current HSU parking permit?

Answered: 205 Skipped: 155

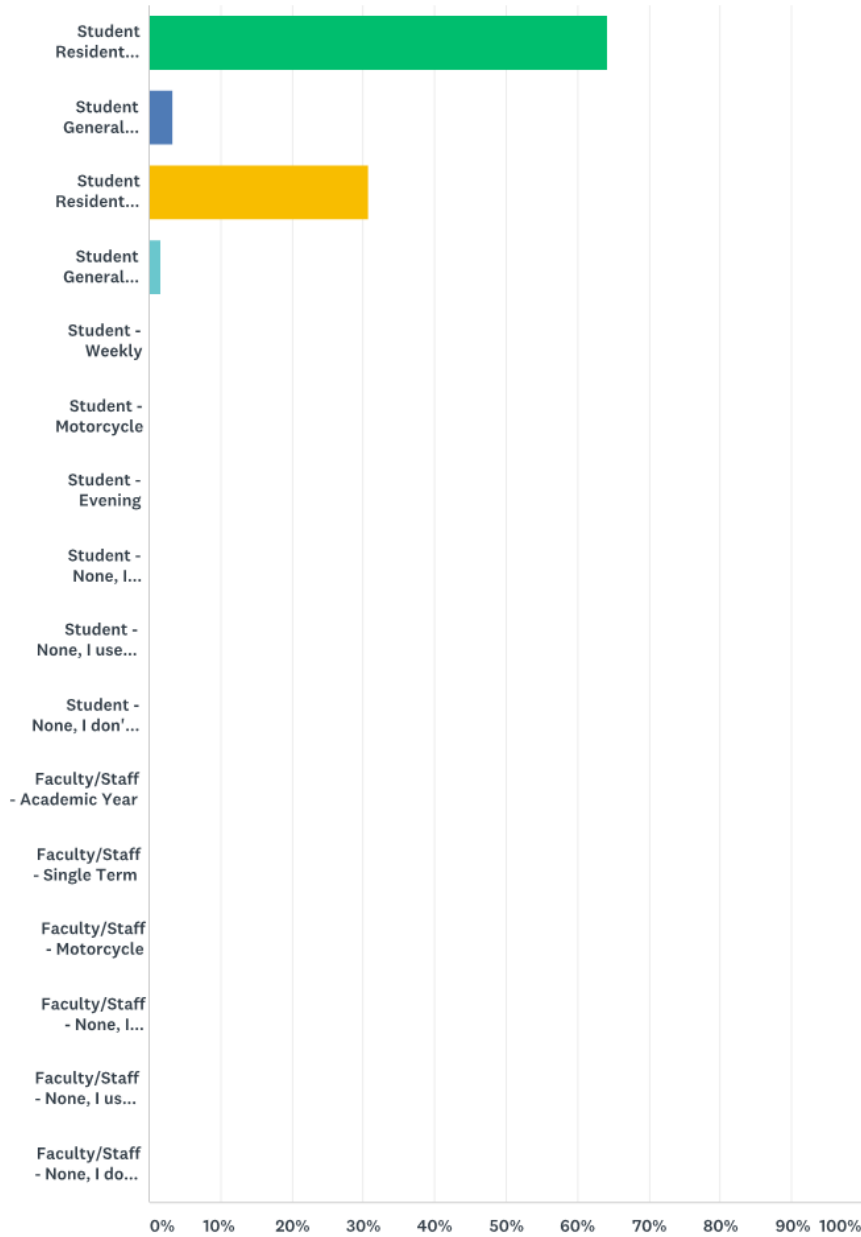


ANSWER CHOICES	RESPONSES	
Yes	87.32%	179
No	12.68%	26
TOTAL		205

Parking and Transportation Survey - Humboldt State University- 2017

Q17 What type of HSU permit do you have?

Answered: 179 Skipped: 181



ANSWER CHOICES	RESPONSES
Student Resident (campus housing) - Academic Year	64.25% 115



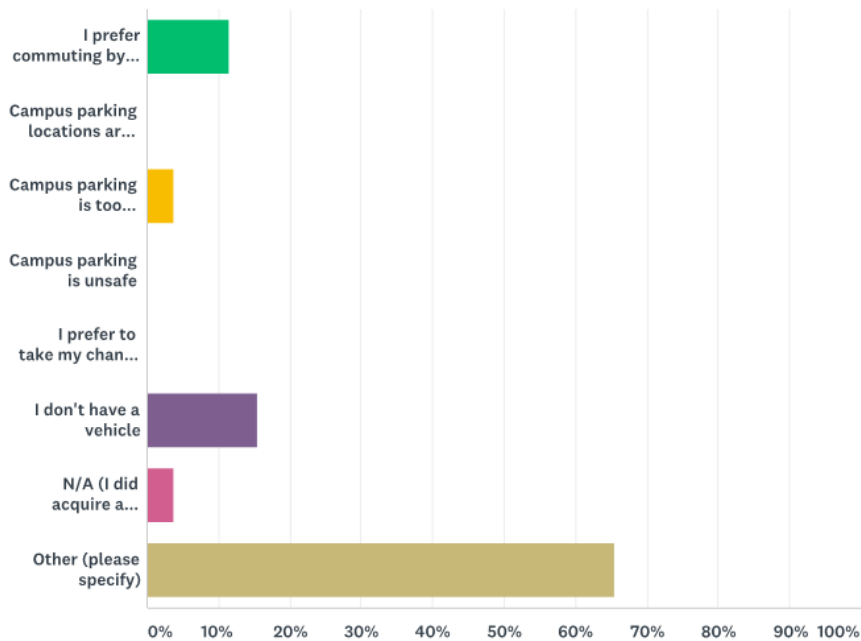
Parking and Transportation Survey - Humboldt State University- 2017

Student General (commuter) - Academic Year	3.35%	6
Student Resident (campus housing) - Fall Semester	30.73%	55
Student General (commuter) - Fall Semester	1.68%	3
Student - Weekly	0.00%	0
Student - Motorcycle	0.00%	0
Student - Evening	0.00%	0
Student - None, I purchase daily permits	0.00%	0
Student - None, I use meters	0.00%	0
Student - None, I don't park on campus	0.00%	0
Faculty/Staff - Academic Year	0.00%	0
Faculty/Staff - Single Term	0.00%	0
Faculty/Staff - Motorcycle	0.00%	0
Faculty/Staff - None, I purchase daily permits	0.00%	0
Faculty/Staff - None, I use meters	0.00%	0
Faculty/Staff - None, I don't park on campus	0.00%	0
TOTAL		179

Parking and Transportation Survey - Humboldt State University- 2017

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit?

Answered: 26 Skipped: 334

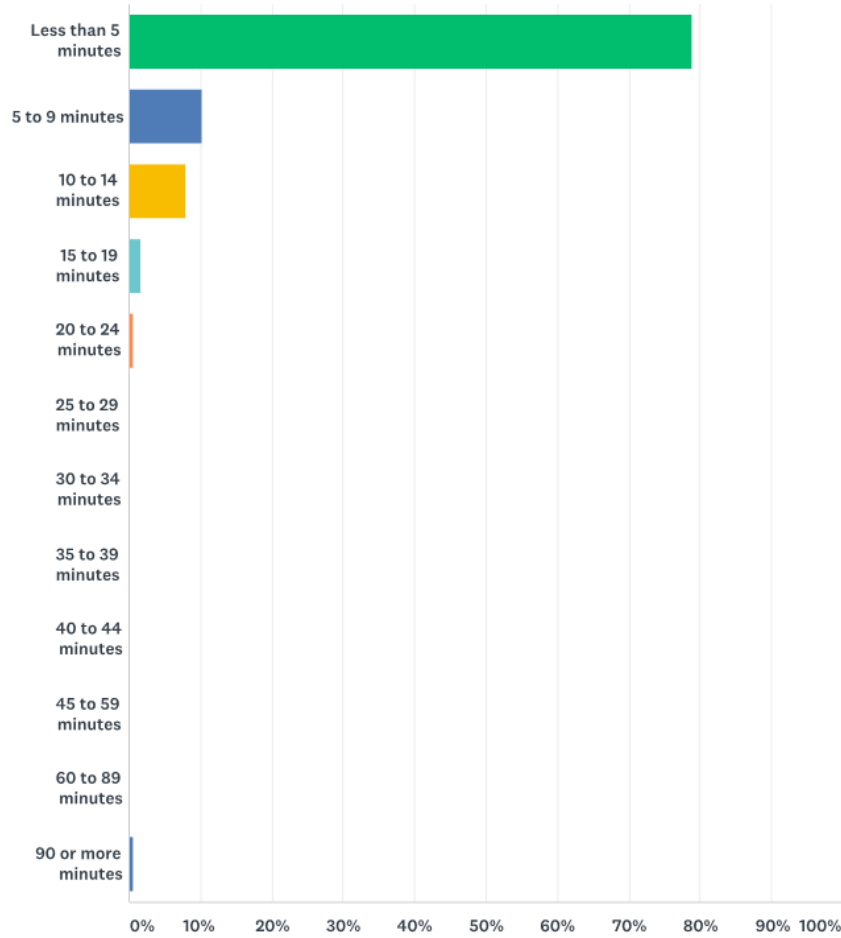


ANSWER CHOICES	RESPONSES	
I prefer commuting by bus, carpool, or other modes of transportation	11.54%	3
Campus parking locations are inconvenient	0.00%	0
Campus parking is too difficult to find	3.85%	1
Campus parking is unsafe	0.00%	0
I prefer to take my chances that I won't get a ticket	0.00%	0
I don't have a vehicle	15.38%	4
N/A (I did acquire a current parking permit)	3.85%	1
Other (please specify)	65.38%	17
TOTAL		26

Parking and Transportation Survey - Humboldt State University- 2017

Q19 How long does it usually take you to travel (one-way) from your residence to the boundary of Humboldt State University?

Answered: 175 Skipped: 185



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	78.86%	138
5 to 9 minutes	10.29%	18
10 to 14 minutes	8.00%	14
15 to 19 minutes	1.71%	3
20 to 24 minutes	0.57%	1
25 to 29 minutes	0.00%	0
30 to 34 minutes	0.00%	0



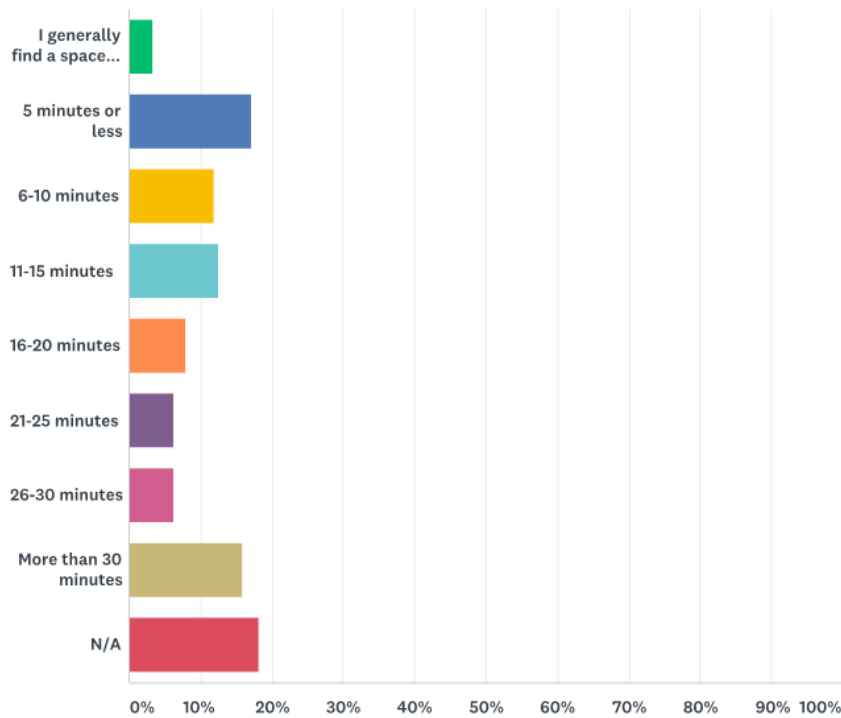
Parking and Transportation Survey - Humboldt State University- 2017

35 to 39 minutes	0.00%	0
40 to 44 minutes	0.00%	0
45 to 59 minutes	0.00%	0
60 to 89 minutes	0.00%	0
90 or more minutes	0.57%	1
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q20 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

Answered: 175 Skipped: 185

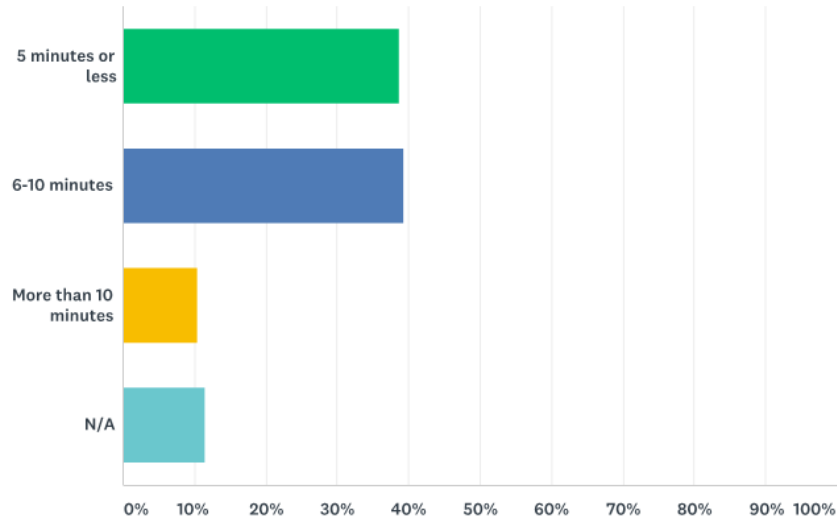


ANSWER CHOICES	RESPONSES	
I generally find a space immediately	3.43%	6
5 minutes or less	17.14%	30
6-10 minutes	12.00%	21
11-15 minutes	12.57%	22
16-20 minutes	8.00%	14
21-25 minutes	6.29%	11
26-30 minutes	6.29%	11
More than 30 minutes	16.00%	28
N/A	18.29%	32
TOTAL		175

Parking and Transportation Survey - Humboldt State University- 2017

Q21 After you park, about how many minutes on average do you estimate you spend getting to your destination?

Answered: 173 Skipped: 187

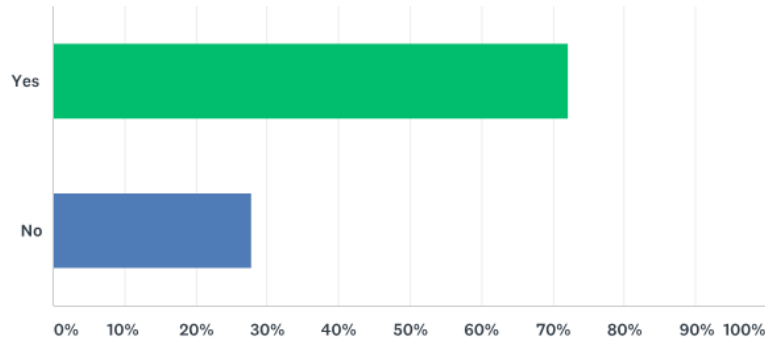


ANSWER CHOICES	RESPONSES	
5 minutes or less	38.73%	67
6-10 minutes	39.31%	68
More than 10 minutes	10.40%	18
N/A	11.56%	20
TOTAL		173

Parking and Transportation Survey - Humboldt State University- 2017

Q22 Within the last year, have you ever been unable to find a legal parking space on campus?

Answered: 173 Skipped: 187



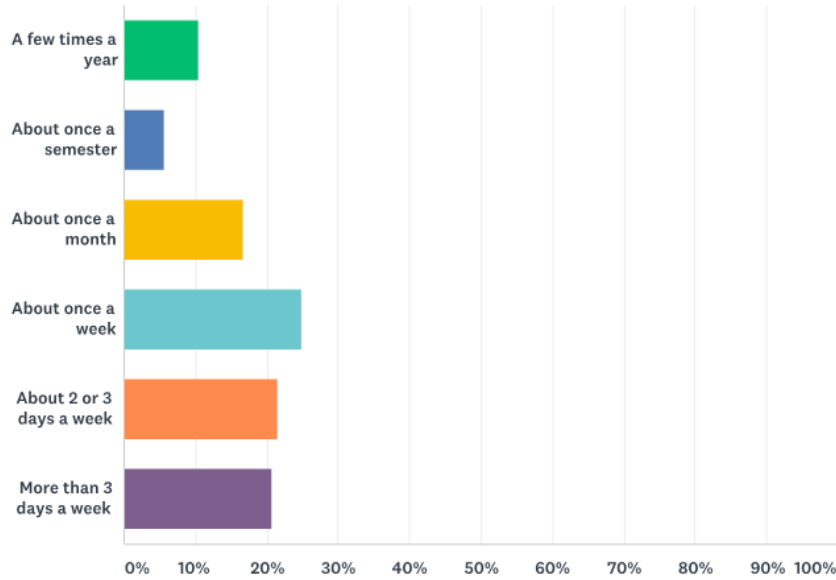
ANSWER CHOICES	RESPONSES	
Yes	72.25%	125
No	27.75%	48
TOTAL		173



Parking and Transportation Survey - Humboldt State University- 2017

Q23 How often are you unable to find a space?

Answered: 125 Skipped: 235

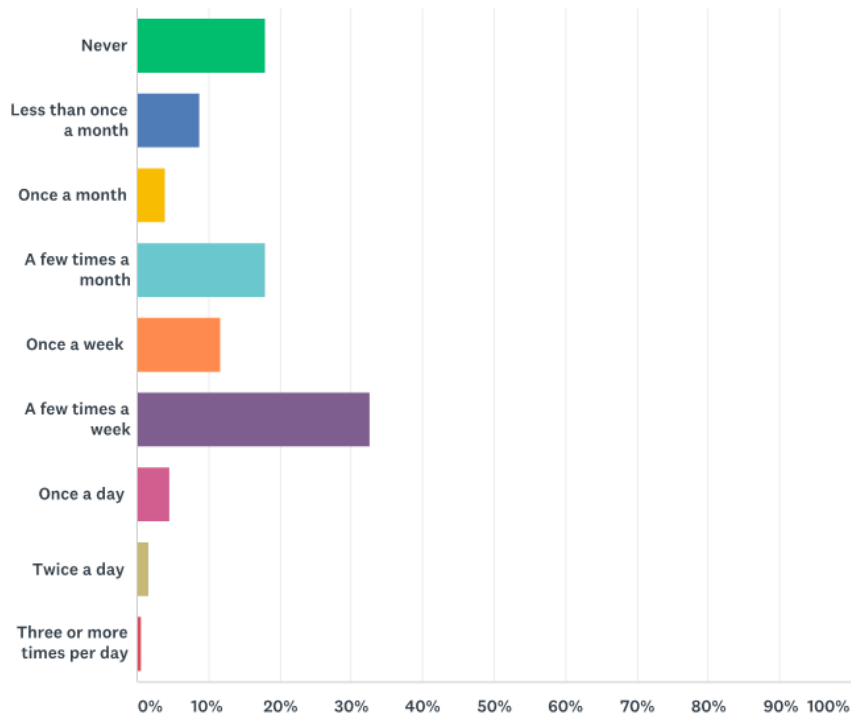


ANSWER CHOICES	RESPONSES	
A few times a year	10.40%	13
About once a semester	5.60%	7
About once a month	16.80%	21
About once a week	24.80%	31
About 2 or 3 days a week	21.60%	27
More than 3 days a week	20.80%	26
TOTAL		125

Parking and Transportation Survey - Humboldt State University- 2017

Q24 In a typical semester, how often do you relocate or re-park your vehicle on campus during the business day?

Answered: 172 Skipped: 188

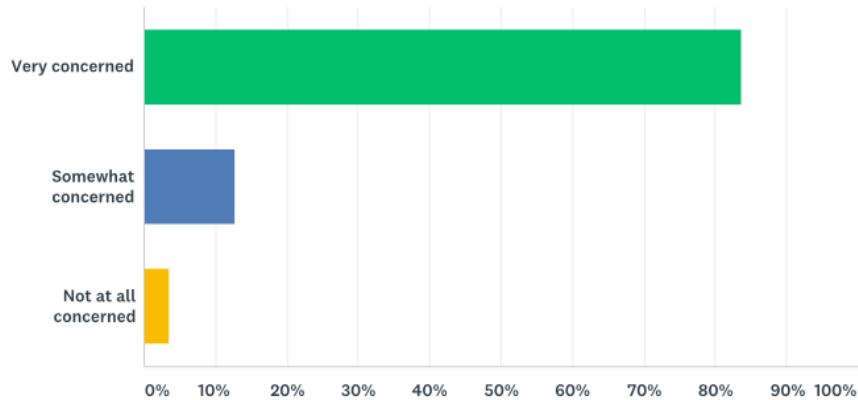


ANSWER CHOICES	RESPONSES	
Never	18.02%	31
Less than once a month	8.72%	15
Once a month	4.07%	7
A few times a month	18.02%	31
Once a week	11.63%	20
A few times a week	32.56%	56
Once a day	4.65%	8
Twice a day	1.74%	3
Three or more times per day	0.58%	1
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q25 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space and will be forced to search extensively or park in a significantly less desirable space?

Answered: 172 Skipped: 188

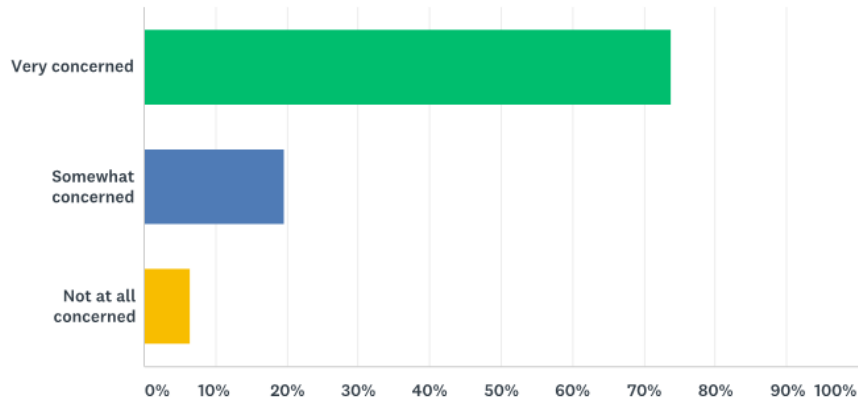


ANSWER CHOICES	RESPONSES	
Very concerned	83.72%	144
Somewhat concerned	12.79%	22
Not at all concerned	3.49%	6
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q26 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find any parking space?

Answered: 172 Skipped: 188

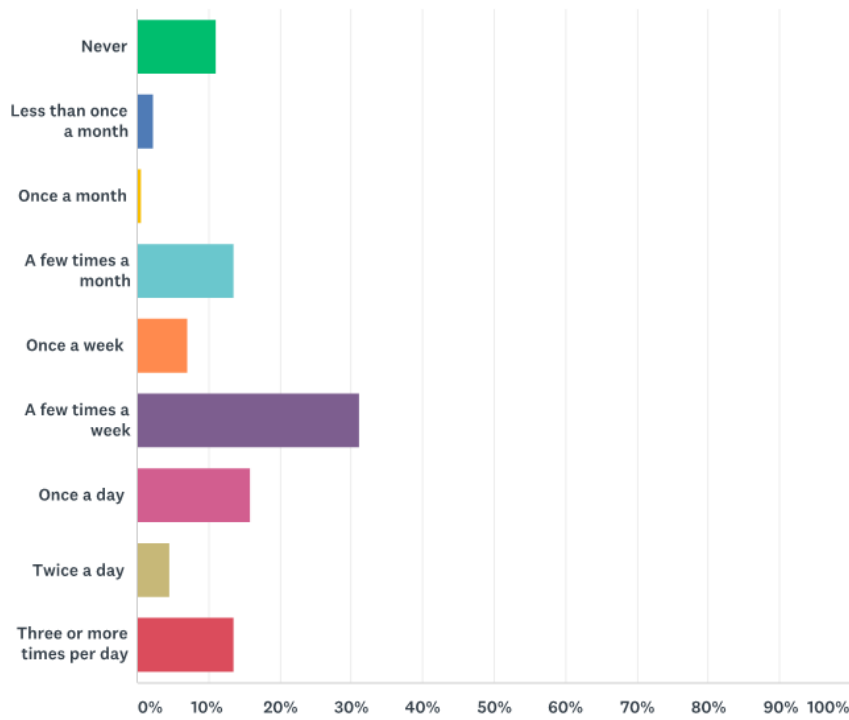


ANSWER CHOICES	RESPONSES	
Very concerned	73.84%	127
Somewhat concerned	19.77%	34
Not at all concerned	6.40%	11
TOTAL		172

Parking and Transportation Survey - Humboldt State University- 2017

Q27 How often does the possibility of losing a parking space keep you from leaving campus until the end of your day when you would otherwise leave and come back?

Answered: 170 Skipped: 190

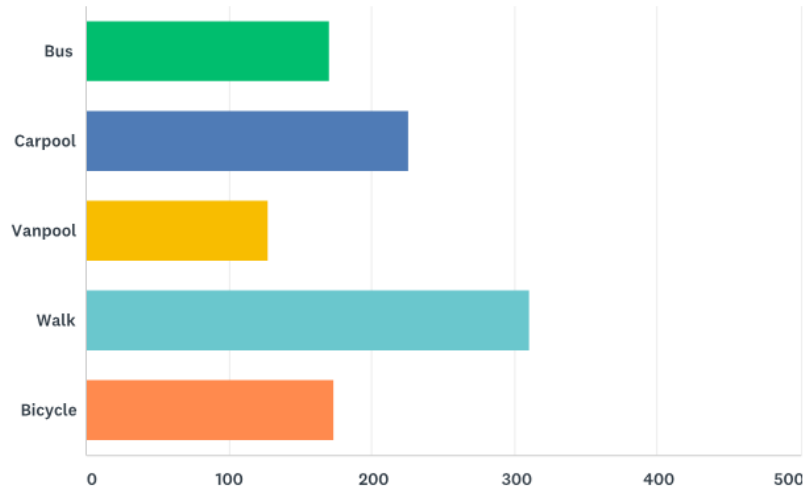


ANSWER CHOICES	RESPONSES
Never	11.18% 19
Less than once a month	2.35% 4
Once a month	0.59% 1
A few times a month	13.53% 23
Once a week	7.06% 12
A few times a week	31.18% 53
Once a day	15.88% 27
Twice a day	4.71% 8
Three or more times per day	13.53% 23
TOTAL	170

Parking and Transportation Survey - Humboldt State University- 2017

Q28 How willing would you be to try each of the following alternative forms of transportation?

Answered: 193 Skipped: 167

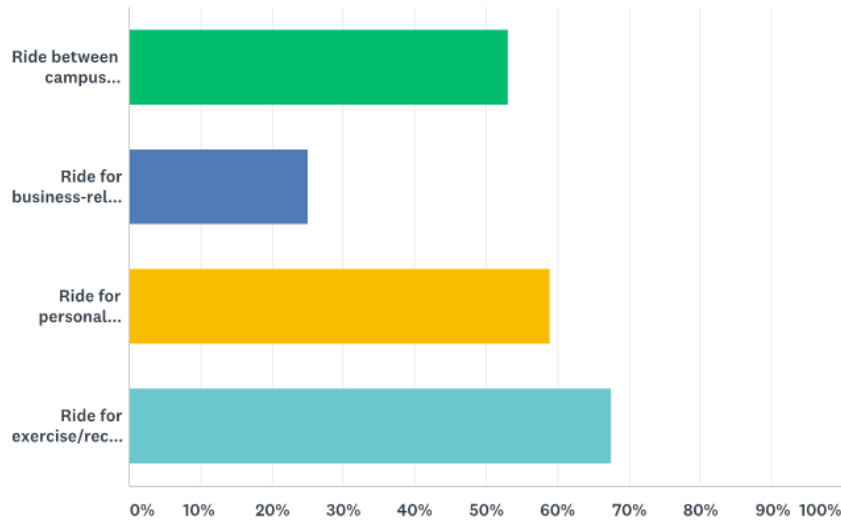


	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	25.00% 48	41.15% 79	10.42% 20	16.67% 32	6.77% 13	192	170.80
Carpool	14.51% 28	26.94% 52	25.91% 50	26.94% 52	5.70% 11	193	225.73
Vanpool	25.79% 49	33.16% 63	14.74% 28	1.58% 3	24.74% 47	190	127.15
Walk	3.63% 7	17.10% 33	20.73% 40	58.03% 112	0.52% 1	193	310.41
Bicycle	21.35% 41	28.65% 55	26.56% 51	10.42% 20	13.02% 25	192	173.73

Parking and Transportation Survey - Humboldt State University- 2017

Q29 To reduce your vehicle use on campus after parking, or to avoid moving your parked vehicle, would you be interested in using bikeshare bicycles for any of the following (check all that apply):

Answered: 139 Skipped: 221

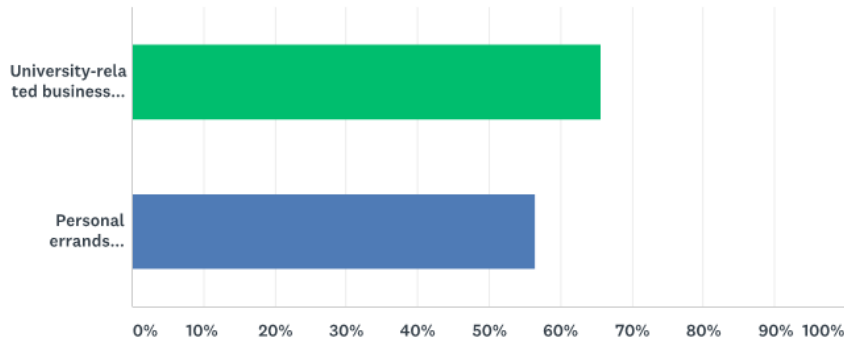


ANSWER CHOICES	RESPONSES
Ride between campus destinations	53.24% 74
Ride for business-related errands	25.18% 35
Ride for personal errands	58.99% 82
Ride for exercise/recreation	67.63% 94
Total Respondents: 139	

Parking and Transportation Survey - Humboldt State University- 2017

Q30 To avoid moving your parked vehicle, or to avoid bringing a vehicle to campus, would you be interested in using carshare (Zipcar) vehicles for any of the following:

Answered: 108 Skipped: 252

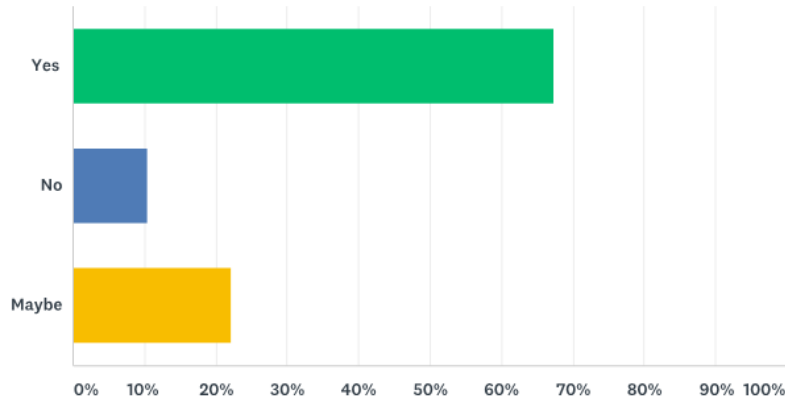


ANSWER CHOICES	RESPONSES	
University-related business (department paid)	65.74%	71
Personal errands (individually paid)	56.48%	61
Total Respondents: 108		

Parking and Transportation Survey - Humboldt State University- 2017

Q31 Do you consider carpooling to be a reasonable alternative to driving by yourself?

Answered: 294 Skipped: 66



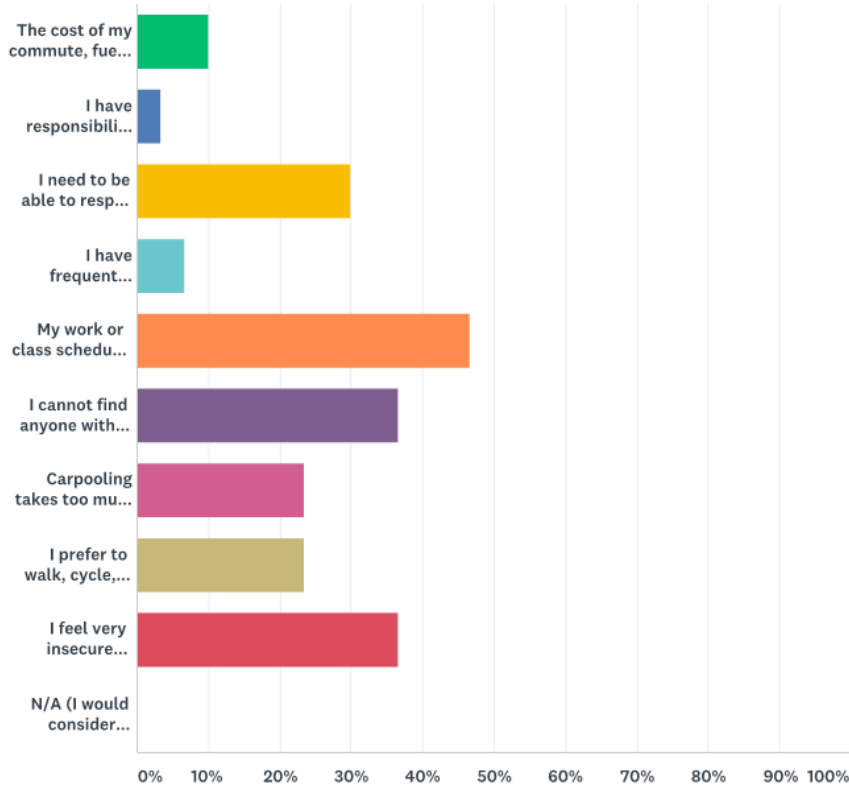
ANSWER CHOICES	RESPONSES	
Yes	67.35%	198
No	10.54%	31
Maybe	22.11%	65
TOTAL		294



Parking and Transportation Survey - Humboldt State University- 2017

Q32 If you would not carpool, which options below best represent the reasons why? (Please select no more than three choices.)

Answered: 30 Skipped: 330



ANSWER CHOICES	RESPONSES
The cost of my commute, fuel, and parking are very reasonable	10.00% 3
I have responsibilities to a child or children and must be able to respond to their needs immediately	3.33% 1
I need to be able to respond to an emergency without inconveniencing anyone else	30.00% 9
I have frequent appointments off campus	6.67% 2
My work or class schedule is too irregular	46.67% 14
I cannot find anyone with whom to carpool	36.67% 11
Carpooling takes too much time	23.33% 7
I prefer to walk, cycle, or ride the bus/shuttle	23.33% 7
I feel very insecure without having my personal vehicle available to me	36.67% 11
N/A (I would consider carpooling)	0.00% 0



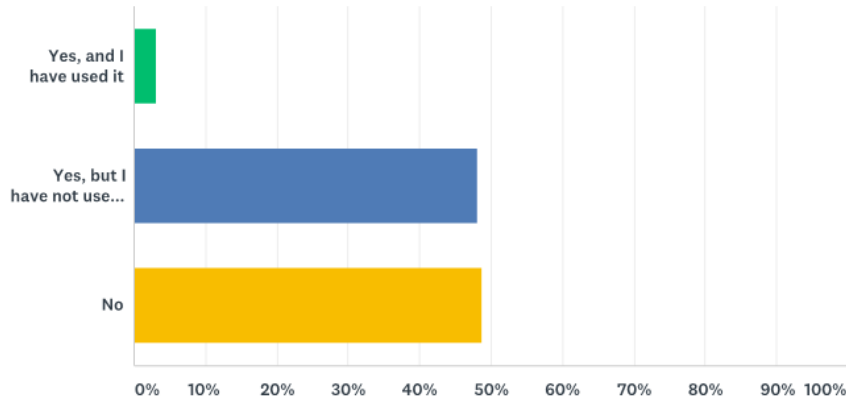
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 30

Parking and Transportation Survey - Humboldt State University- 2017

Q33 Are you familiar with the Zimride, ridematching tool available to HSU faculty, staff, and students (can be used to help for carpools/vanpools)?

Answered: 293 Skipped: 67

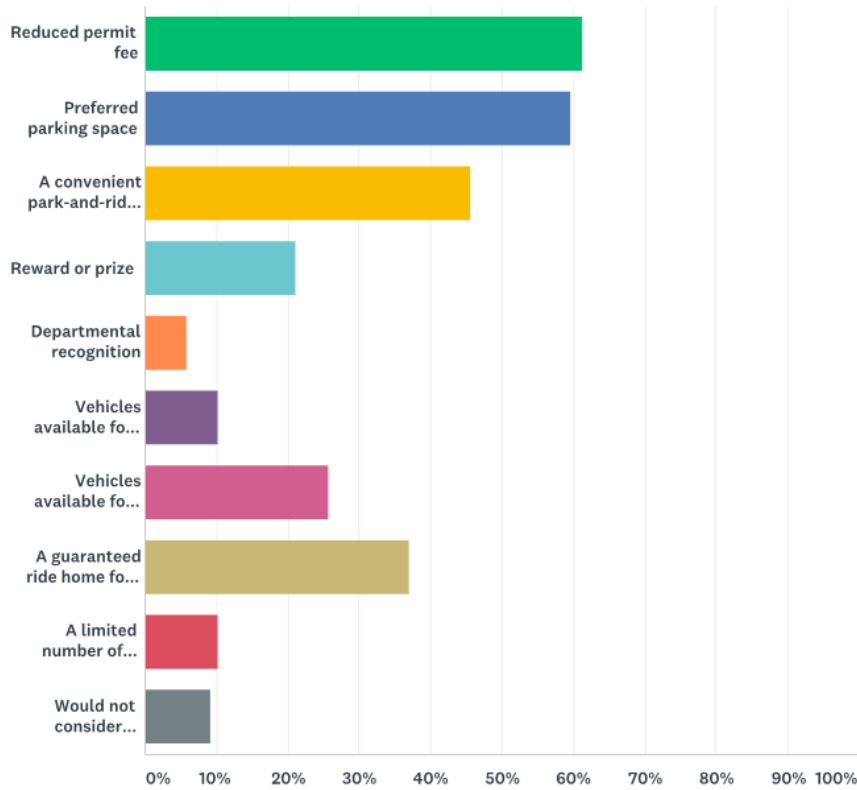


ANSWER CHOICES	RESPONSES
Yes, and I have used it	3.07% 9
Yes, but I have not used it	48.12% 141
No	48.81% 143
TOTAL	293

Parking and Transportation Survey - Humboldt State University- 2017

Q34 Which of the following would most improve the likelihood that you would carpool? (Please select no more than three choices.)

Answered: 292 Skipped: 68



ANSWER CHOICES	RESPONSES	
Reduced permit fee	61.30%	179
Preferred parking space	59.59%	174
A convenient park-and-ride lot at which to meet my carpool	45.55%	133
Reward or prize	21.23%	62
Departmental recognition	5.82%	17
Vehicles available for business appointments	10.27%	30
Vehicles available for personal appointments	25.68%	75
A guaranteed ride home for emergencies	36.99%	108
A limited number of one-day parking passes	10.27%	30
Would not consider carpooling under any circumstances	9.25%	27



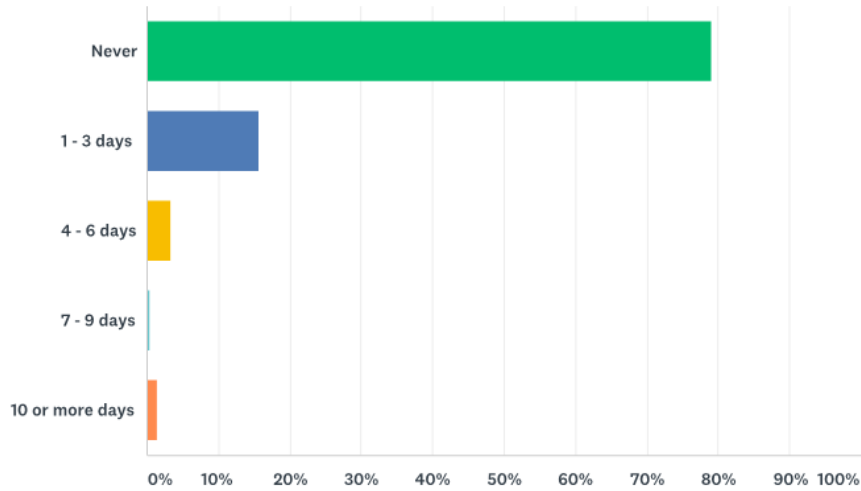
Parking and Transportation Survey - Humboldt State University- 2017

Total Respondents: 292

Parking and Transportation Survey - Humboldt State University- 2017

Q35 In a typical two-week period, how often do you ride a bus to or from campus?

Answered: 292 Skipped: 68



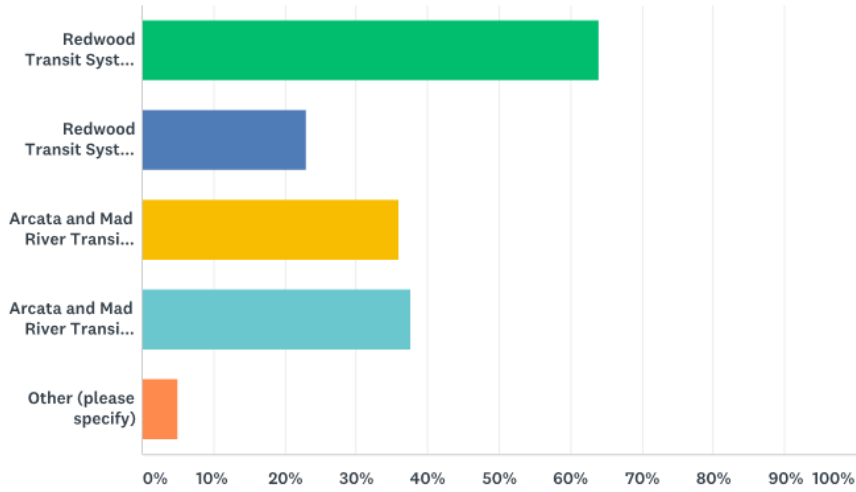
ANSWER CHOICES	RESPONSES	
Never	79.11%	231
1 - 3 days	15.75%	46
4 - 6 days	3.42%	10
7 - 9 days	0.34%	1
10 or more days	1.37%	4
TOTAL		292



Parking and Transportation Survey - Humboldt State University- 2017

Q36 Is the bus route:

Answered: 61 Skipped: 299

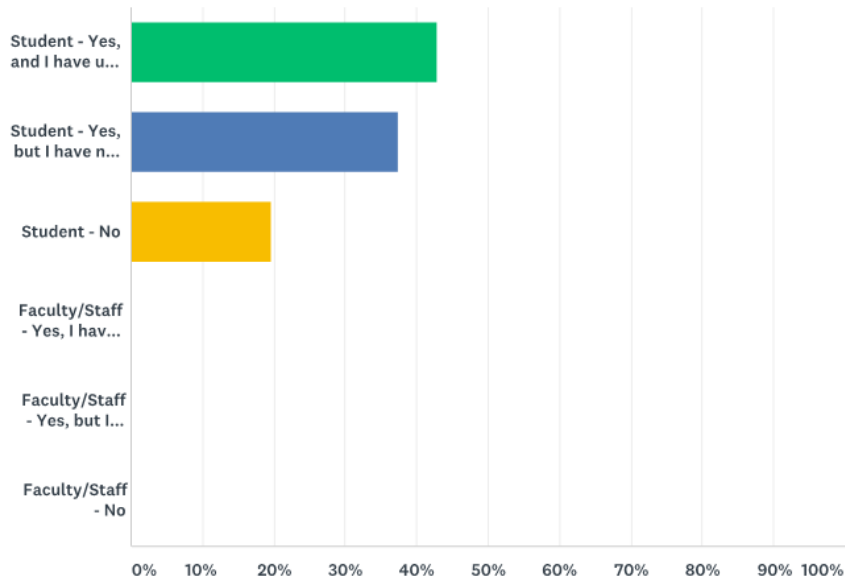


ANSWER CHOICES	RESPONSES
Redwood Transit System - Mainline	63.93% 39
Redwood Transit System - Willow Creek	22.95% 14
Arcata and Mad River Transit System - Gold	36.07% 22
Arcata and Mad River Transit System - Red	37.70% 23
Other (please specify)	4.92% 3
Total Respondents: 61	

Parking and Transportation Survey - Humboldt State University- 2017

Q37 Are you familiar with the JackPass program (unlimited transit rides)?

Answered: 291 Skipped: 69

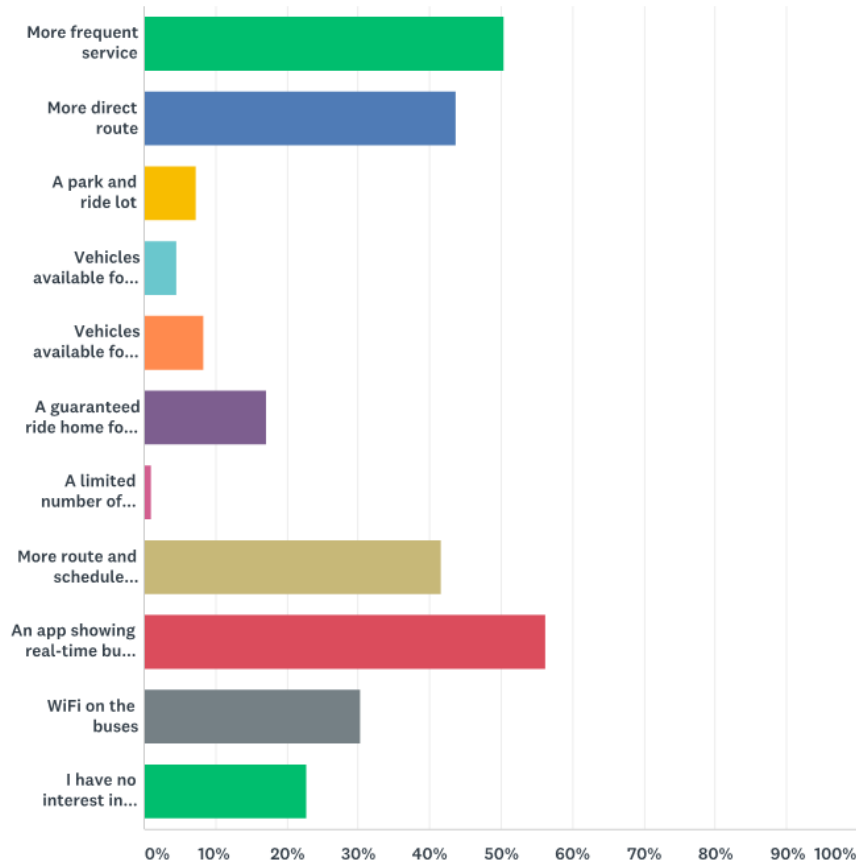


ANSWER CHOICES	RESPONSES	
Student - Yes, and I have used it at least once	42.96%	125
Student - Yes, but I have not used it	37.46%	109
Student - No	19.59%	57
Faculty/Staff - Yes, I have purchased one	0.00%	0
Faculty/Staff - Yes, but I have never purchased one	0.00%	0
Faculty/Staff - No	0.00%	0
TOTAL		291

Parking and Transportation Survey - Humboldt State University- 2017

Q38 Which of the following would most improve the likelihood that you would commute by bus? (Please select no more than three options.)

Answered: 286 Skipped: 74



ANSWER CHOICES	RESPONSES	
More frequent service	50.35%	144
More direct route	43.71%	125
A park and ride lot	7.34%	21
Vehicles available for business appointments	4.55%	13
Vehicles available for personal appointments	8.39%	24
A guaranteed ride home for emergencies	17.13%	49
A limited number of one-day parking passes	1.05%	3
More route and schedule information	41.61%	119
An app showing real-time bus locations	56.29%	161



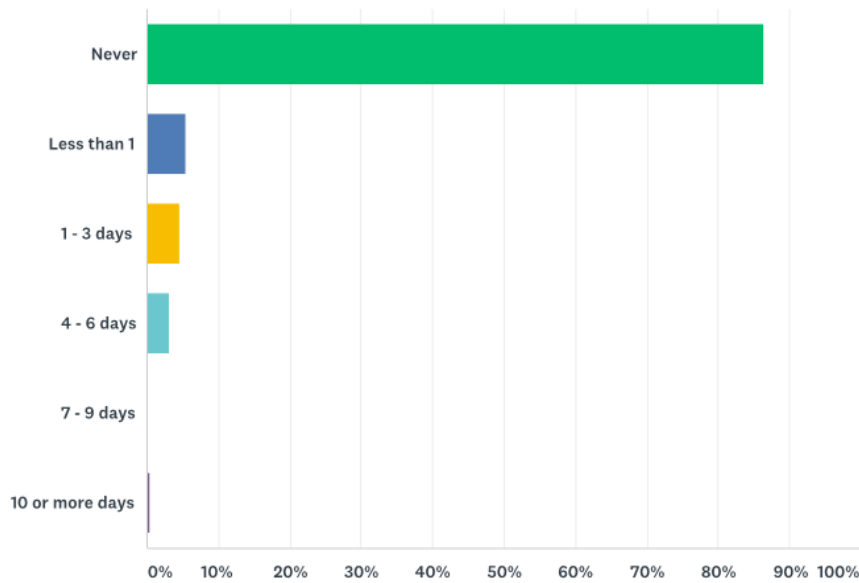
Parking and Transportation Survey - Humboldt State University- 2017

WiFi on the buses	30.42%	87
I have no interest in riding the bus	22.73%	65
Total Respondents: 286		

Parking and Transportation Survey - Humboldt State University- 2017

Q39 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

Answered: 289 Skipped: 71



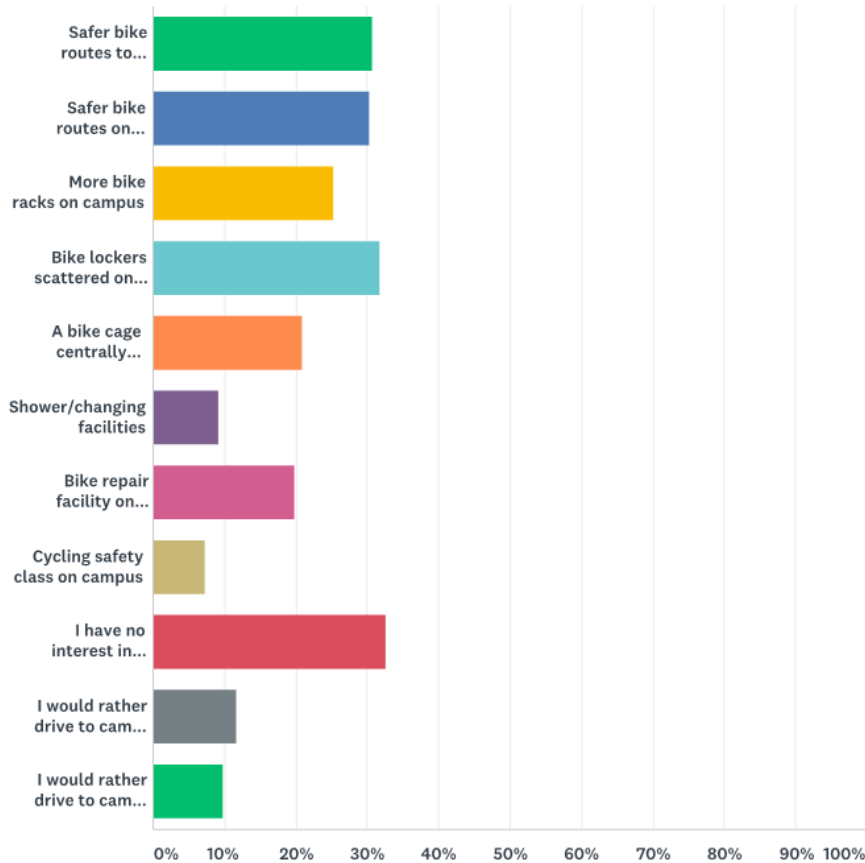
ANSWER CHOICES	RESPONSES	
Never	86.51%	250
Less than 1	5.54%	16
1 - 3 days	4.50%	13
4 - 6 days	3.11%	9
7 - 9 days	0.00%	0
10 or more days	0.35%	1
TOTAL		289



Parking and Transportation Survey - Humboldt State University- 2017

Q40 Which of the following would most improve the likelihood that you would commute by bike? (Please select no more than three options.)

Answered: 273 Skipped: 87



ANSWER CHOICES	RESPONSES
Safer bike routes to campus	30.77% 84
Safer bike routes on campus	30.40% 83
More bike racks on campus	25.27% 69
Bike lockers scattered on campus	31.87% 87
A bike cage centrally located on campus	20.88% 57
Shower/changing facilities	9.16% 25
Bike repair facility on campus	19.78% 54
Cycling safety class on campus	7.33% 20
I have no interest in riding a bicycle	32.60% 89



Parking and Transportation Survey - Humboldt State University- 2017

I would rather drive to campus and use my bike to move between campus locations	11.72%	32
I would rather drive to campus and use a bikeshare bike to move between campus locations	9.89%	27
Total Respondents: 273		



Parking and Transportation Survey - Humboldt State University- 2017

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored)

Answered: 126 Skipped: 234

Parking and Transportation Survey - Humboldt State University- 2017

Q42 Do you have any final comments regarding parking or transportation options at HSU?

Answered: 125 Skipped: 235

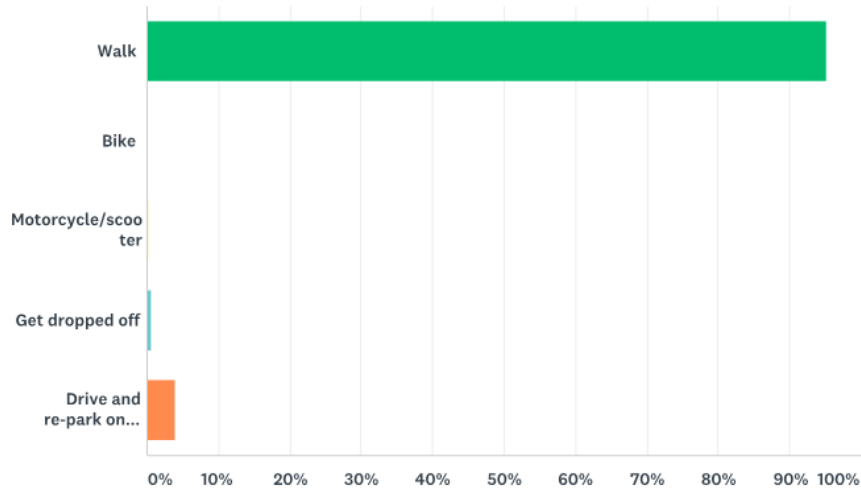
Parking and Transportation Quantitative Survey Responses

Undergraduate Resident Students By Mode

Parking and Transportation Survey - Humboldt State University- 2017

Q10 How do you most frequently travel from your campus residence to the academic campus? (Please select just one.)

Answered: 329 Skipped: 31



ANSWER CHOICES	RESPONSES	
Walk	95.14%	313
Bike	0.00%	0
Motorcycle/scooter	0.30%	1
Get dropped off	0.61%	2
Drive and re-park on campus	3.95%	13
TOTAL		329

APPENDIX F: OPEN-ENDED SURVEY COMMENTS

Q10 HOW DO YOU MOST FREQUENTLY TRAVEL FROM YOUR CAMPUS RESIDENCE TO THE ACADEMIC CAMPUS? (3)

1. Bus
2. Kick Scooter
3. I work off campus but live on campus

Q11 How often do you use your vehicle to drive to each of the following: (21)

1. Currently unemployed, hence the "never" frequency for work.
2. I didn't bring my car with me.
3. Visiting local parks and forests.
4. I take the bus if I go somewhere out of Arcata
5. Going to hsu marine lab
6. no vehicle
7. I own a car but I did not bring it to Humboldt.
8. Volunteering- weekly
9. Shopping and going home are done by car instead of scooter.
10. No vehicle
11. i do not own a vehicle
12. Does the bus count
13. Food
14. Pick up and drop off friends that live off-campus
15. Sports - Horseback riding - almost every day
16. Daily athletic practice in eureka
17. Work-related errands that are time sensitive and require use of my car (aka duty): a few times a week.
18. I don't have a car.
19. Don't Drive
20. Rowing practice daily
21. Don't have my own vehicle

Q18 If you answered "no" to the question above, please tell us which reason below best represents why you have chosen not to acquire a permit? (429)

1. Too expensive and difficult to find
2. Parking Permits are too expensive
3. I have a car but there would never be any parking spaces if I did get a permit. Therefore I walk to school.
4. My friend lives down the street from hsu and he said I can park there while he is at work
5. Overcrowding makes it extremely inconvenient to find a parking space in the designated locations.
6. It's expensive and I won't find a parking spot.
7. The permit is way more expensive than it should be for how little parking is available in designated areas.
8. it is a few choices. for one there is no available parking, two locations can be inconvenient. and three parking passes are too expensive for having the issues stated above
9. Permit too expensive.
10. Campus parking permits are ludicrously overpriced considering the actual availability of parking. It would be a complete waste of my time, money and effort to get a parking permit and still have to find off-campus parking. Dozens of people circle campus parking lots with permits, only to find parking elsewhere.
11. why buy a permit when there are no spots anyways
12. Throughout my day I commute to and from school. Not worth it to spend money on an over-priced parking pass with limited paces
13. parking on campus is inconvenient and prices are high
14. I'm not there enough to make the cost of a parking permit worth it.
15. Parking passes are way too expensive considering you're not even guaranteed to get a parking spot. It's not worth the risk to drive to campus and then be late or miss class because there is no parking.
16. Too expensive
17. Not going to pay for a spot that isn't guaranteed
18. Cost
19. I dont want to pay an arm and a leg for a chance to find parking.
20. I cant afford it.
21. Have a City of Arcata electric car parking permit
22. My only option is to drive to school

23. I don't have my truck up here with me, but I borrow/carpool with my kitchenmate. However I do plan on bringing my truck up here soon.
24. Parking permit is too expensive for the amount of days I am on campus.
25. All of the above
26. not enough parking available and its too expensive
27. I live 3 blocks away. Also, I have heard that campus parking is so slim!
28. The parking permit is too expensive! Other colleges only charge approximately \$50 a semester.
29. Not worth the cost for how limited parking is.
30. Expensive and no parking anywhere even with a permit
31. Parking permits are too expensive.
32. Not only is there rarely a spot in the middle of the day, but paying for parking is just another stress when I already pay for tuition and gas, not to mention everything else I have to spend money on. Yeah, it's only \$3.50 to park for an entire day, but if you have to do that more than 2 days a week, it's expensive. Buying a permit it worthless unless you can get to campus at the crack of dawn, and even then you're rushing around other drivers and pedestrians trying to find a place to park. It's ridiculous and dangerous.
33. Parking permits are oversold and don't guarantee a parking space. The price is so high that I would expect a place to park. I would pay a higher fee if I was guarantee a parking spot any time on campus.
34. None of the listed choices relate to the cost of the permit? Really?
35. I have a parking pass through athletics that guarantees a parking space
36. Its too expensive
37. I have heard that even with a permit you can never find parking so it seems like a waste of money.
38. The parking permit is too expensive for having to for fight for the precious few spots. 4 hour parking is a trap to get students' money that don't have. I was forced to move close to campus to relieve the costs at a great cost.
39. Parking pass costs way too much.
40. The administrator who sells them told me they are a scam and they are intentionally oversold and having one doesn't make a real difference in actually finding parking compared to buying one. The only consistent park I can find is about a mile from campus, so if I did buy one it would have been wasted money.
41. The cost of gas and parking far outweighs the cost of bus fair that comes with my HSU ID.
42. I do all my classes online, so I don't come on campus very much.
43. I live right across the street. No need for a parking permit when I have reserved parking at my place.

44. I only have a car on campus roughly 2 days a week and where I work is on the south edge of campus so I can pretty easily park off campus in 4 hour parking and not have to buy a pass.
45. It costs too much
46. I park in on an unregulated street, it's all day parking for free.
47. Permits are too expensive with no guarantee of a spot anyways
48. I enjoy the walk. Plus finding a spot would take me longer than just walking. Also is a healthy and environmentally friendly option. But if I was a bit farther away I might not be in the position to walk back and forth
49. Cheaper to buy day passes as needed
50. Parking is too hard to find and costs alot
51. Campus parking is too difficult to find; Campus parking is inconvenient because of the above reason.
52. Difficult and expensive
53. Very expensive! Having a permit dose not actually give you a parking spot...ever
54. I've been super lazy about it.
55. I have an electric car with a City of Arcata permit to park at metered spaces
56. I live within short walking distance
57. I rather bike but it is also a complete rip off to charge that much money with no guarantee of getting a parking spot.
58. Parking permits are very expensive, and there typically are not spots open during the day even when I had a permit in the past. Also walking/biking is more sustainable but then I'm late or sweaty in class.
59. I have not driven my vehicle to HSU yet
60. Campus parking is very expensive.
61. To expensive and it does not guarantee an assigned parking spot
62. I live 10 minutes away from campus. Walking is easier
63. Permits are expensive for only allowing you to chance a parking spot.
64. Campus parking is to difficult to find and EXPENSIVE
65. i share a car with my boyfriend who doesn't live in eureka/arcata and he usually has it
66. It is really expensive to buy a parking pass and also very incovenient to have to buy a different one for both semesters.
67. Cost of permit too great given what I earn as part time employee

68. There is no where near enough parking for the parking permits sold which makes it next to impossible to find parking. Secondly it is SO expensive to purchase said pass that does no guarantee parking, so it is not worth it.
69. Permit is too expensive and not worth it with the limited parking availability
70. Campus parking is impossible and the parking passes are ridiculously expensive.
71. I have found it is less expensive to either use a meter or to park further away in a 4 hr parking space for free and just walk to campus.
72. not teaching this semester
73. It wouldn't be worth the money because I only attend school three days a week
74. There is not enough spots you are never guarantee parking there is no point is having a parking permit just HSU trying to get some extra cash.
75. It is too expensive
76. The number one reason is that HSU parking permits are way, way, way, too expensive! To add insult to injury, there still may not be nearby parking when you need it!
77. Parking permit is too expensive given that I only have to be on campus Mondays and Tuesdays from 5-8pm. I feel that the parking lots should be available for free, or at a reduced rate after 5pm since there is plenty of availability at that time.
78. Permit is too expensive
79. It is way too expensive
80. Cost for a permit is too high for no guarantee or availability of parking spots.
81. The cost of a parking permit and limited availability of parking were the main reasons I did not acquire a parking permit.
82. More Parkinson's passes sold than space availability. It's a fucking scam.
83. It cost too much money to pay for a parking permit and it is not worth it because parking is difficult to find
84. I park off campus or buy a day permit as needed
85. Permits are too expensive, campus parking locations are inconvenient, campus parking is difficult to find.
86. Too expensive
87. I live right off campus so most of my trips to are taken by walking. I usually leave my car at home.
88. Cost is too high

89. Parking permit costs way too much and you're not guaranteed a spot. There is 4 hour parking literally 2 minutes away.
90. I live nearby
91. Not only are campus parking locations never available, but I have been told that although there are 9,000 students, there are only 1,000 parking spots. I did not feel that spending \$300 on a parking permit per semester was worth it.
92. Got a parking pass elsewhere because I could never find a spot.
93. i buy a daily pass...its cheaper for 2 day a week
94. The passes are too expensive so I park in 4 hours zones on H Street because they are free.
95. Campus parking is difficult to find and too expensive.
96. No point in a parking pass when there are NEVER any open spots!
97. I can't afford a parking pass if I might not get a parking spot and would have to also buy quarters for the meters. Also the bus is free and if I do need to be at school before 7:45 when the entire parking lot fills up; then I can just buy a day pass.
98. There's no garaunteed parking if I purchased one and last year when I lived in hydesville I had to use metered parking anyway.
99. I have heard that parking is very difficult to find and parking pass are way over priced! Especially when you cant even find a spot to park.
100. I have had a parking pass twice before and both times it has been an inconvenience. I arrived at many different times throughout the day and it was very hard to find parking a lot of the time. I felt it was a waste of my money considering I had to park most of the days off campus.
101. I bought a parking ticket and STILL could not find a parking space and would resort to paying AGAIN for a parking meter. The parking permit is a WASTE of money and time!!!!!!
102. The parking is difficult to find and it costs too much for the limited space.
103. The parking passes are waaaaaaay too expensive for the lack of parking there is. It's impossible to find parking so it's never worth paying that much money
104. The permit is not affordable.
105. While campus parking is difficult to find, I also don't want to spend \$300+ when I am not guaranteed a parking spot. Many people who I know have a parking permit either have to arrive on campus hour before their first class or they circle around campus for 20+ minutes looking for parking and usually don't find a spot.
106. It's ridiculously expensive and their is 10 times as many students as there is parking spots.
107. The cost of the pass and the fact that HSU parking will sell as many passes as possible makes it so that even with a parking pass, there is no guarantee you will find a spot. At a certain point the money spent

and the time spent circling like a vulture waiting for someone to move is just not worth it. Also allowing on campus and first year students to park their vehicle full time on campus means that a portion of the available spots are never vacated.

108. I live incredibly close so driving would be wasteful, time in nature and the exercise is good for me, parking is expensive and not easy to find unless you begin at 8 am
109. Too expensive
110. Too expensive
111. Too much money for a permit
112. I'm broke
113. The permit is too expensive. The permit does not guarantee a parking space, there is a lot more parking permits being sold than there is parking spaces.
114. 1. way too expensive, like insanely expensive when my last school was \$50 for a whole year
2. lack of availability of parking, on days that I have had to park on campus for field trips I have been more stressed out than during my final Biology exam.
- there is free parking when you get away from the school and I dont mind walking
115. I have done the math. Only going to school three days a week, at 3.50 for parking, is about a 100 dollars cheaper then getting a parking permit. Now if I was at the college all five days a week it would in fact be cheaper to get the parking permit.
116. I'm not going to pay 300\$ for a non existence parking spot.
117. Too expensive
118. Parking permits are expensive and still do not guarantee that I find a parking spot
119. I walk.
120. Parking is too difficult to find on campus and it is too expensive.
121. I only drive sometimes (when I need to) and I don't want to use three months of food money when I don't even know if I'll find parking. I buy daily permits or use metered spots.
122. Take home exempt vehicle
123. Too expensive for the limited amount of parking availability
124. I'm conducting research abroad
125. Parking permits are too expensive
126. I cant afford a \$315 parking permit yet.
127. I can not afford it and there is free parking in the city.

128. Too expensive
129. Parking permits are unaffordable and I just park far enough into Arcata that there is no limit on my time, and I just walk further to my parking spot
130. I bought a campus parking pass, could barely use it, there was no parking spaces at the time i arrive every day.; waste of money
131. I prefer to cycle because I can ride to whichever building my class is being held. I don't ever need to deal with parking because there are bike lock locations all over campus. I also prefer it because it starts my day off with some very good exercise. I show up early to class that way I have enough time to cool down. Parking permits are extremely expensive and from what I've seen in my 3 years here, there is never any parking available, which means there is no cap on the amount of parking passes per semester. There should be a cap because parking your vehicle should not hinder the amount of time you have that ought to be focused on studying and showing up to class on time.
132. The parking pass is pricey for students, and there's never any parking so it's not worth it
133. This school is the absolute worst at parking. They sell 5 or more tickets per 1 parking spot. This needs to stop!!!
134. Parking permits are far too expensive, especially when they don't even guarantee you a spot, so I left my car back home.
135. Campus parking is difficult to find and far too spread out. if i were to drive through out campus looking for one parking space and checking every parking space would take ~15 minutes when i can just park off campus, move my car in 4 hours and go back to class.
136. no need to pay for a permit/ dont want to
137. parking permit is expensive and by not driving I also save on gas
138. Car at home
139. car not in the state
140. Campus parking is too sparse, difficult to find, and inconvenient.
141. Too expensive!
142. Way too expensive
143. It costs way too much
144. There is no possible way I could afford a permit, especially considering that a lot of the time I wouldn't be able to find parking anyway. It would be a massive loss.
145. Parking permit is too expensive and there is never any parking during the week!
146. Campus parking locations are inconvenient. Too difficult to find and expensive.
147. I chose to leave my vehicle at home.

148. Parking permits are expensive and you are not guaranteed a place to park. When you buy a parking pass, it is simply a license to hunt for a parking spot.
149. I get here early enough to find a spot off campus that has no time limit.
150. Too impacted to actually find a spot.
151. I have a permit but did not see the appropriate selection.
152. I buy them daily because it costs less in the long run.
153. Parking permits are over priced and the amount of available parking is scarce with the permit...I would much rather save the money and park off campus and walk.
154. Parking is too difficult to find and too expensive.
155. Parking permits are way, way too expensive and there is never a spot - why should I pay hundreds of dollars for absolutely no reason?
156. Parking permits are too expensive
157. Only on campus 2x/wk and cost of parking pass is prohibitive. Additionally, would need to get to campus around 8:30am (2.5 hours before class!) if I even wanted to find parking.
158. I walk
159. The locations are inconvenient, theres never a spot and because of that people are so aggressive i was almost hit 3 different times
160. It's to expensive and parking lots are full
161. I only drive on tuesdays and thursdays
162. Parking spot to student driver ratio is very bad. Makes it impossible most days.
163. I didn't bring my car up because parking is so bad.
164. I didn't take my car up to school
165. Parking permit is only financially sensible if I am at school for more than 4 hours per day. Moreover, the allotted amount of parking spots is VASTLY and GROSSLY disproportionate to students here.
166. I work in an off-campus facility and only come to campus to get the mail and for meetings and other random business.
167. Too expensive
168. Too expensive
169. Passes are too expensive
170. It's a really expensive permit and you are not able to use it most days because parking is full.

171. Parking is extremely hard to find. There are not enough parking spaces. The cost of a parking pass is high and they're basically stealing from students because they keep selling parking passes and there's not enough parking spaces.
172. First there is hardly any space on campus. Second it seems that whenever I do drive when I see everyone parking meter on red and no tickets.
173. I prefer my bike and love to bike, I'm not lazy, I live only a mile from school, and it's cleaner.
174. Just because I purchase a permit does not mean I will find parking. Then I've forked out the cash for nothing and that would piss me off.
175. Cost of a permit is not worth not finding a free space
176. Parking permits are too expensive/lack of convenient parking spots
177. permits are too expensive and parking is hard to find
178. Campus parking locations are inconvenient AND parking is too difficult to find
179. Too expensive
180. When I lived further from campus I would ride my bike instead of drive, I did not want to purchase a parking permit because I feel they are overpriced, especially considering that finding a parking space is a gamble and not a guarantee.
181. Why buy a pass, there is never a parking spot. It's waste of time.
182. Never any spots open, parking passes way too expensive, Why buy one when I won't find a spot any way!!!!!!!!!!
183. My electric skateboard does not require a parking spot, I just take it to class or office.
184. Parking pass is too expensive and there is never parking that is convenient for me to justify the cost.
185. Because last year I spent 300 dollars on a parking pass that I used a grand total of 2 times because there IS NO PARKING AT HSU EVER. The two times I was able to park were during finals when I arrived in the evening. Outside of driving around for 30 minutes while waiting for a student to leave and then fighting for the spot with 2 other drivers, or arriving at 7 am, you cannot park anywhere on hsu. And the worst part of this, is all the other viable parking spaces near campus are all metered. Highway robbery.
186. I am currently on maternity leave
187. I paid \$20 for a permit at my community college and parking was widely available. \$150 per semester just to have to park outside campus?? F*ck that. What is all that permit money going to? Build a parking structure with all that cash. Supply and demand
188. I could not afford a parking pass.
189. Campus parking is too difficult to find. It is more affordable to not buy a pass for the year and to just park in four hour parking or all day parking near the university.

190. I live nearby, so it is easy to walk, ride or get a ride instead of getting a permit that is expensive and not sustainable being that I live so close. It is also too expensive when I would only need it for after 4:30pm, it seems silly that when I have evening classes or I am on campus at 8pm I would have to pay the same price as getting there early
191. It's difficult. It's expensive. There is no guaranteed parking. It is not always convenient when compared to closer 4 hours or ever non-timed zones. Generally, I prefer taking alternative forms of transportation to school which also dissuades me from purchasing a pass.
192. Campus permits are too expensive and do not guarantee a parking space
193. In addition to the parking lots being pack, people park outside of campus and end up getting tickets due to school. Luckily I live close enough so I don't need to drive. But sometimes I can't park anywhere around my house because there's too many people driving cars to school.
194. It is too expensive and half the time I can't find a spot
195. Parking permits are too expensive for the semester and the bus is free. Even if I drive my car, parking is hard to find.
196. The idea of charging people to get educated is illogical, unsustainable and weakening our society.
197. I live too close to campus to justify buying a permit.
198. Because the semester permit is too expensive. This semester I purposely took online courses and 1 on campus class that is one day a week so that I could avoid parking issues.
199. Campus locations are inconvenient because they are always full with many people still trying to park. They are expensive, when I can park in town and bus or walk to HSU.
200. The semester passes are too expensive and there is no guarantee that I'll even get a spot.
201. You are never guaranteed a spot for how expensive they are
202. I live close to campus and there is no reason for me to buy a permit, a daily ten minute walk is cheaper and more convenient than parking on campus
203. I live close enough that walking is more convenient, and even on stormy days that are awful to walk in, I'd rather walk than try to deal with finding parking on campus.
204. I'm tired of the frustration of driving around campus, being late to classes or events, eventually having to resort to meter parking, getting meter tickets because parking availability is in such lack. I would rather shedule my time for walking from off campus than driving around campus looking for an open parking spot. It hasn't been worth the amount of money I pay for such.
205. It is too expensive.
206. Campus parking is too difficult to find, but the amount of parking permits sold seem to far outnumber the parking spaces. In addition, because daily parking passes are available for the same spaces as the permits are for there is hardly ever parking when it is most needed, making the purchase of the permit a financially unsound decision.

207. Don't have the money for not assured spots
208. Parking is too expensive and you don't find spots on campus sometimes even if you do have a parking pass. It's a joke.
209. All of the above answers apply
210. Parking permit is too expensive and parking spots on campus are not guaranteed.
211. Cost of the permit
212. Parking on HSU has been a hilarious joke since I got here in 2013. I've never bought a permit here because of how impossible it is to find parking.
213. -No availability, ever while Rossbacher takes home \$400,000 a year what a crook.
-Costs too much and parking is NEVER expanded. -Terrible HSU leadership and staff that are never held responsible for the parking problem/biased university/most anything because of lovely tenure.
214. I did not want to pay an asinine amount of money to never even be able to use the pass because every lot is full.
215. It is ridiculous trying to find parking even with a parking pass because they over sell the passes. I bought one for last semester and still had to park at meters and use quarters most of the time, which are even hard to find! So this semester I didn't bother buying a parking pass and just park at meters every Monday and Wednesday.
216. To fucking hard to find parking
217. Cost too much money to not be able to get parking
218. Too expensive
219. no parking spaces available
220. The only way to get parking is to get to campus at 8:15 Monday - Thursday. I have classes at 9 and 11 AM. There is no way I am dropping \$300 on something I can't use.
221. I don't want to spend the money
222. Parking on campus is far too expensive, there is never enough, and the campus police do not have anyone's best interests in mind when they are patrolling the lots.
223. Expensive
224. I can park for free just as close, also I usually bike so it's not cost-effective.
225. I live close enough that driving is not practical
226. Campus parking is too expensive
227. Campus parking is too difficult, parking locations are inconvenient, tickets are too easily given out



228. I am on campus for under 4 hours usually and I have mastered finding off campus parking that is super close. In the rare cases I need to be on campus for longer I'll splurge on a 6hr meter.
229. i have a scooter, but its back in So Cal.
230. You constantly said not to bring a car and I stupidly listened. The bus schedule is confusing and I hate having to get up at 4am to take Amtrak bus home. It's a long and incovient way to get home.
231. I live close enough to campus that I can walk
232. Live close to campus
233. They are too expensive...and it's rather absurd you didn't include cost in this list.
234. Parking is hard too find and way way too expensive
235. Im not paying hunderds for a permit that lets me join the other rat race for parking on campus when I can join the other fools searching for free 4 hour parking. Frankly, Im not sure what your aim is here with hiring a consulting company when you have students and researchers here.
236. HSU sells parking passes for spots that don't necessarily exist...
237. Parking Pass is like a license to hunt. You can get on the field but that doesnt gurantee you'll bag a kill. I spend most days parking at the meters because there is never parking in the lots after 8am.
238. Broken motorcycle.
239. It is to difficult to find parking at the times I arrive and leave school, plus the permit is to expensive to pay for if I can't even use it.
240. cant afford it
241. Parking permits are too expensive for me and I cannot afford them
242. save gas and campus never has any parking
243. Cheaper
244. never available and parking pass cost to much.
245. When I bought a permit-I spent more money because there was hardly ever parking in the permitted areas and I ended up parking in metered parking so I spent even more. :(
246. The university sells too many permits for the amount of parking that is available on campus AND students still have to pay for meters when they have permits. Meters should be free for those who already have permits.
247. I ride a bicycle except once in a blue moon. Parking is easy and the most convenient. The only time I use a car is if I need to load or unload something large and then I park using the parking meters for less than half an hour and drive home then ride my bike back. alternatively on weekends if I need to go to Eureka or Trinidad, I may drive my car in and then go from school to my next activity

248. Even if I pay for parking there's no guarantee I'll even get one. Drive around for an hour and never find one.
249. Did not receive financial aid funds until just this week to buy a permit
250. I live so close I don't need to use my car
251. I live close enough to walk now. But I did live off campus and had to drive and could never find parking even though I paid for an expensive permit every semester.
252. The cost of purchasing is too high and there is never good parking if you want to move during the morning or afternoon.
253. I pay twice a week
254. I buy a daily permit.
255. Campus parking is not available at commuting times (full lots etc)
256. It is way to expensive, and there is never any parking. Why the hell would I pay for something Im not guaranteed.
257. The price of a parking permit does not match with the very limited availability of parking that is on campus. I have tried arriving before 9 but parking is already taken up by then. Therefore, I would only use the parking permit in the evenings/nights when I go to the library. Since this is not worth the price of the permit, and permits are needed until 10pm, I often find myself having to walk home in the dark.
258. I don't park on campus because of the expense. I park four or five blocks from campus and walk the rest of the way to school. I enjoy the walk. I would ride my bicycle but I live at the top of a very steep hill. I worry about falling off going down it and it is difficult to ascend with a bicycle and backpack, especially when it's dark. I also own a Prius, so I've already done something to mitigate my environmental footprint.
259. campus parking is expensive
260. Why would I pay a significant fee up front if there is no guarantee that I will receive the good? For it to make economical sense, I would need to find parking about 3 of the 5 weekdays which almost seems impossible.
261. I purchase daily/as needed permits
262. Why would I pay for a permit , while most of the times (almost always) I can't find a place to park
263. Parking at HSU is not only inconvenient it is grossly overpriced.
264. I live close enough to walk
265. cant afford it right now
266. Parking permits are too expensive and parking locations are inconvenient.

267. Campus parking locations are inconvenient, difficult to find, and campus permits (daily or academic) are highly priced.
268. I have a safe place to keep my car, which is 4 mile away from campus. I take the bus to get to and from my car. Also, the permit cost is not worth the little available parking spots on campus. If there were more available parking, I would consider buying a permit. I also do not feel safe having my car parked on campus overnight.
269. Cheaper to park somewhere else.
270. Too expensive to pay upfront
271. I prefer riding my bike (faster and better for the environment), and even if I didn't have a bike parking is way too hard to find. I have never parked on campus unless it's at the meters or it's the weekend.
272. 1. They are too expensive, we are broke college students.
2. There are parking spots, but you need a permit for either a street close by or campus.
3. Walking/skateboarding is just much more sustainable and reliable for getting to class on time.
273. Too expensive to not get a parking spot each day
274. Never parking availability and way too expensive
275. Cost of parking permit is high, parking locations are minimal because everything is full, looking for somewhere to park has often made people miss or late to lectures.
276. Campus parking is still too limited and difficult to find. If I want to I can buy a day pass, park at metered parking, carpool, or park in a 4 hour zone. No need to waste money on parking that is not guaranteed.
277. Campus parking is too expensive, never any spots available anyway.
278. Campus parking is a joke. Why pay for a permit you can only actually use for 1/4 of the semester. Buying a Daily permit everyday you actually find parking is actually cheaper than purchasing a semester permit.
279. Expensive, I park at my job nearby
280. Parking permits are too expensive relative to how difficult it is to find parking on campus. When I used to purchase a parking permit, I would often end up parking off-campus anyway.
281. I refuse to buy a parking pass for a parking spot that won't even be available THE SYSTEM IS BROKEN AND HIDING BEHIND SUSTAINABILITY AIN'T GONNA WORK
282. Why waste money on something that is a free public right that I as a tax paying citizen pay indirectly for. I park in free parking areas and use last mile transport (longboard) to get to class.
283. Campus parking is not only inconvenient, it is incredibly difficult to find. The parking passes do not guarantee a parking spot due to there being more parking passes given out than there are spots on campus.
284. "campus parking is too difficult to find" as well as being too expensive.

285. Parking passes are too expensive for someone who only drives sometimes. Parking passes are for those who park on campus frequently enough for it to be of value, I just pay to park on the rare occasion I drive to campus.
286. I own a car but my family has it in the Bay Area
287. The permits are expensive as hell, I'm broke all of the time. A majority of the general parking for the permits required are almost always filled, causing me to be late for class or to drive to school 2 hours earlier simply just for parking.
288. The price of the permit concerns me. It is expensive for limited parking.
289. There is never any parking and the permit is way too expensive. HSU needs to build a parking structure that can hold a couple hundred cars.
290. They are too expensive
291. Even if I had one, there is still never spots available.
292. Just have not been able to buy a parking ticket
293. Parking is difficult to find and the permits are expensive
294. Camping parking is ridiculously expensive
295. The main reason I did not purchase a parking permit is because they are very expensive considering parking spots are not guaranteed.
296. I live too close to campus to justify sending \$400+ on a parking pass.
297. Parking is too difficult to find and too expensive
298. Parking permits are too expensive and there are more permits than there are parking spots
299. campus parking is insane expensive and unavailable after 8 am
300. I carpool and find parking else where near campus
301. Too expensive for not enough parking
302. Parking permits are too expensive. It is cheaper to buy two daily permits a week than a semester or yearly permit
303. Too expensive, can't find a space anyway
304. parking permit is too expensive
305. Too much money up front
306. I'm not there enough and there's parking when I arrive

307. It is extremely expensive and even if I had purchased a permit there is little to no available parking on campus, and I would probably have to park off campus anyway, which would just be a waste of the \$300+ for a permit.
308. Parking is too difficult to find, as well as not enough spots, a lot of parking is for 1 hr, hardly enough time for class
309. I have access to City of Arcata parking pass that allows me to park near campus for free.
310. Too expensive and too hard to find parking
311. It's actually cheaper to buy a pass every day instead of spending the money on the school's god damn money grubbing 300 dollars a fucking semester parking pass; which is over sold so there aren't enough parking spaces for the actual number of permits sold.
312. I am close enough to walk and it is expensive and hard to find parking
313. Parking is a joke! I had a permit for my junior year and now park off campus. I have to arrive an hour before class starts to even attempt to find parking and I spend so much time and gas driving and looking for a permit isn't worth it. Being a Humboldt County native I would not recommend HSU to anyone for the sure issue of parking. I'll be doing my masters at another who doesn't have that issue
314. Even living on campus it was hard to find parking especially on days when I had class at the marine lab. I would return from class and there was no parking to be found between 8 and 3
315. I have purchased a parking permit my first year and realized it was a complete scam. I still had the most difficult time finding a parking space at the permitted areas. I decided it was more economical if I looked for 4 hour parking instead of paying over \$300 each year for a permit that was essentially useless. Nice job HSU.
316. The parking pass is expensive. I'd rather walk the extra 10 mins to avoid paying hundreds just to park on campus
317. I ride my bike most days and purchase a daily permit on days that I have to drive.
318. I walk. I live near by.
319. I live very close to campus and walking is most convenient
320. I live with another HSU Staff member who has a permit and we work the same schedule. Buying my own permit is too expensive.
321. Parking permits are so expensive!!
322. Too expensive and not enough parking spots in the permit areas.
323. I do not believe that employees should have to pay their employers for a place to park, ESPECIALLY when there is no guarantee that the employee will have a space to park.
324. Very expensive

325. Campus parking lots are too full and I more than likely won't find a place to park so the permit is a waste of money.
326. not worth the cost of a permit when I only drive part of the time
327. Permits are too expensive, especially for a part time faculty member
328. I skateboard to campus. There is never any parking convenient for me because I'm in Science A and Staff/Faculty parking is too limited. It takes more time find parking than it does for me to walk to campus.
329. Parking Permits are excessively expensive, in addition to the fact that parking is hard to find and not guaranteed at certain times of the day. They were 1/3 the cost at my JC, which had twice as many students and wayyyyy more parking space.
330. It's parking passes are expensive and parking is not guaranteed. Spend half an hour to find parking when I drove to school
331. Parking at HSU is a nightmare. It is unaffordable and very hard to find. I bought a parking pass my first semester and was only able to find parking on campus a handful of times. I felt ripped off, that is why I don't have a permit.
332. Too expensive
333. I do not wish to pay 150\$ to park per semester, especially when there are not enough parking spots to begin with so they fill up fast. For this, I drive to school and park off campus in a non restricted zone
334. HSU sells a stupid amount of parking permits but there's not enough parking for all of the permits they sell so it's like giving free money away and at the end you are stuck paying for meter.
335. You need to provide more marking. Build a garage. Don't sell more passes than there are spots makes zero sense.
336. The parking permits are very overpriced compared to your chances of actually getting a spot in one of the parking lots that are meant for students or even a spot at one of the meters that you have to pay for even if you have a parking permit.
337. Saving money as well as prefer walking due to short distance to campus.
338. It is really hard to find a place to park, its practically impossible. So I didnt want to buy a permit and fight for parking and deal with it. I park in a no time limit zone far from campus and walk over.
339. Permits are overpriced for the availability that is offered. It is more reliable for me to park in free parking miles from campus then walk the remaining distance.
340. I bought a bike specifically because parking is a pain in the ass, expensive for a permit and it's more sustainable.
341. Parking permits are too dam expensive
342. It's fucking expensive

343. It's too expensive
344. Vehicle getting fixed
345. Parking permit is expensive
346. I do not have a pass because for me it is cheaper to pay by the day then spend over a 100 dollars on a pass.
347. I have owned one before and it never mattered because by the time I got to campus I would spend 30/40 looking for a spot to park with the pass and end up late to class. I decided it's better to chance it and park in free parking and hopefully get time to move my car before 4 hours is up.
348. Are you fucking kidding me?! These aren't parking permits, they're hunting permits. After spending more than \$200 my first semester, still forced to park off campus nearly every day, I vowed never to pay for HSU's despicable parking again. In fact, it takes me less time to WALK TWO AND A HALF FUCKING MILES to my classes than it did to drive to campus, and then circle around for a spot.
349. the cost is too much
350. Unit 4 parking fees are outrageous compared to other employee parking fees and hard to find any parking unless, so definitely not worth the cost. I usually park on 14th street (no limit/free) and walk. If I'm running late, a daily staff permit is only \$2 so I will purchase those occasionally and pray I find a space.
351. They cost too much.
352. To expensive
353. The price for a permit is rediculously high, when there is no parking available. It creates a toxic situation where I'm forced to choose between not utilizing a permit and fighting my fellow classmates for a spot. However, however parking off campus is also an issue because students are punished for not being able to afforded a pass. The offcampus community and local goverment has done there best to prohibit students from parking, when all we want is to be able to attend the classes we have payed for. It effects out academic ability because most students arrive late to class and are punished for being tardy. There is an excess of faculty parking that is lock off to students, if they were reduced more spots would help.
354. Staff member - APC Unit 4 parking costs - higher than any other bargaining unit
355. Since I am not on campus very long, it costs less to pay for metered parking than to buy a permit.
356. All of the above. Parking on campus is too expensive for such poor parking availability and options. Cycling is all around better.
357. too expensive
358. Too expensive
359. Parking is too expensive and difficult to find
360. Car is at home

- 361. Too expensive & you aren't guaranteed a spot
- 362. Cost
- 363. Campus parking is too difficult to find. And cost of a pass is far too high.
- 364. There are rarely spaces on campus at the times I need to park there.
- 365. I use the daily permits
- 366. Too many cars on campus.
- 367. Too expensive to purchase
- 368. Parking permits are too expensive
- 369. It's expensive as hell and still doesn't guarantee a spot 90% of the time.
- 370. I did not answer the last question because there was not a choice for Staff/all year. I use mine all year, not just academic or single term.
- 371. It's expensive
- 372. Expensive, no spots are ever available. no sign that this is changing
- 373. I cannot afford to pay for a permit.
- 374. It's both too difficult to find parking and the locations are somewhat inconvenient. On top of that, the parking permits are just way too expensive. At my other school parking for the whole year was under \$100.
- 375. cost
- 376. I carpool with my spouse who works at an Arcata business with free parking.
- 377. It's extremely over priced and impossible to pay for
- 378. Campus parking is too hard to find, I arrive at different times all the time because I carpool with my husband and daughter, The cost of a parking pass to hunt for a parking spot for 40 minutes is too much money. I buy a permit daily because our schedules change a lot and I can sometimes have my husband park at CR and then come pick me up. I wait on campus sometimes 8 or more hours 2 to 3 times a week because of parking.
- 379. Expensive
- 380. Parking permits are too expensive
- 381. Parking pass is too expensive. I would rather take the bus.
- 382. Expensive and still not guaranteed parking. End up parking in timed meters, or 4 hour parking.
- 383. Expensive

384. Don't have the money for a permit.
385. Way to expensive. Charging for tuition and parking is like a grocery store leasing me the cart to haul my groceries in. Or the bank charging me to stand on the floor. It's absurd.
386. The price for the permit is outrageous especially considering the school does not provide enough parking for everyone. I have gone to schools that provided more parking for \$30 a semester. \$160 a semester is uncalled for and an intentional ripoff of poor students, especially considering the community and school do not provide sufficient housing so that all students can live closer which would allow them to not have to drive.
387. It's waaaaay to expensive for not even a guaranteed spot, and they try and ticket you if you park off campus with Nazi-like precision in order to pressure people into buying overpriced parking passes. It's petty, and one of the things I hate most about HSU/Arcata. If the local government/school administration was focused on EFFICIENCY instead of MONEY, and actually cared about making students' lives easier, parking around and in HSU would not be as restrictive and penal as it is.
388. The cost for a parking pass isn't worth it.
389. I'm not spending 300 + on a parking pass that may or may not help me when I get here. There's no parking sometimes so why would I pay 300+ on something that I'm not even gonna get.
390. Too expensive and parking is hard to find
391. I just walk cz im literally a block away campus.
392. The only time I consider parking on campus is when I will be leaving late at night and do not want to walk by myself in the dark.
393. Permits are not worth the money. First, they are too expensive as compared to other campus permits. Second, purchasing the permit does not guarantee I can park on campus. There aren't enough space and I still would have to pay for an HSU meter. The system is flawed and there needs to be more spaces to park.
394. Parking permit is too expensive and parking is limited
395. It's way easier to park at a meter than it is in permit spots
396. I do not want to pay the big amount of money just to not be guaranteed a parking spot.
397. Parking passes are expensive and I have to get here too early to find parking.
398. I live too close to campus to justify driving
399. I live right next to campus so I have no need to park on campus.
400. Campus parking is expensive. I park off campus and walk.
401. I pay for day passes.
402. Never a spot for such an expensive permit with no convenience

403. I prefer to park off campus and walk, but even that is becoming more and more difficult due to the demand for parking spaces around HSU
404. Don't want to pay for a permit
405. I live really close to campus so it is easier to walk
406. I walk as often as possible and the pass is pretty expensive so I don't want to waste \$ that I could use to got to school/pay rent etc if I'm not going to drive to school enough for it to feel worth it.
407. The first four options apply to why I don't have a parking permit. The cost to drive from where I live to HSU is already pretty expensive, but then the parking permits are another high cost and there's rarely, if ever, any place to park that isn't a 30+ minute walk away. There's no point in paying for a parking permit outside of wanting to lose money and because of this I prefer to take the bus.
408. There is no available space for off campus people since on campus cars take over, and it is also very expensive.
409. cost
410. It is really expensive to buy a permit. The school I transferred from also had too few parking spaces but parking permits were \$40 per semester
411. Also too expensive
412. It is very expensive.
413. I used to have a permit and it was very stressful! Finding a spot took at least 15 minutes each morning and would put me in a horrible mood. I ended up moving within walking distance to HSU so that I could avoid the daily parking spot search situation.
414. It's too hard to find a spot and it's way too expensive to not be guaranteed a spot
415. campus parking is too difficult to find and we are broke college students, I can't afford to pay this.
416. Cost, it is usually impossible to find a parking spot, prefer to get exercise, bus is convenient.
417. They are too expensive to not be guaranteed a spot. Also I live close enough that biking or walking is quicker than driving to campus and trying to find a parking spot.
418. Parking is hard to find, the permit is expensive, and I live so nearby that it is not worth it.
419. I own a car but don't have it with me here. If I did, my answer would be: the cost of the parking permit and there search for parking on campus. Takes about an hour to find a spot most times
420. I live very close to campus now, but prior to moving it was just wayyyyyy to expensive, I would never ever be able to purchase a parking pass.
421. Parking is too difficult to find and I should have to pay for a parking permit every semester when I already pay tuition. We're college students and we want an education, why are we being charged at every turn?

- 422. Campus parking is too expensive and not worth the cost when I would have to hunt to find a space.
- 423. It's extremely difficult to find parking after 9am. The permit is expensive and a waste of money. I always find parking in the south side neighborhood. The turnover rate is more frequent. And it's free.
- 424. Cost. What other employer charges their employees to park? Ridiculous.
- 425. Finding parking is difficult on campus and so I can't justify spending hundreds of dollars on a parking pass when I'll still often have to park off campus
- 426. I live close enough to school that I walk, but last year I did have one because I was a resident.
- 427. I use the bus when I can. And when I cannot, I typically buy a daily permit. The permit is too costly for my needs.
- 428. Not enough parking and parking passes are too expensive
- 429. You charge too much for a parking pass.

Q28 - How willing would you be to try each of the following alternative forms of transportation? (728)

1. I live in Fieldbrooke, I would take the bus but there is not bus that runs through Fieldbrook that I'm aware of, otherwise I would gladly take the bus.
2. I come from another job so no one from that location is going to HSU
3. I live at the north end of McKinleyville or these other modes would be much more convenient than looking for a parking space, only the fact that I have school before 8am allows me to find a space
4. I need to explain myself. I live deep in Eureka. It feels unsafe to bike to school from Eureka and I don't know many people that live in Eureka
5. Schedules are so diverse to try and carpool
6. I park in free 4 hour zones, then move my car when needed.
7. I have to drop off my son at school then come to work and drop off my other son at the Children's Center, and then pick them up, so although I would love to try alternative modes of transportation this is what works for my family right now.
8. Apply supply and demand to the cost of parking permits. Charge more for permits. A lot more. This will likely result in fewer commuters and more revenue to improve parking infrastructure.
9. I live in between Arcata and Eureka on Old Arcata Road. There is no bus service.
10. I would be happy to take the bus, however the bus schedule from my home in Eureka to Arcata would get me to campus twenty minutes after my first class begins. Buses in Humboldt County do not run on a complimentary schedule to each other, oftentimes requiring someone to wait half an hour for the connecting bus to arrive. The ordinary ten-minute drive from my house to Arcata becomes an hour and twenty minutes of waiting, connecting and then crowding onto a bus that is typically jam-packed with

I would be interested in riding my bike to campus after the bike trail from Arcata to Eureka is finished. However, I am also concerned about the theft rate of bicycles on campus. I do not understand how bicycles can be stolen at such a high rate each semester for a campus so small. If HSU wants more students to ride bikes to school and around the community, then it should become more involved in the local police to stave off the number of bikes stolen by the resident homeless population.

Finally, riding the bus can be such a headache. One of my not-so-fond memories of Humboldt County was riding the bus to class and having a man, whom Humboldt County has sorely neglected proper mental healthcare, detailing to me how his father repeatedly raped him as a child-- at eight in the morning. The buses are lousy with people who suffer from severe mental illness or those who have absolutely no intent of overcoming their drug addiction. The buses are overcrowded with selfish individuals who will do nothing to correct any injustice they see, because they do not even have the decency to relinquish their seat for an elderly woman.

HTA needs to put more buses on the schedule and have buses run until at least midnight if Humboldt County truly wishes to make a more sustainable, public transportation-friendly community.
11. I have children and a family. I would be worried about emergencies, and I was unable to get to a destination in a reasonable amount of time.

12. I walked and used the bus in Humboldt country for 2 years. I live in Eureka and after various encounters with transients or questionable people to and from my home and the bus stops I found it safer to invest in a car to take me places. This place is becoming more and more dangerous and measures aren't being taken to protect HSU students. We have to find ways to protect ourselves and watch out for ourselves in this town. At this point sustainability can take a back seat because my safety is more important.
13. The nearest bus stop is 1.5-2 miles away. Also several times a week I have to go to Eureka for after work activities and get home late to McKinleyville. Not sure how any of these options are viable for those days.
14. I have to drop my child off at school in the morning, so none of these alternatives can apply
15. I rode my bike until I got a foot injury.
16. I have a job outside of school and need to have my car close to campus to get to work on time most days. The bus / carpooling would not really work for me. There needs to be more parking on campus.
17. It's a 15 minute drive + walking time. Any of these other methods would seriously cut into my day. I'm very busy. I often avoid coming to campus all together because it's so hard to find parking. Instead, I do my work alone at home, but I would prefer to be able to come and go from campus more freely so that I could work more with others on campus and participate in discussions. I often feel out of the loop with other graduate students.
18. I would ride the bus if there were a stop on the way to campus. But there is only one on the way back.
19. I live and work full-time at a location over two hours away and have a very tight work/school schedule that makes it impossible to carpool with others.
20. It is difficult for me to attempt other forms of transportation because of my son (4 months) who is in the childcare center. I don't really want to transport him on the bus or deal with installing his car seat in another vehicle. I turned to using the bus when convenient last year before my wife and I had the kid, but now my main concern is getting him safely and comfortably to campus. Then parking convenience. Sustainability is pretty low compared to necessity.
21. Walking from Mckinleyville would be far. Biking in the rain would be undesirable.
22. Any form of transportation that allows me flexibility/control over my time is a mode of transportation I'd consider.
23. I like in Eureka and most eco-friendly modes of transportation are dangerous, or you encounter transients at the bus stop that sometimes make an individual question his or her safety.
24. I live in a rural area miles from public transportation
25. I have driven to campus only three times this semester, usually only because I was also driving to another place in the area. I have only had any luck finding a parking spot in the evening or on the weekend.
26. I'm a mother who doesn't have time to look for parking after dropping of her child.

27. I have health issues that doesn't always allow for walking to campus and the buses run every hour which in more ways than caused issues
28. Distance and/or schedule irregularities do not allow for any of these other options that I'd otherwise be willing to try.
29. I need my car to leave school and go to work. I wouldn't be able to make time with walk, bicycle, bus, carpool
30. I am aware of the bike rental service, and while I think it's an EXCELLENT idea, the fact that I live in Creekview--with the nearest rack of rental bikes being at the bottom of the hill--renders them a far less appealing option when I'm stumbling to get to my class on time.
31. I used to walk and bike to school when I lived closer, but I live about 6 miles from campus so I don't want to walk/bike that on the daily, esp. at night and in the rain.
32. I do walk. I often park off campus and then walk to my job.
33. When I do drive I have to get here by 8am to get parking which results in me being stuck on campus all day with a few hours in between my classes
34. It's not about additional resources, we know about them. The issue is there is not enough parking and bus schedules and carpool doesn't always work with individual time schedules.
35. I have to drop my son off at daycare every day. I leave my house at 7 am to drop him off, and get to work by 8.
36. Campus should be closed to all vehicles except for disabled and loading vehicles. Pedestrian safety is threatened due to shitty, college age drivers (ages 18-25). More waking!
37. The above choices are not practical responses _after_ I arrive on campus. I leave campus to supervise students in schools across Humboldt County so these methods would not be practical. Whenever possible, I walk to my destinations within the time I have prior to my next appointment or class.
38. The alternatives would be nice but I do not live close enough to campus to bike, walk, etc. And my schedule is very odd because of work so commuting is out of the question.
39. I live in Eureka, driving is my only form of transportation that is convenient for me in order to get to school and work on time
40. Y'all need a parking structure.
41. I don't own a bike, nor do I have the money to buy one or a place to store one.
42. My biggest factor for not using the bus/ a bike more is that often times i need my car to leave right away and make it to work on time. the bus/biking just isn't fast enough. Carpools are unreliable as well. Often times it's a choice between getting a \$40 parking ticket that day (parking at a meter that doesn't cover a 2hr class) or being late to class and work by using the bus.

43. I work in a different town and have physical problems keeping me from using different forms of transportation. I have to drive back and forth to work the most amount of hours and I can't walk to school or to bus stops due to physical problems.
44. When there is a safe bike path between Eureka and Arcata I will be very willing to bicycle. I do not feel safe riding my bike on highway 101.
45. I would use the bus if it I didn't have to walk a significant ways to get to a bus stop and then have to switch buses. Also, the length of time to get from Eureka to HSU is too long by bus. I might bike once a week during the Summer and better weather when the bike path is completed. It would be nice to have a locker and convenient location to get cleaned up for work. The rec building is too far from central campus.
46. You have a very high chance of getting your bike stolen no matter where it is left. So biking is very nerve racking and already cost me a bike.
47. I'm a single mom and need to drive to be able to pick up my kid on time. I spend a lot on meters!
48. I literally run to the plaza on a regular basis, these people who can't even bother to walk 2 blocks to campus can to go hell
49. The bus does not come through my neighborhood until too late in the morning. There are no classmates that I know who live in my neighborhood. I live too far to walk. I ride my bicycle on most days already.
50. I believe the bus would increase my commute time by hours. a better public transport system would encourage me to ride the bus. I also teach at night, so taking hours to get home is not acceptable. I would consider other forms of transport if I lived in Arcata.
51. MORE PARKING LOTS PLEASE
52. I would be more willing to walk or bike to school but I live 6.5 miles from campus. That's a pretty long walk, and a decent bike ride, especially since besides the distance my classes start at 8 and 9am.
53. I live to far to either bicycle or walk
54. As I conduct research on campus, I need to be on campus very early until late at night. This impacts why I drive as I do not want to walk in the wee hours.
55. If someone would provide an express bus or van service from McKinleyville, I would use it.
56. I live in Eureka, and not terribly close to a bus stop. Driving is the only way that is not adding 2-2.5 hours of travel time total to my day (after factoring both ways)
57. I have to drop off my kids to School in Arcata
58. i have to drive so far away it would be hard to do any of the forms above except for carpooling.
59. I have to drop my daughter off at Blue Lake El on a daily driving from Willow Creek. Taking a bus to Blue Lake with her, and getting to HSU on time for class is not an option for us so I have to drive, and park on campus to be able to be on time because of this time constraint.I appreciate this survey and have high

hopes that there will be even more incentive for those who are able to carpool and take the bus to do so in the near future so that parking will not be such an issue for those of us that do need to drive.

60. I live too far for some of these to be an option. Bus station isn't close.
61. I live too far to do any of that.
62. I live too far for me to meet up with someone to carpool and I feel I won't be able to provide carpool rides back.
63. If I can find off campus parking I walk from there.
64. Many of us have children that we drop off before coming to campus in the morning. So I do not "drive alone." Due to lack of parking, I incur additional expense of "day care" as I have to drop my child off before the start of school. The school has a morning care for this which I am very grateful for but it is an additional expense over and above the parking fees I pay to HSU where there is no guarantee of a parking space! So I end up paying for parking meter fees as well! If HSU cannot guarantee parking space every day then the parking fee also needs to reflect the same.
65. The bus never running at the times I need to HSU and back home.
66. I arrive on campus between 1-2 hrs before I actually need to do so, just in order to be able to find a parking space. I live in McKinleyville and am unwilling to bike (certainly not walk) to campus and then be sweaty for teaching all day. Faculty who live in outlying areas and do not work 9-5pm (for instance part-time faculty, like me, or those teaching early or evening classes) have difficulty finding reasonable carpool options. I know it isn't the sustainable thing to say, but we need more parking! (we have increased enrollment, so more students, but not more parking). Not everyone can take the bus (for various reasons....for instance, bus accessibility from McKinleyville is limited (places/times very limited for getting to/from HSU at times which are conducive to some schedules), and is sometimes unreliable in terms of arrival times).
67. Some of this doesn't come down to "willing" but able, either due to long distance or to other daytime commitments in Eureka. The bus and bus stops are filthy, the drivers and/or other passengers often rude, smelly, or both, which along with the motion can make one nauseated, but the main issue is that they just take far too long. Driving, my commute is 15 minutes, by RTA bus, it's an hour and a half, and they have sometimes not stopped, making me miss class. NOT a fan of the local buses.
68. I work full time and typically have a tight window in getting from work to class, which typically requires me driving myself.
69. My dog lives in my car because I do not have a secure yard at home.
70. I live too far and there are no buses in Bayside
71. I do not always have the ability to leave when my work shift is over making busing and carpooling an impossibility for me
72. The only reason why I have to use my car, is because between long breaks in classes I have to leave campus and drive to work, then come back.

73. My wife and I both work here, we drive our kids from Eureka to school here in Arcata and come to work together almost all the time.... The kids factor is the biggest thing missing from this survey, we have to make transportation decisions that let us get our kids to school before 8 and still gets us here at 8am to park and start our day.
74. I'm not going to walk 18 miles to school and back every day
75. I live on a dirt road a few miles from a bus stop, so it is not feasible . I would be very willing to take a bus from a downtown arcata parking lot if you had an designated HSU lot and bus shuttle to campus .
76. I had a bike and it was stolen.
77. I live too far to walk or bike and the bus is not reliable or convenient to my class schedule.
78. I do not have a handicap placard, but I have disabilities (physical and mental) that require me to have access to my vehicle throughout the day. I don't use alternative forms of transportation because I use my vehicle to store books/supplies (so I don't have the weight of everything at once) and for a nap (if I'm physically or mentally exhausted and unable to function effectively).
79. I like walking, but sometimes I have too many bags/things. During rainy season, it is not practical to walk.
80. I miss too far away for most of these
81. Because I take classes in the middle of my work day, I do not have the time to wait for others (bus lines from Eureka, potential for unreliable carpool mates)
82. Mobility Impaired. Park in HC spaces. Need to transport myself from My Office on Campus to Classroom(s) where I am teaching (Currently back and forth from HGH to SH)
83. I would try to bike if I could afford a good enough bike.
84. I live too far away and in a rural area to take a bus or carpool or walk or bicycle. Parking insufficiency is by far the VERY WORST part of attending HSU. This is a problem to the point that I would tell students considering attending HSU to reconsider unless they can afford to and can find housing available near by HSU in Arcata.
85. If I lived closer I would definitely bike or walk. Availability of housing close to campus is also an issue associated with the lack of available park in, as well as, availability of additional bus routes to places like Ferndale, Fortuna, and McKinleyville.
86. I live at the bottom of a hill.
87. Live too far to walk or bike to school. I park off campus and walk in
88. Vanpooling is an extremely silly idea. The fuel consumption of a full sized van is equivalent to that of five, five seat vehicles.
89. I have back problems and am usually dropped off by my partner. it is very hard for her to find parking and very hard to do it this way but I simply cannot get around this school. I cannot park and go to class because that amount of walking is impossible with my back.

90. The local transportation is quite disgusting having rode on it before and living in Cutten, I'm forced to commute (carpool) with my own vehicle since taking public transportation would take far longer due to hours of operation and the number of transfers. Having to live so far away from campus to get away from all of the drugs and crime that plague Arcata and downtown Eureka and having little options for living even in Arcata is the primary reason for living in Cutten. Walking or cycling to school and back every morning/evening in my suit would take an excessive amount of time to complete and is therefore unrealistic.
91. I own a dog that often spends at least part of the day in my car. This is preventative to my ability to use alternative modes of transportation.
92. I wish I could drive to school because I am disabled but do not have a handicap plaque so I am forced to walk because campus parking is so awful.
93. You're assuming a lot of things here. One, I don't own a bike. Two, the buses don't run late enough in the day to make it worth it for me to catch a ride home. Three, I walk, but only on days when I leave school when it's still sunny out. You couldn't pay me to walk home, alone, at night, especially when my backpack weighs anywhere from 15-40 pounds, depending on classes, presentation schedules, or any extracurricular activities. Regardless of how "safe" we like to think we are, women have a shit ton of more things to go through, so asking me to walk home at night is a no go.
94. I commute to arcata in the middle of the day on Monday and I have class right before I need to leave so there's no time for me to catch the next bus befor work.
95. I live on Indianola, Bayside
96. I need access to a vehicle because I have a daughter and a baby on the way. However, I have to leave an hour early to make sure I am able to secure a parking spot. If I'm unable to leave an hour early I usually drive around for 30-40 minutes hoping for someone to leave. Plus there's dozens of other cars doing the same thing. Over a year that's a huge carbon footprint that could be avoided with suitable parking. Not to mention these students, including myself, wouldn't have the stress of finding a spot on top of our busy schedules.
97. I live too far away for walking, biking, or busing, otherwise I would utilize these methods.
98. I usually need excess accommodations for other forms of transport for my disabilities that is inaccessible in anything other than busses (or driving myself) but also it is hard or impossible to get to drop off/ pick up locations for busses
99. I live in Blue Lake where you have to pay \$1.50 each time you take the bus, which is a lot of money to pay 5 times a week for someone you doesn't make a lot working on campus. I cannot walk because Blue Lake is within country miles away from Arcata. && I stay at school from 7:40am - 7:00pm and Blue Lake bus stops running at 5:00pm. I also will not have anyone willing to take me all the way to Blue Lake bc most of my friends/ if not all live in Arcata and McKinley Ville.
100. I live to far away and it rains all the time. Also to many people ride their bikes through campus and through crowds of people; which is annoying.
101. I have a life with a job that requires me to be on my own schedule.

102. If I lived in Arcata I would walk or bike.
103. I do not have any other options but driving to school. The fact the the city of Arcata charges for meters is not resonable. All parking around campus should be by permit. Also allowing for residents to park in general is not good for others who have to drive. They need to only be in residential parking unless they pay for a second permit.
104. Some of these are just not physically feasible in Humboldt county. It is only an option to walk or ride bike via the freeway, which is very dangerous and I would never do.
105. The football field would make a beautiful parking lot.
106. Live up Kneel and and commute to a student teaching position first part of day. Then have 1 he to get to campus, have lunch, find parking and be in class, where am I til btwn 7 and 8 most days. So hard to plan alternative arrangements for getting to and from HSU.
107. I regularly work a 10-12 hour day and I have an issue with my feet so while I do what I can when I can I cannot walk all the time. As it is, I regularly have to ice my feet when I get home because I have been on them all day.
108. I live to far to walk
109. I am eager to try the new bikes! I hope it takes off and we get even more bikes for students!
110. I live too far away and secluded to get ride shares. I also work and have no time to depend on others.
111. Your environmental sustainability question was awful. What did you mean, positively affect, negatively affect, good the environment, bad for the environment.
112. I get carsick easily and cannot bus to school. My work schedule would not permit me to easily carpool.
113. We need new parking, convert staff parking into student parking or just simply transform all the meter parking spaces around campus into student parking spaces. Its a campus issue not a student issue, we already spend enough money on tuition and cant afford legal citation fees. Or do what Cal Poly did, build a parking structure. please resolve this issue as soon as possible.
114. I am adjunct, so I'm often volunteering my time from my (non HSU) day-job. I just don't have time to bike to/from. Also, every other semester or so I teach a course in the evenings, and I live too far away to bike home after a lecture that ends at 8pm.
115. I live in Eureka so walking and bicycling are not possible. Taking the bus quadruples the commuting time.
116. I often have lots of materials and a computer and it is very dofficult for me to carry all of this. furthermore, when it is raining, it is just too uncomfortable. Bus is very inconvenient.
117. Its not that I am not willing-- I would LOVE to be able to use public transportation, carpool, walk, or bicycle--for where I live those options are just not available. I moved here from NYC where I walked or took public transportation everywhere. I now live up a remote mountain road-- I have to drive or I cannot get to work.
118. If we're paying for a parking permit, we should be able to find parking.

119. I have kids that go to HSU childcare so I have to drop them off and pick them up and so driving my own car is the best option for me.
- Bus - there would need to be more bus lines available to and from McKinleyville
- Car/Van-pooling - this is very difficult to do when you have children otherwise, no problem
- Walking - very difficult to do to and from McKinleyville
- Bicycle - doable from to and from McKinleyville as the weather allows
120. I must get my child to school so that plays the biggest role in carpooling or vanpooling. Busing is simply not an option. On non-inclement weather days, I must use the car.
121. Other methods such as skateboarding or rollerblading should be included as a separate category of transportation.
122. My schedule is planned down to every 15 min I do not have the time in the day to do my job as Faculty on campus and wait around for a bus or vanpool
123. Purchasing a parking sticker, and then having a daily struggle to find parking reflects greediness. It also reflects the impracticality of theory when applied to a real-life issue.
124. Sometimes I buy a daily parking permit and am unable to find a place to park. No refunds are available. That kind of sucks, ya know?
125. I would be willing to use these modes if they were more consistent and convenient - ie I would take the bus if I didn't have to change routes and I felt safe. As it is - my route would take nearly an hour while driving is 20 minutes maximum.
126. I live in a remote area so even if I would want to change it would be difficult
127. If I lived closer to campus, I would be more willing to embrace walking and bicycling. Right now, it is time prohibitory. The bus options are very limited because I don't live close enough to a Eureka city bus line and even then, the schedules between Eureka buses and the Redwood Transit system don't match up. What that means is that I would spend a lot of my time waiting around for transportation.
128. I need to be realistic when considering how to transport myself to and from Eureka every day, when classes start at 9 AM and end around 6-8 PM
129. bus isn't on time all the time and I don't want to be late to class every day
130. I live too far from campus to walk or bike, so I have to drive.
131. I need to leave in the middle of the day to take care of personal/family responsibilities/errands. If you can figure out how a carpool/vanpool will get me to and from campus in an expedient manner, I would happily use it, but it is pretty arrogant to imply that lecturers, who have other jobs, and other responsibilities, limited time and limited finances, are going to be able to find a carpool or vanpool that will allow them to run off campus for 2 hours midday!!

132. Biking and exercising to school is awesome but I just cannot show up to school/work/meetings drenched (wet hair & clothes) after having walked through 20 minutes of rain. When the rain season comes, parking gets like 10X worse too :/
133. walking can be a challenge especially if your a women walking around at 10. For my own safety and possibly others I would prefer if busses could run longer. As in, having the last bus run at midnight as oppose to 8p.m.
134. More parking spaces made available would be nice. Especially during the times of 8am-12pm
135. Too far to walk. Bicycling is not easy from McKinleyville. Rain is big factor there, also get sweaty right before going to office. If showers and lockers more available that would be a big factor.
136. I would bus to work more often if the ETS and RTS schedules lined up better. I don't live anywhere near the RTS bus line and we're a one-car family, so leaving the car all day somewhere close to the bus stop doesn't make sense. My schedule is very erratic and unpredictable, so carpooling isn't as ideal as taking the bus. I'd consider biking once the trail was complete from Eureka to Arcata, but not until then.
137. If I lived in arcata I wouldn't drive anymore I hate driving and finding parking is a nightmare.
138. Commute issues are also exacerbated by obviously the lack of affordable and available housing nearby for students. I love walking, but it will never be an option for me because I have chosen to live more cheaply in McKinleyville
139. I have a bicycle but don't like using it to get to school because there aren't bike lanes and I don't feel safe enough.
140. I live At the very end of eureka so no I can't walk everyday to school.
141. I work in Eureka and Mckinlyville so I have to drive to work in order to leave for work. On Sundays when I do not work I will walk to campus and leave my car behind.
142. Prefer walking to biking only because bike theft is a problem on campus.
143. I live 5 miles from campus and I teach here. I should have a parking spot.
144. The bus doesn't come near my house
145. I live about one and a half hours walk from campus versus a 7 minute drive. I do not know how to ride a bike.
146. I am not able to walk/bicycle from Trinidad. I cannot carpool or take a bus, I have a large service dog who gets stepped on on the bus or tripped on and becomes very uncomfortable when having to carpool. With my own car she has an entire back seat to lay on without having to share and without anyone stepping on her.
147. Living 12 miles away from campus, in a rural environment, limits public transportation. Bus stops located in my community do not offer public parking or bike lockers, so I run the risk of being towed away by property owners. Darkness (AM and PM), weather and no bike lanes prevent riding a bicycle from October through April.

148. I feel willing to use these alternative uses, but the rain dissuades me. I would like the flexibility of having my own car when the winter weather starts.
149. I live too far to have these as options
150. I can't pool because I like the flexibility of returning home when I want, especially after 5 pm
151. I am not confident in my bike skills
152. I live in Eureka, work throughout the week and need to get places in a timely manner. The bus takes longer for me to get to work compared to driving my car
153. The nearest bus stop is half the distance to campus and I would need to drive to it. I am physically not able to ride a bike this far due to the condition of one knee and I do not have the time that it would take to walk. I would be walking in the dark both morning and evening on most days during the academic year. It's not that I'm unwilling; it won't work. When I lived in Arcata, I walked, but I can't afford to live in Arcata.
154. If I lived in Arcata, I would walk/cycle. The public transportation (RTA) here, while good, does not have a frequent enough schedule to make it convenient.
155. My irregular schedule and location makes carpooling impossible. Too far to walk/bicycle. The bus is very inefficient and inconvenient tripling my transportation time.
156. I have class at 1pm 3 days a week but come to school at 8am just so I know I will get a parking spot. Any later than 8:10 means the chance of finding a spot is slim. Or I have to come on the 50 min mark when classes get out hoping someone is leaving
157. I cannot reasonably bike from Trinidad to school everyday. It would just be too much time out of the day in between work, school, and work.
158. I have a 3 year old who goes to the Hsu Children's Center, we live on Humboldt Hill, bussing isn't an option neither is bicycling.
159. Homeless student who sleeps close to campus and arrives at 7:30ish every day because it is the only way to be guaranteed any parking space at all.
160. If I lived closer I would walk.
161. I don't have a bicycle. I have checked with people I know, and none of them have a schedule that works well with carpooling
162. Doesn't apply to me. I live in Ferndale.
163. I would use the bus but by the time I get on the bus, and it reaches the school, I have about less than 5 minutes to make it to class.
164. I'm not biking or walking from Eureka
165. As a part time instructor who lives in the community, the alternatives above are not feasible. Additionally, I have to carry a large bag of materials, as well as my laptop, whenever I am on campus.

While a long walk is good exercise, lugging around heavy bags is very inconvenient, especially in rainy weather.

166. no bike
167. I wish I could be more sustainable but I live too far away. I do make sure to get here before 8am to get a parking spot. However, my first class is not until 10am. Just to be sure I get a spot. Once I do at least 6 people a day will ask me if I am going to leave soon so they can have my spot.
168. I have to commute with 2-3 children every day. It is very hard, if not impossible to carpool with someone. I would love to take the bus, but it doesn't run to my house.
169. Dropping off kids at school in the morning and the many extra curricular activities directly after work prevents this.
170. Three of us commute from Trinidad on a daily basis. We usually have to leave at different times during the day, but rearrange our schedules to best fit the parking situation.
171. Not living in Arcata is very limiting of alternatives. HSU does not support commuters.
172. I live too far to walk or bicycle. I'd carpool more, but often have to run errands after work and so it's not convenient. Plus, I have an elderly mother and need the ability to quickly and easily get to her in the case of an emergency.
173. This semester, fall 2017, I am temporarily disabled however in previous semester's I have had difficulty in finding a spot.
174. I have a child I cannot be too flexible due to his needs
175. If there was a vanpool for hsu students i would be interested
176. There is no bus system out where I live, and it is too far to bike or walk.
177. I walk one half hour to class every time I come on campus. After driving 15 min.
178. I would walk every day if there was reasonably priced housing available within walking distance to campus. I have 3 children, and finding affordable housing in/near Arcata was very difficult. Finding affordable housing near campus was impossible without roommates, which is not feasible with 3 children. Carpooling and riding the bus is also not a feasible option with 3 children.
179. I get to work at 7:30 am in order to get a parking spot, I arrived later a few weeks ago and the only parking I could find was a meter, (which I already pay for a permit), and had to run outside every few hours to put change in the meter, did not get a parking spot until after lunch. I try to not leave at lunch very often due to being unable to find parking when returning to campus. Last month left for a Dr. appointment came back at 11:30AM spent over 30 minutes looking for parking, decided to go have lunch and returned at 1:00PM and looked for over a half hour before I could find parking.
180. 1) I live approximately 5 miles up Fickle Hill Road, so bicycling, or walking are not feasible.
2) I do not know anyone on Fickle Hill that I can carpool with.

- 3) I have several meetings a month off campus, so carpooling is difficult.
- 4) When I have off campus meetings (Eureka), I find I cannot schedule appointments for some time after my meetings as I do not know how long I will be looking for parking.
181. 3 out of 4 days, I do not go home when I leave work, so the only carpool that works is with my wife when she is working on campus. (I often do that.) There is no safe bike route to Manila, so I rarely ride.
182. That would be sweet if the SRC had rentals for bikes, longboards, skateboards, or scooters. Making non-motorized transportation more accessible and/or cheaper.
183. One of those Saudi electric flying taxis would be cool.
184. I have to drop my kid off at daycare prior to coming to campus which would make taking the bus or a vanpool undesirable. Bicycling into work as been limited because of this also. Typically the best dates to bike in are the summer when the weather is best, but parking is not an issue during that time.
185. I live in rural Fieldbrook with no bus service. Also, after work, I head to HealthSport so carpooling doesn't work for me.
186. I'm not buying a bike when there's a presence of bike thieves and only outside storage for those living on campus
187. Walking is too far, and I've ridden my bicycle quite a few times. Sometimes the wind are just too strong in the winter and I get too sweaty when it's too hot. I have class at 8am so it would be hard to ride here and get cleaned up before lecture or lab.
188. I stay late, so carpooling is not a viable option; Bus is not a viable option where I live.
189. would love to see some commuter lots with convenient shuttle service and less expensive or free parking. it is impossible to find parking when you leave campus during the day and plan to return.
190. I live to far away to consider some of these options
191. I do not live somewhere where any other form of transportation is a possibility.
192. I live too far to walk for convenience
193. I drive three children to various schools in the morning so walking and biking aren't real options for me. I can no longer find parking on campus at 8:20 a.m. when I've dropped off the last child. So despite paying for a Humboldt permit, I no longer plan to park on campus. I park in a residential area beyond the four-hour parking zone and allot about 12-15 minutes to walk about a mile to my office. I rarely leave during the day because it's so far to walk to and from my car.
194. I drive an electric car and I think it is ridiculous that we do not have parking spots and charging stations for electric cars...I mean even the casino has these. I would love to ride a bike but I would need and electric bike and I have not been able to find one that I can afford. I have been looking for at least 2 months for one.
195. I need to drop off my 3 children at school so it's very difficult to find carpooling with 3 kids plus the dropping off at the elementary school.

196. I have a disabled parking placard
197. I strongly feel that we need a larger parking structure. We understand the importance of environmental sustainability and are consciously doing what we can to reduce our carbon footprint. Yet, parking is still an issue.
198. Walking is not feasible due to distance although I would walk if I lived nearby. The same goes for bicycling.
199. I live too far away to walk or bike. Also the bus does not go to Fieldbrook.
200. None of these options work for me because we live out in the county, I have to transport my kids to their school, swing by campus to pick up the mail and deliver it to the marine laboratory in Trinidad.
201. It seems that for many commuters we could establish a shuttle from bigger parking areas to the North or South to avoid campus parking congestion; In the same way bigger cities have airport or special event shuttles. Perhaps there could be a shuttle from the Arcata Community Center?
202. I live too far to walk from home, but would walk (and often do walk) from an off campus parking location to campus. Just bugs me that I have a permit and still often can't find a place on campus if I have early and/or daytime meetings off campus that are too far to be walkable in a reasonable time. I wouldn't mind parking off campus if I knew I could count on space availability and the cost for the monthly permit was less.
203. I live in Fortuna... biking or walking is not a possibility
204. biking and walking would take me at least 30 minutes from where I live
205. The best heavy traffic parking I've seen is in San Jose's downtown district. The campus could benefit from implementing their systems.
206. IF SOCIETY CAN PUT A MAN ON THE MOON YOU CAN FIGURE OUT HOW TO BUILD A PARKING GARAGE!
207. As a disabled person, walking and biking are not an option. I have also experienced extensive discrimination on the local buses due to disability. I am willing to carpool, the problem is finding people who are willing to drive. Housing is so expensive and inaccessible in this community that I am forced to live too far away from anyone I know to be able to give me a ride.
208. I look forward to riding my bicycle to work when the "rail to trail" access between Eureka and Arcata has been completed.
209. Please continue to recommend bikes and add buses/shuttles to the gold route! It gets packed in the bus.
210. no bus where I live, not within walking distance. have to pick up school-aged children when I leave work
211. It's hard to use transportation other than my own when I need to leave immediately after to get ready for work.
212. I live in Trinidad, so biking and walking aren't safe / feasible.
213. If the bus service were better, it would be useful to me. Currently, it is not.

214. I answered carpool in the beginning of the survey because I commute my two children to school, dropping them off 40 minutes before the start of their school day, so I can arrive to work on time. There is no alternate transportation options for them (such as a school bus) unless I could coordinate with families to ride share. Riding a bicycle would be very challenging to coordinate all three of us and safety is of concern on the almost 10 mile rural road on which people drive 45+ mph. Weather also would make it challenging - the bike ride would take us an estimated 45 minutes. I believe in more sustainable options but they are not available where I live. I use a hybrid vehicle with 48 mpg.
215. I carpool with my partner who has physical disabilities, and since the university will not provide services for them, we must take extra steps to ensure we can get to class on time and without causing too much physical strain. A shuttle system from a larger lot would be great for students who need to access the more remote parts of campus, which are fairly far from parking lots (ex. Founder's Hall, Kinestheology and Athletics).
216. I live too far away from work to walk, bike and the bus is not running at the time I get off work.
217. I have a varied schedule and teach at more than one location during the day. I need to be able to leave when I need to leave. I also have difficulty walking a prolonged distance, so I need to try and find something close to where I will be teaching.
218. It is not that I am not willing; it is that the bus system to Trinidad is inadequate with too few routes in the schedule and the bus is often already full with bikes so it is hard to get back on with a bike to go home. It takes over an hour by bus plus 30 minutes by bike to get home or 25 minutes by auto so I drive to save time and I take my grand daughter to school 2 days a week in Arcata. Add to this the fact that passes are sold for spaces that do not exist during prime hours which burns fossil fuels looking for parking, polluting the environment, and promotes wars for the fuel, wastes money, and creates stress for those that cannot find parking, while disrupting classes due to students and teachers being late to class. We need a parking structure at the big lot to once and for all resolve this "Overbooked Parking" situation that has been forced upon the users to try to encourage alternative transportation. Great goal but with a 1/3 of Arcata in indoor grows, there just is not enough housing near the bus lines and within bicycle distance. Humboldt is near the bottom of the list for parking per capita of student in California's colleges.
219. I have a long commute and don't know anyone in the area I live that goes to HSU and I am not willing to carpool with a stranger or depend on others. I also don't have the option to walk, bicycle or ride the bus because of my commute.
220. I live too far to do anything else other than drive in some form or another.
221. Very hard to arrange carpools because of schedule changes every semester, course offerings at various times, and the need to run errands during lunch hour. I would drive a carpool, but I like having the freedom to come and go places as I feel, while also trying to save precious time in a busy schedule.
222. One issue with this survey is to differentiate why people drive to campus and/or alone. I drop kids off at two different locations before coming to campus. There is no way of doing this and getting to work at a reasonable time without driving. If there was a bus system off old arcata road with a parking area that had a regular and frequent route, perhaps maybe it might work for me and my kids to take it, but it would have to have multiple stops and frequent enough to make it work for school times (both university and K-12).



223. I work full time and come to school directly after my shifts, while I understand that alternative commutes are better for the environment as I live close to Fortuna and work odd hours driving my own car is my only option.
224. I cannot use these options since I drop off my child to and from school and we live in Eureka.
225. Discount for carpooling?
226. I go from home in Eureka to work at HSU, back to another job in Eureka. Very unlikely to find the people to carpool with. I also have every thing I need for the day - each job that I do- with me in the car.
227. I live in an area that makes walking or biking impractical, and I doubt any sort of group transportation would have enough people to be feasible. A park and ride with regular shuttle service near campus might work, but given I don't work a set 8-5 schedule, I can't imagine how it would work.
228. The lack of affordable housing in Arcata has forced me to move to Mckinleyville which is not easily accessible to campus without driving. When I could find housing in Arcata I rode my bicycle daily. I also have a class at the Marine Lab in Trinidad 20 miles north of campus Tuesdays and Thursday so I am forced to drive on those days.
229. Willing, but work at HSU part-time and then need to get to my other job. That's the real driving factor, so to speak.
230. I live on campus but one time I was sick and I needed to go get supplies (medicine soup etc) and when I got back it took me about 35 minutes to find a parking spot on the other side of campus. I walk and ride my bike for anything in town other than large grocery store trips, Target, or Costco.
231. Its ridiculous how much I paid for a parking permit just to spend an insane amount of time looking for parking and sometimes not able to park at all.
232. I get up at six am drop four children off at three different locations. My husband is a fire fighter and is gone on fires a lot this semester. I get to school sometimes to not get a spot. That is a majority of our as students stress, is the lack of parking, and the obvious need to accommodate the amount of students at the campus. I paid for a parking pass and should not have to pay additional fees to park at a meter if there is not sufficient parking, if you sell those passes then the student who purchases those passes should get a spot.
- I understand that this school orginated as a small school, and they are respectful of the economy but its time to build a parking garage and offer gosh dam nursing stations since you accommodate to parents by having daycares! Our species would not of survived without breastmilk.
- It is irresponsible of the school and negligent to deprive and not support mother's of this very organic and beautiful gift. Being that Humboldt is so connected to nature and life, it's shocking that they can't simply accommodate to nursing mothers by giving us a couple stations with a chair. Time to get with the program.
233. Walking or biking is not viable with my ability dynamics.



234. I work too often to depend on anyone but myself. I NEED to be able to jam to work and class on demand. Riding my bike or the bus would be an awesome luxury that I would undeniably participate in if I had the time.
235. I live in Eureka, so walking or cycling aren't ideal options for transportation.
236. I would much rather walk or ride the bus. There is never a parking spot and parking is trouble. I hate parking at HSU.
237. The bus does not get you to campus on time. You arrive late for classes starting at the start of the hour.
238. I live in Hoopa and commute, HSU has to do something about the lack of parking immediately. I am committed to my education but the stress and added time I have to add to my full load just to get a parking space is disgusting.
239. I have two small children who attend HSU Children's Center. This makes carpooling difficult (carseats), but I would be happy to give someone else a ride to campus if they needed one.
240. I live in Ferndale. The bus does not come to Ferndale, so if I were to take the bus I would have to leave my car in Eureka. Ferndale is too far for me to walk or bike to school, and traveling across Fernbridge would not be safe on foot or on a bike--especially when it is foggy. I would be very willing to walk, bike, or bus if I wasn't living so far away.
241. I commute from Crescent City, and the parking situation is incredibly frustrating. I spent \$300 on a parking pass and rarely have I even found a parking spot on campus since I started school this fall. Instead of sitting in my car waiting for 30-60 minutes for someone to finally leave a parking space, I end up driving to 4 hour street parking off campus, and then walk to class. I then move my car between classes. I wish I could return my parking pass. There was no disclosure that HSU parking was such a poorly planned situation. I would love to walk or take the bus, but I commute already from over 80 miles away.
242. I cannot use a bicycle because I typically carpool and my first class on Tuesdays and Thursdays begins at 7:30am. On those days I have no problem finding parking because I get to campus so early. Other days, when I have meetings off campus and then come in, I have found parking to be a terrible problem. I complained repeatedly but to no avail.
243. This was a hard survey to answer because I live on campus and park on campus. I always find a spot to park because I'm here after every other faculty/staff member leaves, but that is the only reason I find a spot to park. I rarely leave during the day with my car because I know I won't be able to find a spot to park.
244. I would not feel comfortable commuting on foot or on a bicycle to and from my home.
245. Students are busy and broke. The convenience of a vehicle allows for a wider range of jobs and overall STUFF that a student can accomplish in a day. This allows us to then focus on solving real problems like sustainability which I presume this survey is all about. I'm all for limiting pollution and encouraging sustainable practices, but I think that the administration possibly forgets that we were broke and busy and trying to get to that next level so we can make REAL change in the world. More change than simply cutting down on my vehicles emissions. There are better ways to encourage sustainability.

246. I am disabled so can not walk to campus from my home. Once a week I have lab offcampus so must drive. I will not ride a bike due to bike thefts on-campus and lax traffic enforcement throughout Arcata and on-campus compromising my safely commuting by bicycle. In addition, inclement weather reduces my inclination to commite by bike. Bus transportation ends before I might leave the library so hampers my bus commute instances.
247. I have two children that I drop off at two different locations in the mornings, and then pick up in the evenings. So I am unable to use any of these forms of transportation. Time and location restraints also prevent me from using these forms of transportation even for a section of my commute.
248. Parking passes are too expensive
249. Bus is inconvenient since always packed, mostly full of transients making the ride unsafe/unwelcoming, and arrival times are too far in between (usually at least half hour apart). Walking isn't an option, I live 9 miles from campus. Bicycling isn't an option since there isn't a completed bike trail to travel safely to campus.
250. When it rains, I really wish I could find parking or had a van pool.
251. Considering that I live close to school I don't need other ways of transportation
252. make more parking
253. Biking 15miles as an Art major does not seem feasible.
254. I used to live in McKinleyville and most of these other modes of transportation were either not feasible at all, such as walking, or were difficult to plan around my schedule, such as riding a bicycle or taking the bus.
255. I am disabled and use handicap parking. My main issue is with Founders Hall. If you are disabled, this is just about the worst place to have class. There are only 2 handicap parking spaces close to Founders.
256. The fumes on the bus make me sick to my stomach so I do my best to avoid riding it, and I always crash on bicycles so I avoid them too. I'm willing to walk if the distance isn't too far (like more than two miles).
257. The area I live is to rural to take a bus, there are almost no routes. I don't own a bike. And I work everyday before class, so it's too inconvenient to carpool.
258. Bus service in Humboldt County is infrequent and erratic, especially if one is trying to commute at non-peak times. It takes over an hour to commute by bus from Eureka, while driving takes about 15 minutes. So taking the bus would add over an hour and half to my day of unproductive time which I cannot afford. In other words, I simply cannot do all of the tasks associated with my job and maintain my health and family life while using the current bus system to commute. The challenge with carpools and vanpools is that they leave only at certain times at the beginning of the day and at the end of the day. This might work two days a week for me, but I need more flexibility on the other days.
259. Although I can not walk or bike from Eureka, I do park in Arcata and bus or walk to HSU. Would be great if park and bus option from Eureka existed

260. I find it ridiculous that there is no parking before my 9am class Monday, Wednesday, and Friday. Then I'm forced to park off campus or in metered parking when I have already paid to park on campus. I do not see why this school hasn't built a parking structure.
261. I live in Eureka...
262. I do not own a bike, but would like one
263. No one lives where I do, so there is no point in carpooling and the busline does not run on the schedule that I need. I go up to the Marine Lab twice a week this semester (Fall 2017) making it easier to use my own transportation.
264. If I lived close to campus I would definitely walk or bike, but those modes aren't feasible for my commute.
265. I am disabled but aside from that, it is bs that the parking patrol are like predators that prey on overextended students. As ideal as it is to think how nice it would be to be more sustainable, most students are exhausted and overwhelmed and when you are that stressed out you are in survival mode and are acting out of self-preservation. What the hell is up with selling more permits than you have spaces for? It doesn't matter if not all students are on campus at the same time. Obviously there are more students parking around the campus at one time than you have spaces for. I have spent hundreds of dollars on metered parking even though I have a permit. How about your parking services reimbursing students who have to pay extra costs because of your inadequate parking? OR how about lowering the cost of your permits to more accurately reflect the amount of parking time I am actually receiving. That price is waaay overinflated considering that I HAVE to be in a parking space before 7:45 in order to guarantee I will get a parking space that isn't metered.
266. Walking and cycling are just not feasible for me, living as far away as I do.
267. I have a nice bike, but I don't have it here with me, in Arcata, just yet.
268. I'm currently disabled due to a broken leg and many forms of transportation don't work for me.
269. I live in eureka so biking and waking aren't realistic but when arcata kids drive to school that's where everything gets fucked up. Now they have the spots Helga close to campus while out of town ers commute hella long to have to park hella far and then walk hella far and then that's like two hours of being awake and just getting to school to start the day.... Already super stressful and inefficient and backwards
270. I don't own a bicycle and don't have a place to keep one, but I own a razor scooter
271. I have to take my kids to school and wife to work before I come to campus so the methods besides car simply are not viable for our family.
272. The road to school from my house is a two lane highway and is pretty unsafe, that is why I don't bike 7 miles to school. It is often dark when I leave to or from school as well. The bus line where I live is very unreliable.
273. bus stop is very far from my house, not really a viable option, as with walking or biking

274. I want to bike but those hills get me sweaty. The bus seems like a good option but might save just for rainy days, I am about 2-3 blocks from the plaza which is a bus stop.
275. I live in eureka and being on time is very important to me, waiting for people is not a source of stress I can afford to have in my life. I could park elsewhere in Arcata, or take the bus from Eureka-- but the inconvenience of time and not having a ride home (buses stop running) after I've been working and going to class until later in the evening would be my main issue.
276. I live 20 minutes away and due to my degree am always carrying a large amount of materials and/o projects to and from my car to classes and my studio space. I would love to offer carpooling to people. I haven't found anyone who lives in Eureka yet who works with my schedule
277. parking is impossible IMPOSSIBLE to find after 6am on campus.
278. I commute at least 3 days a week. Sometimes more if needed to. And a round trip for me is 3 hours -3.5 sometimes.
279. This survey is somewhat skewed. I get to school at 7:50 just to make sure I get a spot. If I don't get there before 8:10 there literally is not a spot available. So when you ask how long does it take me to find a spot, it doesn't take me long because I sacrifice my entire morning by sitting on campus so I have one. If I were to come after 8:10 my answers would be substantially different. I have spent up to 45 minutes looking for a spot to park.
280. I live on a rural route. Some of these options would be challenging. I have thought about biking, but because the rainy season lasts a good part of the school year it would would present a challenge. The other deterrent to biking is showing up sweaty and smelly in my work clothes and wearing them all day to meetings. I would have to bike over several large hills to get from my house to campus, so it would be a strenuous drive. I'd most likely try something like that in the summer when I have fewer meetings and can dress more casually, however parking is more available in the summer so it's not as urgent to try other transportation means.
281. I live too far to walk or bike and there is no bus service where I live. My departure times to and from campus vary enough that carpooling seems unrealistic. A vanpool could possibly work if they came to Fieldbrook, my residency, and have hourly rides from 8:30am until 8:30pm.
282. I live too far from campus to walk or bike, and I often stay in the office late and wouldn't feel comfortable walking or biking that late anyway. I cannot carpool or take the bus because of the additional time it would take to get to campus and the flexibility I need with my schedule.
283. It's pretty far and on the freeway from my house to campus, so biking and walking are not great options. I also live in a part of Eureka that takes over an hour for a bus to get to campus and it does not get to my stop early enough for me to get to class on time.
284. I work in multiple locations, so busing, biking, and walking are not an option.
285. If I still lived farther away I would consider all of these, however I live two blocks from campus.
286. I live an hour inland from HSU so none of these options are convenient for me. I just drive my personal vehicle to and from school.

287. I choose how I am getting to school by the time I need to be at school. If I am getting to campus before 8am I will drive but if I am getting to campus after 8am and before 4pm I will walk, ride my bike, or find a ride.
288. I live too far away to walk or bike, I often walk off campus when I need to do something off campus or get picked up because it is such a hassle finding parking. I also get to school much earlier than my first class to make sure I don't have to search for parking and can get a spot easily early in the morning. It's very annoying and a waste of valuable time.
289. No way I can ride my bike from Mckinleyville to campus. I looked at the route and it doesn't look very appetizing.
290. I walk well over 99% of the time. I hate biking, and I live too close for the bus or other vehicles.
291. The amount of available parking space is ridiculously miniscule and is not intended to make the lives of the students better. You risk students' quality of education when you cannot provide adequate parking within reasonable proximity to their classes.
292. Get a parking garage
293. I have to take my daughter to daycare way up fickle hill road. This as well as my foot problems make a car necessary. I cannot drop my daughter off until 8am, leaving me to often race to campus to make sure that I can find a parking spot. Being even 15-30m behind schedule can make parking impossible, so I have to park in the surrounding community. I would love to be able to meet with a community partner or go to lunch or check on my daughter without having to spend 1-1.5 hours looking for a parking spot upon my return. Sometimes I just go work at a coffee shop and cancel my office hours because parking is so impossible.
294. I live to far from campus to walk or bike (8 miles). The bus lines run too infrequently and I end up spending much more of my day traveling then when I drive my vehicle.
295. I live 2.5 miles up Fickle Hill, where busses do not run.
296. too far to walk, yet residents get the best parking spots? they should be the ones to park an hour away from campus.
297. I would bike more often if there were accessible, clean, and spacious showers for women in my building.
298. My Husband and I share one car between us. We are both full-time students. We only leave campus during the day if the other person has at least an hour extra to park the car while the other can go to class. We both deem the transit system to not be very reliable, and it would force us to take just as long if we had just driven and parked our car.
299. HSU should build a parking structure over the main lot, next to general store and student services building.
300. My job is not flexible to allow me to use alternative forms
301. I am new here so carpooling is not yet an option, and before I found convenient housing (last week), I lived in my car, and often had to park off campus and received a parking ticket for being in a 4 hour spot

for just a little over 4 hours. I'm hoping to soon get a refund for my parking pass, it's a total rip-off for poor students.

302. I live in McKinleyville and would have to wake up at least 2 hours earlier than I normally do to make the bus. Biking is also not a safe option.
303. I have to drop my child off at daycare and need to be available to pick him up if he needs to go home sick.
304. I am disabled with a parking placard. I depend on my car and availability of disabled parking spaces to attend classes. My condition necessitates rest and I take power naps in my car when possible. So proximity is vital.
305. I could imagine these other forms, but I have two kids I drop off on my way to work, and so having my own vehicle to do that is essential. I notice there's no question in here about how often I park off-campus, despite having a permit, in order to avoid wasting time and fuel hunting for an on-campus spot. If I know I'm arriving at a bad parking time, I just cut my losses and park off campus. If others do this too, it likely affects the community, and may be something to consider in this survey. Also, there was a time when I just budgeted for the inevitable parking tickets, and got 5 or more tickets each semester. That is just killing me, so I stopped. But I know there are others who just accept getting tickets as part of their parking plan. Something else to think about!
306. I leave late often--sometimes as late as 8 p.m.--so carpooling doesn't work. I spend a great deal of time off campus so my staff and I carpool to other locations all the time. I carry a lot of stuff because I do facilitating so a bicycle doesn't work well.
307. I work and go to school so getting to and from my house and school is very important time-wise. I really do not have time to wait for those other options.
308. not walking/riding 10 miles to make a 8:00 AM class
309. There need to be more parking spots on campus
310. I live in Willow creek and my grad classes are irregular hours, carpool is not an option and walking is even less so.
311. Commute includes child drop-off, which requires specialized seating in non-bus vehicles. Safe bike paths are far out of the way.
312. Make the bus schedules clearer cause I ended up on the wrong bus and went to Trinidad. It wasn't fun.
313. I live far from school and come to school hours before class starts just to get a spot. I live in indianola where the busses don't come.
314. For those of us that live in Eureka, walking and biking is not really a option --
315. Traveling in the highway restricts safe modes of transportation that are also environmentally favorable
316. I am lucky enough that I live close to campus. We have not moved from our housing location so I am able to walk to class, despite the fact that we hate our neighborhood.

317. I dont get it... The problem is simple: parking structure. I.e. more parking spots.
318. Instead of making students find other ways to get to campus, I think your efforts would be better spent working with the city of Arcata to build more parking space & limit the amount of passes that are sold. There is no reason to have more passes sold than spots available. I realize that not everyone will be using their passes at the same time but there should be a limit to how many are sold.
319. I live in Eureka. I have classes in the morning and late-afternoon. I bring my lunch and everything I need all day. With all the papers, books, my laptop and everything, there is no way I am carrying that all on the bus.
320. Maybe have a dedicated electric/hybrid shuttle/ bus route?
321. I can't walk or bicycle, I live over 30 miles away.
322. I don't know how to ride a bike
323. Parking garage? Or don't sell so many parking passes than you have available parking
324. I live too far to bike or walk since I live in Eureka. It is also a feeling of less safety to have to go all the way there if I were to due to the homeless population here. I live near the mall.
325. The bus is super sketchy. I've been followed home and harassed by strangers.
326. I feel like these questions ignore the fact that the issue at hand is not about how students get to campus, but rather the fact that the lack of parking and availability on campus, on top of exorbitant parking costs and fees, is forcing students to look for alternative ways to get to campus. When I drove to campus I always wanted to drive because it was a convenient way to get to and from school while also saving time for homework, extra curriculums, or work. But I stopped because I realized the \$150 I was paying per semester for the parking pass wasn't worth it because more often than not I was parking off-campus in the 4-hour spots.
327. Carpooling used to be amazing when you would be allowed to park at any meter on campus. Instead, HSU chose to keep more money to themselves, get rid of metered carpool passes all together, and assign only SEVEN carpool spots that are supposed to accommodate an entire university with thousands of students. 7:8000+ is an amazing ratio.
328. I'm not sure what Vanpool is so I'm not sure if it's the safest choice, same goes with carpooling. If it's someone I know then I'm totally down but if it's someone random, I'm not comfortable. For walking, trying to walk from Winco in Eureka to HSU is a long distance. If you're like me, then your backpack weights about 5 lbs and have bad knees & feet then walking is not a good choice. I would consider biking to HSU but 101 isn't even safe in a car and I like living. There's no safe spot for bikers on the 101
329. It rains a lot here, walking and biking are only feasible seasonally. The busses are full of stinky homeless. We need more parking lots at campus.
330. I come to school in the morning and work in a town over 25 miles away from the school. This makes carpooling/buses impossible for me to take and maintain my work schedule. Nothing gets me to work faster or punctually than driving myself. I would never take an Uber when I have a car myself, and I hope



would never plan to walk 13 miles to school. I realize that there are other modes of transportation, but none that are viable for my busy schedule.

331. I do not live in Arcata so I cannot walk. I have 2 small children that I have to transport to and from school in the morning and afternoon/evening, so I cannot bike or use alternative forms of transportation. It is frustrating to NEVER be able to find parking at your place of employment (after 6 years it is incredibly frustrating), even with the purchase of a parking permit. Something needs to change!
332. I think I would be more willing to bike if I felt like it was safe to do so in the area. I also love to walk, but I often do not feel safe walking by myself so I feel like if I want to walk somewhere I have to go with people, even on days when I really could use some alone time.
333. I live in Fieldbrook. I appreciate alternate forms of transportation, but there is no public transit, it is not feasible to walk to HSU, and cycling is not very safe on Fieldbrook Road.
334. I have 18 month old twins that go to the child development center. I NEED to take them in my car everyday as that is where their car seats are.
335. The biggest factor in why I drive is my kids. I have to drop them off and pick them up - this would be much more complicated if I didn't have a car. Now that they are older (and go to schools closer to our house), I am considering not driving. But while they were young it would have made my day much more complicated to not drive.
336. I have purchased the Jack Pass and went back and forth to CR when I took a mathematics Seminar on Mathematica on Wed Afternoon. It was great! I could even work on the bus.
337. I work and go to school on campus and parking availability dictates my everyday life.
338. I live too far away and have to go straight to work after class. I go to school full time and work full time
339. I live too far to walk and I would not want to bike that far either in the dark.
340. I use parking meters for the time period of 3 to 4:30 p.m. I almost always find the same metered spot available. There is always permit parking available during my 5 and 7 p.m. classes.
341. Build Up!! :) My husband and I are students who also get day care through the school so it's had also living in Fields Landing not to drive.
342. Look. I can't take the classes I want or do the things I need to because of parking on campus. My husband works on campus, so paying for another pass is redundant and unnecessary since we use the same vehicle. I don't have class until 10am but I have to get to HSU before 8, so that I can find parking. That's 6 hours every week that I'm away from my family, unnecessarily, because of parking. I can't get a job during the day because I can't give up my parking spot. Parking has honestly impacted the quality of my education at HSU. Taking the bus from Eureka just isn't a viable option- it takes 1.5 hours from my house to get to HSU. Please, please, please get more parking.
343. In order to get to a bus station close to my house, I would have to walk at least five miles one way. I do not know any students who live by me that would be able to carpool with me. The only available means of transportation for me is by car.
344. Need more parking. It's too difficult to find any

345. I live quite far from campus with no form of public transportation in my area
346. Unwillingness to utilize bus and bicycle is that for students with lots of gear for projects (art, wildlife, film, etc.) these options simply don't work well. A large canvas won't fit on those forms of transportation, and when storage is limited on campus having a vehicle to store items in can be crucial.
347. The last question didn't include the option of "I don't have a parking permit because it costs 300 fucking dollars"
348. I live too far away to walk and also drop my child off at school in the morning before coming to campus so none of these other options are workable for me.
349. I arrive to campus earlier than my classes begin only to find parking and then hang out for a few hours, otherwise finding parking is not easy.
350. I haul a cart of materials with me to my class, so I need to drive. I also have some physical issues with my hips and feet.
351. We need a f--ing parking garage. dispersed campus parking is inconvenient and makes campus more dangerous (and polluted) for everybody.
352. There are no busses near where I live on old arcata road. I make sure to show up by 7:30 am because by 8am the main parking lot is full and not long after the other general lots fill up.
353. I used to drive to campus when I was living too far away to walk or ride. I thought this survey would be less about finding alternative mode of transportation, and more about helping students find and afford parking. When I drove, I could not afford a parking permit. I took my chances with parking tickets, which are outrageously priced. Let's make a survey that might prompt parking benefits for the students. Better yet, let's take the money our University is making off of parking tickets and parking permits, and explain to our students and faculty where it all goes. The same outlets in the library have been broken for several semesters; the same computers in the library have had issues turning on; the same printers in the library have been malfunctioning for several semesters as well. Why is it that parking permits are a whopping several hundred dollars, and I can't get a charge on my computer when I'm trying to study for a linguistics exam? I pay for this institution out of pocket - parking ticket prices are too high. Luckily, I live close enough for this to no longer be a personal issue. However, I will continue to speak for others when I say this.
354. I live in a pretty far secluded area. With Humboldt being so rural and many students commuting there should be more free student parking.
355. The reason I am able to find parking each day is because I arrive early just to get a spot. I allow myself to leave only once a week midday because inevitably I drive around for at least 30 minutes looking for a place to park which well exceeds the hour lunch allowed.
356. my schedule contains a 4 hour block between classes 3 times a week and I don't want to be stuck in the library for 4 hours each of those days, and with the rain in our area, I don't want to be stuck in the rain waiting for a ride
357. I live too far away for walking/biking to be easily applicable.

358. I live in my car
359. Biking from Eureka makes the bus route even easier, but there is a limit to the amount of bikes a bus can carry (2). If there is an extra person with a bike they are not allowed on the bus, meaning they miss class.
360. You need to build another parking floor in the parking that in front of Marketplace
361. I won't use any form of vehicular transportation to campus as campus parking is extremely expensive and almost impossible to find. It takes on average 30-45 minutes to find a parking spot. When it comes to biking, it is very unsafe to bring a bike to campus as they are usually stolen and/or defaced. One can go on campus and see bikes that are still locked to bike chains yet defaced or broken.
362. Currently I work and go to school. My work and home are at opposite ends of Humboldt County so I am forced to drive.
363. I live too far from campus to bike or walk
364. I have a leg disability that precludes non-vehicle transport. Carpooling seems unrealistic given my faculty teaching / committee meeting schedule changes every semester. I have ridden the bus before. I don't live far from campus (10 mins) but it takes forever to get to or from HSU given the buss routes (stops) & times.
365. It would take more than one hour to get to school without driving to school in a car by myself.
366. There is never parking ever. I paid 300 hundreds dollars for a pass that I only get to use once a week if I'm lucky. It rains too much to be waiting for a bus or to be walking to school.
367. I live in Eureka, so I cannot walk or bicycle. I use my vehicle for work which happens immediately after class so I need to have it nearby so that I can do my job.
368. The bus does not stop near my home making it unavailable. My school hours are too varied to carpool.
369. I have to go to work after, so it doesn't make sense for me to leave my car at home, commute to school, and then have to commute back to my house (taking significantly longer) before being able to drive to work. Especially when I need as many hours as possible and the bus system from my house to campus takes more than a half hour, and biking takes an hour or so, and even then I have to bike home, shower, change into professional attire, and then drive to work.
370. I have other commitments that keep me from being able to rely on other people/ modes of transportation.
371. I would rather drive to school on my own, but that hasn't been a very accommodating option.
372. I live a few miles up Fickle Hill. There is no public transit where I live and it would be an hour walk (at least) from school, bicycling near impossible with all the books I carry. I'd be willing to carpool others on my way down, but I have such a varied and long schedule that I would not be able to rely on others for carpooling.
373. I work at a school in Mckinleyville. Driving is my only option



374. I live in Crescent City, the only way I am able to get to school is driving myself. I don't know anyone else who drives to school to carpool with and there is not a bus that will leave early enough for me to make it to class
375. Live too far away for some of these choices.
376. There is no parking from 7:30am til 4pm
377. HSUs parking rates are some of the highest in the CSU.. Build a parking garage
378. I would walk or bike if I lived in Arcata but Alive in Eureka
379. I am too old and have too many physical injuries to walk or bike to school from Eureka. I have a very fuel efficient car, and I would carpool if anyone else ever had my complicated schedule. I have 4 jobs, and this is only one of them.
380. Since I am usually here very later at nigh because of work I don't have many options a side from bring my own personal vehicle. The bus stops passing around me by the time i get off. Also no one would want to carpool super late from campus so carpool wont work for me. I live a bit ways away to walk home. I also can't bike because that would require me to ride a good distance just to get home.
381. Living in Eureka makes carpooling possibly impractical because of how long I am gone during the day. (Sometimes linger than 12 hours) Bus is honestly terrifying due to druggies/transients that DO harass you. I have been followed from the bus stop which is why I spent every last penny I had on a car.
382. For those of us working parents, most schools in town allow for drop-offs around 8:00 am. I have to drop-off an elementary aged student and a preschooler at two separate locations. I drop them off as soon as I am able, but I have to race to campus to get a staff/faculty spot by 8:20 am. Any later than that, and I have to go to a student lot, which are often filled by 8:25. It is hard to have enough time to see my children off in the morning and get to campus to do my job, which begins at 8:30. The stress of parking is very significant. If I'm even five minutes late, I have to park in the neighborhoods, walk in, be late to work, and go and move my car at lunch. It is ridiculous that career staff and faculty do not have enough parking, and have the additional obligation of family and childcare which makes most commuting/alternative options null because at the end of the day, I'm racing the clock again to pick up children before 5:30 when day/cares and after-school care programs close. I can't take the bus or shuttle or bike to do that for two children and such a tight timeline.
383. There is no currently accessible mode of finding a carpool situation for someone who lives as far off campus as I do.
384. The hours I work on any given day will not allow for any of these choices
385. Vanpool doesn't seem very convenient. I'd rather take the bus.
386. HSU is liable to pay any parking tickets that are a result of not having a parking spot for every parking pass they sell
387. Walking and riding a bike to school is great but in a sense its seasonal because who wants to ride a bike or walk when its raining HARD (like it usually does) also not all bike racks have covers so rain will rust them, also theres theft (of tires, wheels, and the whole thing). Carpooling is great if you can find

someone who doesn't make you uncomfortable and share similar depart and arrive times on campus. HSU Zimride already exists and it is not working.

388. My classes start at 7:30 or 8am. I choose these times so I would always find parking behind Founders Hall where my office is located. I offer to teach early classes so I have convenient parking.
389. I do not own a bicycle.
390. Bus transportation is highly undesirable because of the lack of adequate scheduling as well as the non-existent accommodations at the bus stops.
391. I drop children off at school and daycare so other options are not really possible at this point.
392. If there was a convenient bus stop located near my residence and arrived somewhere near the BSS building, I would be more open to a bus option. It is still significantly less preferred than my car, especially when heavy rain is frequent.
- The parking situation is frustrating because I am happy to pay for the academic year parking permit, yet still have to plan my work days around optimal times either in early morning or around noon to drive to campus and likely find a parking spot. On days that I cannot find a spot and walk, this eats into my productivity, especially if I have to then walk back to my residence if I need to drive out of town midday.
- If the parking availability does not change, then I strongly encourage HSU to limit the number of parking permits sold to more accurately reflect parking availability.
393. Hsu parking is a joke, quit trying to recommend new ways of commuting, when the issue at hand is that there simply isn't enough parking spaces.
394. Living in Eureka, and with my schedule my options for commuting are very limited. I usually arrive on campus anywhere from 7am-9am and wont leave until 10pm. So all though I really would like to reduce my carbon footprint and carpool more often or even take the bus, my schedule just doesn't allow for it.
395. With little parking, we have to leave early to get a spot even with a parking permit. This is the first college I have been to and toured that did not have a parking garage. Students and faculty need to be able to park. It is tough enough to go to school, but to have to buy a permit to have the privilege to hunt for a spot to park is ridiculous.
396. The problem with us is that we have children in Eureka we have to pick up and drop off before and after work. I would be open to alternative transportation options, but this is definitely limiting our available options.
397. The bus does not stop in my town and I live too far from Arcata to consider walking or riding a bicycle.
398. Where are any electric alternatives? Aka electric bike routes..
399. If more bus times were open I would definitely consider riding the bus. Right now it is way to inconvenient time-wise
400. The Bus stop is too far from my home, HSU is closer via the forest trails, otherwise I'd consider it.

401. I work and go to work before and after school so I don't have enough time to get ready, eat, etc. and walk/bike to school so I have to drive.
402. I live too far to use methods other than my own vehicle. the nearest bus stop to where i live is 10 miles. Having no parking is stressful and annoying once i already drive an hour to get to class. I use the metered spots once i arrive.
403. I live in McKinleyville. I am not walking, and bus transportation is limited.
404. I live in Eureka and would ride my bike more often if it were safe. Maybe once the rails to trails is complete I can ride my bike to school without getting ran over by a tweaker or drunk driver
405. I am not able to bike or walk from my location because it would mean traveling on the freeway. Also the bus does not visit my area
406. There's a huge hill between me and campus I'm not about to bike that
407. I have to drop my child off at daycare so none of these are practical at the moment
408. There's no bus serving the area I live.
409. I own an electric vehicle and can therefore park for free at the City of Arcata's meters. I feel HSU should offer some spots a bit closer that the city meters. If HSU is so sustainable, why has this not been addresses?
410. About once a year for the past 20 years I have driven around for over an hour looking for a parking space. The last time this happened it was toward the end of the day, so I just went home and worked. It was raining and I didn't have an umbrella with me, or I would've walked from town. One time I found a city parking meter, but didn't have enough coins for 3 hours. I walked to Facilities and Allison Moran saved my day with a handful of quarters! I'm sure we all have similar stories to tell and a lot of fuel has been used circling parking lots!
411. Lower the cost of parking passes if we're not going to be guaranteed a spot. Sell a fixed amount of passes. It's ridiculous when someone who spent money on a pass can't find parking and has to park in 4 hr parking then get a ticket when you're 7 minutes past the 4 hr.
412. I have to drop my two children off at school in Eureka and I need a mode of transportation (always) in case the school calls and I need to leave and pick them up. This prevents me from carpooling or using the bus.
413. I live in fieldbrook so driving is the only option currently available to me
414. The difficult thing with using the bus in Humboldt County is that the Eureka Transit System stops running at around 7 pm, which can be very inconvenient when you have an evening or late night class, then have no way to get home.
415. I live a bit more than 3 miles away, therefore walking and cycling can be very dangerous when I leave late at night (10pm-12am). Especially when it starts raining.

416. I live too close for driving to be warranted. I have driven when my home was further, but parking permits are a scam since parking is never available on campus. We need a proper complex for commuters. Our parking is very very bad.
417. I would ride my bike but I fear it may be stolen. It's a security issue and it rains a lot so I tend to drive.
418. The parking on campus is absolutely unacceptable. If I don't get to school by 8 in the mornings on Monday through Friday I don't get to park on campus. If I leave for lunch or for any other reason I won't find parking until after 1 sometimes even after 2, either way it's after I should be in class or at work as I work in the Office of the Registrar. We need more parking lots or structures on campus for the amount of students there are that go here. The only reason why I'm somewhat willing to do the above things is because I'm forced to because the parking situation is so bad.
419. I would walk to campus if I could afford to live walking distance to campus.
420. I commuted on a bicycle on dry days. It was stolen.
421. I am responsible for transporting my children to their different schools and am therefore unable to consider alternative methods of travel without seriously impacting travel time (especially in the morning). Carpooling could potentially be an option.
422. I tried the bus, but its 15 + stops from campus to my house and adds 30 to 40 minutes to an already long commute. If there were express buses...
423. Walking and biking to school is not an option for me because I live in Eureka.
424. Thank you for creating this survey. The parking situation here is growing increasingly stressful for staff, faculty and students.
425. I would be willing to bike if I lived closer but housing is another problem in Humboldt.
426. I drive straight from school to work.
427. I need to drive my car every day. I do not have friends or family that can leave their own jobs to transport me at any time of the day. I will not take public transit, and it is too far from my house to walk or ride a bike.
428. I think people and myself are willing to walk on nice days but in this county where it rains we need other transportation.
429. I live too far away for walking or biking to be reasonable forms of transportation.
430. Taking the bus isn't a great option for a woman traveling alone in the evenings.
431. Live too far to walk or bike.
432. There is no bus route anywhere near my house.
433. There is no one to carpool with from where I live. I cannot find housing for me and my dog closer to campus. If I could I would move closer and use alternative methods of transportation. Another layer to the transportation issue is a shortage of housing in the county, especially for people with pets.

434. My biggest hurdle is scheduling as I have only 40 minutes between the time my last class gets out and the start time for my roller derby practice at Redwood Acres
435. I would use the bus if it didn't take hours for my 10 minute route.
436. As a faculty member, I often have trouble finding a spot in the faculty lots in the morning. This often forces me to occupy student parking for the entire day which seems like an additional burden to students. I would be more than willing to walk 5 or 10 minutes from a parking structure if it meant not having to worry about finding parking the morning.
437. If you have to leave campus for meetings, carpooling/busing/biking prevents you from doing so
438. Due to the distance I live from campus certain options are not viable for me like walking or biking.
439. The bus is not a preferable mode of transportation, Redwood Transit runs late enough to take me half way home but Eureka Transit does not so I am constantly forced to ask for rides or Uber/ Lyft home. The bus is also quite scary at times, I have been harassed on my way to bus stops and felt nervous being in certain areas of town this is why I recently bought a car to bring myself to school instead.
440. I live too far away to walk or bike in a timely manner. I leave my home at 7:15am to get to campus between 7:45am and 7:50am and hope I can find parking within a 5 minute walk of my office. I already car pool with family members often. I should not have to leave earlier and earlier just to find parking at work. I already put in extra work hours as needed. Personal schedules after work preclude me from being able to car pool with other campus personnel.
441. I do not live close to a bus stop - I would have to drive about the same amount to park near a bus stop, as I do just to get to campus. Carpooling is a challenge due to other commitments in life - children, meetings, etc...
442. We pay outrageous costs for a parking permit that we can't even use because there are never any spots. I get to school 3-4 hours early just to get a parking spot. If I were to wake up late for class, I would most likely not go to class because of how difficult the parking is. I have no idea where to park other than campus? I'm not a local. And I'm not going to drive around neighborhoods trying to find a spot because you need a residential permit for that too. The parking at HSU is ridiculous. Start building a structure using all our money we pay now-maybe then the parking permits we paid for will finally have some value!
443. I brought my car because I go to work off campus
444. This isn't really a very good question because some of the types of transportation that you list are not available where I live. This doesn't seem to consider the rural nature of Humboldt County. There is no bus service from where I live to campus and no service that leaves campus when I am done on Wednesdays and Thursdays at 10:00 pm. Additionally, I live so far from campus and it would not be safe for me to ride my bike home late at night. Walking is just not an option. You really needed to include an N/A option so that I could continue this questionnaire instead of having to make up answers in order to continue.
445. Shuttle trolley services that pick you up in-between class breaks and drop you off closest to the building. Example: a shuttle at College Creek that drops you by BSS, Wildlife, Gym. Sort of a mini bus route to HSU buildings that have long commutes. Like, BSS to Founders Hall

446. I live an hour south of campus so some of these options are just not reasonable for me.
447. Bikes get stolen all over campus
448. Large gaps between classes and having an adult dog who is home alone, makes it hard to not have a very quick mode of transportation to and from school in between classes throughout the day. I've tried carpooling but didn't last very long since I was the driver, receiving no personal benefit, or compensation for the drive.
449. I live close to campus but drop three kids off at school on the way to work. So then I park on campus and walk off campus for the lunch hour (usually to my house). If I can't find parking on campus in the morning (which is fairly often), then I drive home and walk, which usually results in being late to work.
450. Carpooling can be hard with off campus obligations.
451. I cannot walk or ride my bike because it would be dangerous to do so from Manila. Driving to school costs me so much especially since I usually can't find a general permit spot and end up parking by a meter even though I have a permit and if I run out of meter time I either get an expensive ticket or I'm running across campus making me late for class. On a bad parking day I've payed for my permit, I'm paying a meter and sometimes paying a ticket.
452. I reside outside of current bus routes and too far away from campus to be an option. In addition, even if I was to drive to a nearby bus stop, about five miles from my house, the bus doesn't run on a frequent enough schedule to be an effective use of time.
453. Fuck the schools parking policies they are the worst.
454. Create off campus long term parking lot (discounted price) for students who live on campus....and have a shuttle that gets them to and from
455. I love move more than 40 miles away. I also have children I bring to to school. If there was a carpool or a van or a bus that provided consistent delivery to our location, we'd probably take it. Or build a parking garage. :-)
456. I commute primarily by bicycle or on foot. Or rare occasions (due to off campus labs that I cannot bike to), I have to drive. On those rare days (~ 6 days per semester), it is incredibly difficult for me to deal with the parking situation on campus. Since I don't have a parking permit, I can't arrive on campus until 7:30 am (when daily faculty/staff permits are available for purchase). I teach at 8 am, so it's really tough to buy a permit, find a spot, then get to my class by 7:50 am (walking across campus). Also, I am over 6 months pregnant, so when I DO drive for field trips, it's important that I get a parking spot right near the building where I have to transfer heavy equipment (15 pairs of binoculars, transect tapes, etc.) to and from my vehicle. I physically am unable to walk long distances with a heavy box- I have been told by my doctor to not do heavy lifting. So, in summary, I love active commuting, but it's extremely challenging on the rare days I can't active commute. Many Universities have an "emergency ride" program, or maybe they would allow faculty members to use an on-campus car for the rare occasions when they have to drive, or they would allow you a certain number of parking passes for the rare days when you can't bike/walk/take the bus to campus. I'd love to see HSU adopt such a policy, because it is really quite stressful and inconvenient for me on the small number of days I'm unable to walk or bike to campus, due to my off campus labs. I'm more than happy to discuss my ideas further (kb33@humboldt.edu).

457. I am not able to use any of these modes of transportation as I've got to be in Eureka by 5:30pm & would be concerned about being able to get home to get my vehicle & arrive to my destination on time.
458. I have 4 kids, I have to be able to get to them if they are sick or injured while I'm at school. I can't give up my car for that reason alone
459. I have to park my bike at the HSU Newman Center (1 mile away) because I haven't been able to find a secure place to put my bike. My bike is too valuable for me to leave it outside locked up. I also needed a place where I could change my cloths before and after work. I am working with my dept. to make a place for staff to be able to place their bikes within the building. Thank you for your efforts.
460. I am willing to use other modes, but due to having to shop for work and bring it to campus, it becomes problematic. Also, because I need to be at work by 7:30 to support students in my Lab class, I can't really carpool or take the bus.
461. When I first started at HSU we could take the bus for free. I would currently take the bus 80% of the time if it were free. I can't afford to pay for both a parking permit and the bus pass. If HSU is so focused on sustainability, why is a staff/faculty parking permit is less expensive ($12.91 * 12 = 154.92$) than a bus pass ($60 + 60 + 45 = 165$)?
462. If I lived closer I would love to walk but it takes to long from where I live now.
463. I am not willing to carpool or vanpool only because I live so close to campus that walking is easier than the hassle of organizing carpool or vanpool.
464. I live in Eureka I'm not walking to campus.
465. Not being able to find parking when I pay so much for it every year is offensive. I schedule my whole day around it and wish it was more convenient so that I could put more effort into teaching.
466. Lack of parking makes it impossible to make doctors appointments or run errands off campus. As a professor I have arrived late to class after an appointment even when I have allowed myself an hour to find parking.
467. I cannot take the bus because it doesn't pass by my home. If I walk I would have to leave at least in an hour advance to make it to school. If I ride my bike I would have to ride my bike along the 101 which I'm not sure is legal. My car would get me to school in 7 minutes. I have a dog and I have to take at least 2 trips home a day for her. I have to pay for a dog sitter at the moment which I'd rather not do.
468. I need to bring my personal car to leave directly after class to work. Alternative transportation does not work for me and many of my fellow students.
469. Warn incoming students about coming at least an hour early to find parking - it's not reasonable to expect this level of parking impaction.
470. None of these are practical options since I have to drop my kids off at school before I get here.
471. Methods other than individual vehicle do not generally allow for off-campus meetings mid-day with a return to campus.

472. I travel most often to Blue Lake and Eureka to do certain activities (horseback riding and archery), and more often than not these activities last between 2-5 hours each. Not only this, but I use my truck to haul my horse trailer about one to two times a week from Blue Lake to Fortuna, and none of the above options are even realistic to do that.
473. I live up the hill in county zoneage. No buses. No carpools. No walking too dangerous
474. I ride my motorcycle because it is helpful on my back. I used to be able to park on 17th Street or it was convenient and close to my classes period since then Facilities Management has closed 17th Street to motorcycle parking. I requested motorcycle parking be put between the natural resource building and the forestry building. As there will be space for motorcycle parking. I'm also having issues in the parking lot down at Harry Griffith Hall. The motorcycle parking there is covered by two large trees the whole entire parking area for motorcycles is literally covered in Moss. Making it very slippery and unsafe for trying to park a 550 pound motorcycle.
475. I mark not willing to take the bus only because I have already tried it in the past and there were not enough seats available, the parking lot did not want us to leave our car there during the day, and the air on the bus was stinky and thick and it seemed like sickness was being spread via lots of coughing.
476. I live too far away from campus to walk or ride a bicycle, and riding the bus, carpooling, of vanpooling would eliminate my options to run errands after work, or during my lunch hour.
477. I have thought about riding a bike to work but there would only be a few good months that the weather would permit. I would had to be caught in the rain while riding a bike. Also, I come from Mckinleyville and the freeway makes me nervous to ride my bike to and from work.
478. Walking is definitely the best option for my location!
479. Having more public transportation options would be nice. As it is now the options are very limited and don't have pickups near my residence.
480. I bike almost every day unless I need to take one of my kids to high school.
481. Bus takes to long to get to HSU. It is more convenient to drive and get to school early, than to wait to get to school hours later because of how long the bus takes.
482. 4 out of the 5 days of the week, I have to drop my child off at pre-school before coming to work. I cannot drop her off until 8:15am, and then, by the time I get to campus at 8:30am, I am hunting for a parking space. When I find one, I am in the farthest lot away from where I need to be. I teach a 9am class, so getting to HSU and finding parking is critical to my life. Because of my responsibilities with my daughter, I cannot take the bus, carpool, or vanpool - it is not practical or possible. And then, of course, I need to leave campus to pick her up and drop her off at a daycare provider, and there is often NEVER a parking space to return to. This has become truly unacceptable for me. My employer MUST guarantee me a space to park so that I can come to work and do my job. Everyone with a family and kids (who need to be dropped off and picked up) are at a terrible disadvantage on this campus - it is a real form of micro-aggression in my opinion. Then I am constantly told to just take alternate means of transportation to avoid dealing with parking issues. THAT IS IMPOSSIBLE FOR ME, AND REVEALS A TRUE LACK OF UNDERSTANDING OF FAMILY LIFE OF ADULTS WITH CHILDREN! All the while, I have seen several "RESERVED" parking spaces show up on campus - but those are NOT advertised? Who gets them? Why? Why is the information around the reserved spaces so cloaked? I have suggested several times over the

past decades that HSU offer a tiered parking option with actual "reserved" spaces available for faculty to allow them to simply drive to campus and park immediately. I would gladly pay 4x as much as I do now for that convenience. I drive to campus in 5-10' and then, I hunt for a parking place on campus for up to 30' after I arrive at HSU, burning fuel and polluting the environment. I add to the pollution of our environment far more after I arrive on the HSU campus than I do driving to the HSU campus. This has become more than terrible for me and my life. Parking is the single most important infrastructure issue that needs to be reformed on this campus!!!

- 483. It's not possible to walk/bike due to the distance. I also have to drop my kids at school before coming to work.
- 484. I have kids and I have to drop them off at school and pick them up.
- 485. I do not feel safe or comfortable riding the buses.
- 486. I drive to HSU and carpool back home. How do I find out more about the Van pool option?
- 487. You should add skateboarding/longboarding as a mode of transportation. There's a lot of people that use this mode. I would use a bicycle sometimes, but it was stolen.
- 488. There are no buses accessible from where I live. I would have to drive further to get to the bus.
- 489. I would bike to school if there was a safe way to get from Eureka to Arcata. I don't feel comfortable riding on the safety corridor or on Freshwater road.
- 490. I live too far to commute any other way.
- 491. I live in Eureka and I have two children that I have to drop off in two different locations prior to arriving at HSU.
- 492. It would be great to bike or walk to campus, but housing is crazy in Arcata and with such low quality options (slumlords, party houses, sketchy areas, insane prices) that I got a one bedroom in a quiet residential area in Eureka.
- 493. I live in Blue Lake.
- 494. live too far from campus to bike or walk
- 495. I would be willing to walk or bike to school, but it's too far.
- 496. I drive too far for any of these options to be viable.
- 497. I carpool with my roommates sometimes, but primarily ride my bike.
- 498. Bus routes arrive at different times therefore not very convenient to take. Carpooling would be useful if I had several people around to help carpool but I don't. Plus if I were to be carpooling, everyone would have different schedules and might not be useful at all. I'd like to ride a bike if I had one.
- 499. I live too far away to bike/walk and the nearest bus stop is a ten minute drive then the bus ride would be well over an hour.

500. I would prefer to drive, since I drop my 5 and 7 year old children off at school first, but am forced to walk, cycle, or get dropped off by my husband.
501. Why do we pay so much for parking when there are no parking spots and I have to leave my classes to move my car when I have to park in four hour parking cause I can't afford to pay at the meter from 7am to 6pm five days a week. Parking is ridiculous and there should be a solution proposed soon to solve the issue.
502. Parking is a nightmare at HSU, and the reason is that the Parking Service knowingly issues too many permits for the number of available spots. And, just in case they haven't made things bad enough with the overselling of permits, they have one-day kiosks to make it absolutely certain that people who need spots, and arrive after 8am, will drive endlessly around the campus, polluting the air, and befouling their moods. This questionnaire is rather like asking Mrs. Lincoln her opinion of the play at Ford's Theater.
503. It is not possible to take the bus from where I live, and it is not possible to walk or bike.
504. I thought that Redwood Transit was going to start a service that followed Old Arcata Road. If that actually happens, I would take the bus on the days that I don't ride my bike.
505. I have a 3-year-old who attends the Children's Center. With the current bus schedule we would arrive 30 minutes before she can go to school and don't have anywhere to go.
506. I park in all day parking at least a mile off campus and walk to campus every day and then back to my car
507. I live 21 miles from campus and driving is my only option. Sometimes I am able to carpool or to ride share with someone going to Arcata High School. If there was another option, I would use it. There's no bus service and a vanpool would be limiting because I coordinate my schedule with the pick up and drop off schedule of my kids.
508. I have a toddler and she needs to be dropped of a daycare before I get to campus, it will be near impossible for me to take the bus go to Daycare, take another bus and then head to campus. There isn't a staff near willing to carpool either from my residence and I will not like to feel responsible to make them late if I get delay at daycare.
509. I am not comfortable with transportation with strangers. I enjoy exercise and wouldn't mind the travel to work in such a manner; however, I have concerns over being presentable afterwards considering the amount of elevation change during my commute.
510. Unrealistic to walk or bike the distance I have to go from home and get to work after class in the time I have available.
511. I have a 3 year old, I have to have my car to be available for her needs
512. Get rid iof 4 hour and metered parking
513. Someone stole my bike or I would do that.
514. The buses here are very unreliable and I've been left at a lot of places because they did not show up
515. I live in an area that non of these are viable options. I have to arrive at school before 8am or I will not get a parking spot. I do not have classes at 8 am

516. I live in Blue Lake and I'm in my sixties. I'm in pretty good health and condition, but I still don't feel up to walking or cycling to Arcata.
517. I like to take the bus but lately iv been arriving late to class, so i havnt been taking the buys. I would like to bike but I have been having health issues and havnt been feeling up for it. So then I just drive. I try to give people rides to school as much as possible.
518. I live in eureka so biking and walking are unreasonable
519. I don't own a bike, but I do own a car. I like the idea of a bike purchase subsidy.
520. This is a huge problem !!!! This needs to be fixed , maybe you should stop selling parking passes when you know that every parking space has a car to park there already....
521. There is no public transportation where I live or I would gladly take the bus.
522. Commuting with time constraints makes it hard to use other modes of transportation although are appealing.
523. When you have a family and other obligations, the public transportation options available in this region are not efficient enough to meet my families needs.
524. I have multiple children who attend two different schools and need to be picked up at different times. Alternative forms of transportation are not possible for my family.
525. I live too far to walk or bike unless I plan hours in advance.
526. I do not have any bus stops in reasonable walking distance from my house and I've tried bicycling but it causes me to arrive at work sweaty and during the rain is uncomfortable.
527. I live in Mckinleyville and adjusting to living off campus is still in the process
528. I am fortunate in that I arrive at 8 am while some parking is still available; those who arrive later are really stuck. I live up a hill far from bus stops; walking to work leaves me hot sweaty and out of breath, inappropriate for my work. I would gladly use an off campus lot with shuttle if one were available.
529. This survey is very timely. I have been very frustrated with the parking situation on campus at HSU. It is an additional stress to find parking on campus--when I could spend those 25-30 minutes of my day in doing something productive. I live within about 2.5 miles of campus, but I cannot walk or bike daily. I work with my laptop a lot so I bring it to work; I carry my lunch; I also carry my swimming gear (I try to go to community pool 3 times a week before coming to work); Given the things that need to be carried and my shoulder injuries, I don't think walking is an option. I would be very happy to carpool or use a shuttle (that is more frequent than the current bus service).
530. If there were safe bike paths from Glendale I would bicycle to work a couple times per month. If there were a public buses to and from Glendale I would take the but to work. Van and car pools dont give me the flexibility to come home at alternative times if I have to work late or after-work activities in Arcata.
531. My job entails leaving campus to supervise students in the local community. I need to be able to come and go at various times of the day and do not have enough time to walk back and forth- unless that is how the university wants me to use my time and state salary.

532. Working full time in eureka and I live south of eureka. If I don't show up to campus by 8 am I won't find parking. If I can't find decent parking, then I will be late to work after class.
533. I come to school before 8 am to get parking. If I am here at 8:10 am until 3:00pm I will not find a space at all. I have parked in metered spaces, but some only offer an hour. I have parked half a mile from school, been two minutes late to my car, child and service dog in hand and got ticketed. I have been doing school research, meetings and more for the HSU community and got ticked because I parked at library and the timing to get back to my car lapsed. It's miserable! Un fair! And the school should taper classes better or not sell as many passes! BUILD A FEW STORY PARKING GARAGE!! Something! But the fact the city prays on students, along with the campus is appalling!!
534. The parking here is gross. Stop sucking up our money and facilitating it into admin pockets. get rid of rossbacher
535. I have 3 kids so I need to be able to leave in an emergency.
536. As a student athlete, on most days I get parking before 5:30AM, but by the time my day begins I keep myself from leaving school in fear I won't find parking again. Even though I live close I drive as I don't get out of classes till past 8pm
537. I would bike, but bikes get stolen all the time on campus
538. Given the horrible parking situation, I'd love to do something besides drive, but biking 8 miles, especially in the rain, and taking on traffic on Old Arcata Road or 101, then arriving sweating and needing to shower and clean up, is impossible given my teaching schedule. Bus is never reliable--I've tried it.
539. I would take the bus every day if staff had free bus passes
540. HSU does not facilitate carpools by having strict 8am-5pm schedules and are intolerant of any flex-time so carpooling put's us at risk of unsatisfactory behavior. It has already happened and we stopped car pooling even though we are exempt employees we have to be here 8-5.
541. I would ride the bus if it traveled from Eureka to Arcata more frequently and took a shorter amount of time--like an express bus rather than the one that goes out to Samoa
542. I work 2 jobs, and my second job is retail at the Bayshore Mall. I have to be able to leave HSU and be at the Mall no later that 6 pm, usually with a stop to get something to eat. The days vary when I am working, so hard to share with anyone.
543. I live to far to walk. I often have to use my car on company business.
544. I have to drop off my two children at different locations and this makes options other than driving myself very difficult.
545. I have fibromyalgia, so despite living very close to HSU I am physically unable to walk or bike the hills between my residence and campus, particularly when I already have to navigate the extreme inclines once on campus regardless. I also have a psychiatric service dog and a severe anxiety disorder that make it prohibitively stressful and inconvenient to take the bus.
546. I come from work (Loleta) so other modes of transportation do not make sense for me.

547. If I had enough money to buy a better bike I would use that as my main transport.
548. I love to far to walk or bike
549. I have children to pick-up after work from school or other various events.
550. Too far to walk, and because I have a child, I need to be able to leave during the day if our child gets sick or has an appointment. Vanpool/carpool is an OK alternative, but makes it impossible to leave if an emergency (or planned daytime appointment) arises. When these do arise, it is virtually impossible to find parking on campus between 8:30AM and 3PM in staff spots, period. I usually arrive by 7-7:30AM just so that I can actually find a staff spot, despite the fact that I do not need to be here until later in the day.
551. I come to class each day from work in Eureka. I'd love to use a different mode of transportation, but due to time and distance constraints, it's my only viable option.
552. I may skew this survey because I have a handicapped permit for my van and walking far isn't an option. I usually ride my scooter and there's always motorcycle space.
553. I have 3 kids that I have to take to school that are at 3 different school sites in McKinleyville. I then have to get myself to work BY 8:00 or I will not get a parking space.
554. Walking/biking is not possible for those living outside of Arcata (except those few overachievers who are serious cyclists!). I would take the bus more often, but there are no stops near me that run early enough to get me to work on time (Eureka city bus lines).
555. I actually have a handicapped parking sticker so that affects where I park and the ease of finding a space. I simply cannot carry my backpack with laptop long distances so I have to park close to my office or meeting space. In addition, my son goes to Sunny Brae so regardless of coming to campus, I need to drive from Eureka to Arcata every morning to make sure he gets to school. Both of these issues make any sort of alternate communiting unlikely.
556. My concern would be if I have to leave in the middle of the day due to a family emergency. If I don't have my car I can't as easily leave campus and get to where I need to be.
557. Most students live in Eureka because it is cheaper and property owners are hostile to HSU student renters in Arcata. Either the rent is too high, deposit too expensive, housing requirements are too strict and space is insufficient. This punishes students of lower economic standing who cannot afford a pass or to park at the meters/ pay tickets.
558. I have to leave at lunch time every day to care for my disabled aunt.
559. I am disabled and need to park close to my office.
560. I know some of these are provided but they are not always available everytime I need to use them. For example, buses only run a few times on Sundays at awkward times.
561. The bus times and frequency are very inconvenient
562. Looking forward to the bike trail. Once that is in place I plan to ride a bike to work on occasion.

563. I live in Mckinleyville, unable to bike to school.
564. Biking is my main form of transport because trying to find parking on/near campus is insane.
565. I live on the outside of Eureka, and when purchasing a fall term parking permit for \$100+, I assumed that I was avoiding having to take the bus.
566. I used to bicycle, but that became a problem physically, so I started walking. I started having problems walking (I walk 2-3 miles a day going to and from classes, so adding 2-3 more to commute on foot was too much), so I got dropped off. My spouse may not be driving much longer, so I have started to drive.
567. You need more parking spaces
568. I will be driving to campus regardless of changes that are made.
569. I organize my day around the availability or lack of availability of parking. If I don't come by 8am, I get dropped off or take the bus.
570. Private transportation is only option from my residence. Once parked I can't leave making doctors appointments, lunch plans or any type of errand extremely stressful upon return as parking is unavailable
571. Motorcycling is life.
572. Sell less passes more in line with number of spots available. People do not leave as often as you think.
573. For the location that I live and my daily schedule as a full time faculty, those options won't work.
574. I live over 25 miles away.
575. I don't have a lot of time. Depending on people is difficult, and the Bus takes too long. I have a morning job and an evening job.
576. I am not able to walk or bicycle to work due to the distance I live from campus (5+ miles). I would have to leave my house significantly earlier each morning to arrive using this method of transportation. I would be willing to take the bus if there was a bus or shuttle service in McKinleyville that didn't take an excessively long time to get to HSU (meaning the current bus lines make multiple stops through out Arcata and McKinleyville and takes over an hour to go 5 miles). If there was a shuttle option that provided Wi-Fi this would be more doable as I could at least work on the ride.
577. I live off of the bus line and have to walk on a dark road with no sidewalk. I leave campus around 9:30pm or later each week day and have concern for safety traveling on the dark road. I take the risk sometimes and take the bus, but with it getting darker every day, I have been driving or getting picked up.
578. I commute with my children to take them to school. There really is no alternative from fortuna to blue lake and then to HSU.
579. People do not normally come as early as I do, nor leave as early as I do so car/van pools wouldn't work. I also have to have my vehicle to do company business at times during the week.

580. I live too far away and have children that I may need to get at any given time. While I do occasionally provide a ride for others who work on campus, I must always drive myself and be available to leave without being responsible for others.
581. I usually have to arrive an hour before my first class to have a chance at finding parking
582. Biking from my home would be risk-prone because of the route, and it presents personal hygiene challenges once I arrive. Showering and dressing appropriately for my job would be challenging. Not a big fan of the "Humboldt Odor" for a professional, public-facing position. (Using the car to transport work clothes to the job site once a week so I can bike to work seems a bit ironic for the sustainability issues.)
583. Bicycle would only be an option during nicer weather or purchase of an enclosed bike. (Have never used an enclosed bike, so not sure about how workable it would be.) Bus, carpool, and van all have potential schedule issues as my exit time varies depending on work and also do not easily allow for running errands in town before heading home.
584. We are a commuter campus, the parking situation on campus affects my ability to get a part time job, do any intern work and even has affected my ability to attend class on some days, this no doubt impacts the ability of students to pass their classes and graduate on time.
585. Some of us have to go to work off campus and there is no parking when we return to campus. Many just come 3-4 hours early to get a parking spot before 8 am and stay as long as we need to.
586. For health reasons, at the moment it is inadvisable for me to walk or bike. Trying to catch a bus at a specific time every morning really doesn't work well when you're trying to get a young child ready along with yourself. I feel stuck with driving to campus (since I can't walk and would never catch a bus on time - and wouldn't want to inconvenience others in a carpool with chronic tardiness) as my place of employment and pretty much never finding parking anywhere other than the fringe/edge of campus. I would be interested in knowing the number of staff/faculty permits sold compared to the number of staff/faculty spots available (yes, I know we can also park in 'general' but i imagine the majority of the time that is even more impacted by the student permit:spot ratio).
587. My bike was stolen, otherwise i would.
588. I don't live where a bus or carpool option are available.
589. It is difficult because my day isn't structured into time where I can just leave at the end of the day when other options would be available. Therefore someone is waiting for me or I am missing the meeting time for leaving. Otherwise I would be wasting time sitting around not working because of the inability to finish before leaving.
590. I cannot ride a bike, and I have a service dog. I am legally able to take her on the bus, and I did it a few times before I moved, but it is very uncomfortable. I get tired of explaining to each bus driver and my fellow passengers that yes, she is a service dog, yes, she is allowed to be here, I am allowed to be here.
- We moved to a more remote location in May, and the bus does not stop very near us. I don't feel comfortable leaving my car near the closet bus stop (even if I wanted to deal with the stares on the bus and people asking me about my medical history).

Public transportation is technically accessible to people with service animals, but it's not socially accepted yet. I might have similar reservations about a vanpool, because my dog and I take up a lot of space, I have gotten comments/complaints about shedding, and I just feel self-conscious.

I would carpool if any of the coworkers I know lived near me.

I don't need a paraplegic parking space -- I can get to work from any on-campus parking spot, so my answers were a reflection of general and faculty/staff parking space conditions, not handicapped parking.

591. THERE ISNT ENOUGH PARKING
592. Reduce the theft of bikes/ change type of locking system to make it harder for people to steal bike. For example have bolts on bike racks welded instead of bolted to the ground so people can't take bikes and locks.
593. I ride my motorcycle and put all these answers in for my motorcycle because it's not worth trying to drive my truck to campus as I won't ever find parking after 8am and will be late to class. Also most spots to park in don't accommodate larger vehiculs well, when I can find a spot. This has resulted in me riding in the rain all last semester rather than in my truck. Also there is no bus stop in my location an it's to far to walk so that is not an option.
594. I live in another town so i can't walk. Its a 50 minute bike ride. N buses dont travel late out to my area.
595. I have children to drop off at school on my way to work, so I am very reliant on my own vehicle
596. Each week day I walk from my home to the nearest RTS bus stop (about 9 minutes), ride the RTS bus to the Library Circle bus stop, and walk across campus to my office. I do the reverse in the afternoon.
597. These alternative forms of transportation do not fit into my work schedule. Adding an additional hour of bus travel is not an option when I already work 10-12 hour days.
598. None of these are convenient to where I live. These would be difficult to arrange my schedule around since I work quite late on campus.
599. I actually come to campus early even when I don't have class until later because I am concerned about parking. I have a flexible schedule that is made inflexible because of parking. On days where I teach in the late afternoon or evening, I can waste HOURS of work time looking for parking.
600. Living where I live, none of these are really an option.
601. I live and work up two large hills, this is mostly what keeps me from biking/walking. Also weather . . .
602. I am randomly coming and going from campus and as a result, need a vehicle on most days.
603. you need to have NA for this question
1. I do not have a van to pool in
 2. I live to far away, Orick, to walk
 3. I Live to far away to bike

4. The bus doesn't go to where we live!
 5. The carpool parking on campus requires that all people be present in car at time of permit purchase. by the time I make it to HSU I have dropped everyone else off at CR, and the Children's Center at CR - because there is no openings at the child center at HSU.
604. I live too far to walk and don't feel comfortable bicycling on the safety corridor.
605. I drive with my child and husband to campus so sharing a ride is not an option.
606. Parking permit is expensive we already have to buy books. Even if we buy the permit it's not a for sure thing we're going to be able to find parking.
607. I live in a very rural area. The nearest thoroughfare is four miles away over a narrow, dangerous road, which is where the nearest bus stop is.
608. I don't want to use the busses because they are unclean, and often smell. Walking and riding a bike from Eureka is not practical for me
609. Morale concerning parking on campus is pretty low. I run a facility and have need to be on campus more than regular faculty. I need to unload heavy items for both the facility and my research. There are no spaces allocated for such off loading and I regularly risk tickets. I find the situation to be unnecessarily contrary to the mission of HSU and it seems the parking "dept." find a bit too much enjoyment in doing their job.
610. If there was a program in place where the University either paid for a taxi or Uber/Lyft or had a door-to-door shuttle I could take in the event of an emergency or change to my schedule (such as having to leave campus unexpectedly due to illness of me or a family member, or to a doctor's appointment, or for unexpected other home circumstance like pet emergency) I would be more willing to bus, bike, or carpool to campus. Also if there were free showers I could access for being a bike commuter I would be more willing to do that.
611. I am unwilling to use the bus because it only runs back and forth from Eureka once per hour...which adds ~ 45 minutes to my commute. It also costs almost \$5 for a day pass now! I have a hybrid vehicle, and gas costs my less that \$5 to/from work. If RTS offered an HSU staff monthly pass that came out to less money per day, I'd consider it.
612. Where I live would require a two hour bus ride to get to the campus. It isn't possible to spend that much time on my commute. I have dr apts and such which require me to go back and forth to campus and their offices. I have to schedule those around parking otherwise I might not be able to get back to my job. I use the gym in the morning on campus because I can often find parking that early. The amount of bags I carry for this, plus my lunch (due to lack of healthy food on this side of campus) make my own vehicle necessary.
613. The Dean needs to tell the president to quit ripping off students and teachers so she can increase her income and retire with her tenure. The extra tuition the school insists on charging each semester should be used to provide for the school infrastructure and supplies, students, teachers, and community. Not to fill administrative pockets which are getting to heavy for their britches.

614. My office is in Founders Hall, so I would likely have to walk my bike up some stairs. Walking just seems easier. I live too close to campus to take a bus or to need to carpool.
615. I live in Eureka. Walking and bicycling are not a good option for me. I work at 9 everyday. I have to be at school at 7:30am just to be able to find parking. It's ridiculous. Some days I work until 7 and have class until 8 some days. I wish I could go home to eat and not be scared of returning to no parking.
616. I get to campus early to find parking. I rarely leave for fear of not finding a space when I return. I must drive because the bus is not reliable and I often have work immediately after class (not on campus). My work schedule makes it difficult to car/vanpool as well. Driving myself is my best option.
617. Can't bus, bicycle or walk from where I live.
618. Before kids, even from McKinleyville I could bike in. When my kids were in the same school I could carpool in. But with two kids, at two different schools in Arcata, living in McKinleyville, and both kids being in car seats; I basically have zero flexibility. Neither can be dropped off before 7:45, my husband and I can no longer car pool, we have to divide in order to get to work by 8:00.
619. To far to walk or I would
620. Maybe I could find a way to use the new bike share program if you put a return area at the Arcata community center on Union.
621. Living in Blue Lake makes walking or biking to school difficult
622. I spent over 300 dollars on a parking permit and I never find a spot. HSU should not sell more permits than there is spots because it's wasting students, faculties, and just everyone's money. I have already given up and applied for a refund for the parking permit.
623. I live 13 miles away so my only options are driving or taking the bus.
624. Walking or Biking isn't really a viable option for me because I live in Eureka and i do not own a bike. Bus or carpool is really my only option.
625. I have children that I need to pick up after school. The time frame would not allow me to get them without extra expense. I also have the need to get them to locations or pick them up if they are ill.
626. Although the bus frequents throughout Arcata, I have several engagements on campus during the day (classes, work, extracurriculars), and often need to come and go at odd times. At this time, driving on my own or carpooling are the only reasonable options. I acknowledge that several other students have very similar lifestyles and often have to miss class because their schedules conflict with the hour gap they would need to spend roaming campus to find a parking space.
627. Parking on HSU campus is an absolute nightmare. People balk that my commute to HSU from Kneeland is ~20 minutes. I laugh b/c the drive time is nothing compared to the amount of time I spend circling campus hunting down pedestrians that look like they might be going to their car. If I find a spot after less than 20 minutes of searching, I consider it a major victory. I have a faculty pass, so in theory have even more options for parking than many people on campus - I shudder to think what this experience is like for mere general parking permit holders.
628. It's impractical to bike or walk 12 miles to, and then 12 from HSU every weekday.

629. I live in eureka so I have to drive
630. Parking is horrible here and to have even a chance you must show up an hour early at least
631. It is not practical (at all) to use bus transportation (45 minute walk to the bus stop and no available parking there), walk or bike to work. I work a variable schedule with a lot of overtime, so carpooling is also not practical.
632. I live in Eureka. It is too far to walk, sadly. Your categories do not account for this circumstance.
633. I avoid using the bus due to motion sickness and crowding.
634. Ya'll need to fix the parking issues here on campus. Its ridiculous. You want students to come to school yet you make it difficult to even make the first step towards class by hard parking. It's ridiculous. Absolutely ridiculous. When I don't find parking, I go home. And I know other students that do the same.
635. We need more parking spaces on campus because we pay so much money for our permits and aren't even guaranteed a parking spot on a day to day basis.
636. The bus is also very inconvenient as it comes at inconvenient times. I have the option of arriving at school either nearly an hour before any classes or 4 minutes before class starts in the mornings.
637. My hours on campus can vary so carpooling/vanpooling could be challenging.
638. It takes way too long to get here on a bus. The bus system between East Eureka and HSU are virtually non-existent.
639. I work and live in eureka. Can't be waiting for other people.
640. I typically have to be at work after class so I can't rely on the buses to get me to work on time, or be available to take me home when I get off. Driving is really my only option. I currently arrive on campus no later than 8 am so I can find parking (on 15th and c) for a class that doesn't begin until 10am.
641. I already take the bus almost every day. Since there is not a route that goes near my house, and since parking on campus is impossible to find, I drive to a bus stop to park my car and then take the bus to campus.
642. I live too far away
643. I get nervous because parking spots get expensive and even if you do buy a parking spot sometimes you don't get a space.
644. Don't expand parking facilities. Instead, promote multi-modal transport and get the word out. Students do not understand WHY there are so few spots, so inform them that it is to promote other forms of transportation, and that doing so helps save the environment. All I hear is bitching about not being able to find a spot, but not a single person is able to explain WHY there aren't spots for every single student on a daily basis.
645. Buses are too inconvenient because they all have a set time around the hour when they come to campus and the drop off points are sometimes inconvenient as well. Also because of the weather conditions here at Humboldt, mostly the rain, it makes it very inconvenient to walk or bike to campus.

646. There is no bus service available to campus from where I live. I am looking forward to the completion of the bike path on 101.
647. One of the main motivations for walking to work for me is the difficulty of finding parking.
648. I usually end up driving because I have to transport children - otherwise I would ride my bike much more often.
649. I live too far to not drive, and my schedule doesnt work for the bus
650. I live too far to be walking to campus
651. I have kids. I need to drive them to school. I need to be able to pick them up. I can't do that and do these other things
652. I am dropping a toddler to CDL on campus
653. Parking at HSU is so stupid for such an "enlightened" place. Whoever designed this school was seriously an idiot and the town profits without batting a lash by writing 100's of parking tickets a week to students just trying to get a fucking education.
654. I live too far away to bike or walk to campus
655. Where I live there is no bus or carpool transportation. If I carpool its to pick up others on my way to and from school.
656. I almost always drop my kids off at their school in the morning. This limits my alternate forms of transportation.
657. The new Zagster bike racks I will never use. Students should be able to ride for free like at other state universities. I pushed for bike racks and am very disappointed with the choice provided.
658. I use to take the bus; however, I have a 2 year old son that I have to drop off at day care. The earliest I can drop him off is at 8AM in Eureka. Therefore, my options are very limited and I have to drive. After dropping my son off I rarely find parking on campus, despite the fact that I pay for it. Additionally, because I almost always have to park off campus I have to leave my work early so I can walk 15 minutes to my car and pick him up. This is unproductive and takes away from my ability to work effectively.
659. I work at HSU part-time and have various meetings in Eureka and elsewhere associated with my other work, so carpooling or public transit is complicated due to a frequently changing schedule.
660. I have responsibilities at home so public transportation makes me concerned if they were ever unavailable.
661. I must park off campus at a friends house, more than a 15 minute walk from campus.
662. Parking permits are also incredibly costly, which is why I haven't bought one.
663. Walking and bike are weather dependent. Biking is very difficult returning back to residence due to the elevation gain.
664. If you come up Fickle Hill I would take it!



665. I take kids to school in the morning, so I couldn't always take the bus, or might be able to if it was from an Arcata location. I would LOVE for us to have an off-site parking lot and a shuttle... esp for times when I am running late.
666. I live atop a very, very long, steep hill and I have limited hours to take my dog to doggy daycare. I do not have enough time to drive to doggy daycare and home, then bike or walk and get to work on time. It is literally not an option.
667. I have children and need my car to be able to get them from school each day during my lunch break, or to pick them up in case of emergency/illness, etc. Because the academic day begins at 8am, I do not have time to drop them at school and use alternative transportation to get to work. Increased flexibility in staff work schedules might enable working parents to utilize public transportation.
668. I have to drop off children at school, Then I drive to work. I must drive to drop off my kids. I have to leave my kids at school at 8:00 earliest I can (kindergarten age 5 and 3rd grade age 8) to get here between 8:08-8:11 after that all faculty parking is gone. I have to pull my kindergarten child off of my leg so that I can leave her class to get parking. When I volunteer in her class on Monday for 1.5 hours I am screwed, there is no parking and i have to stop work to go move my car.
669. I arrive to school 30 minutes before my shift is scheduled, so that I can find a parking spot. I cannot leave during the day, or I will not be able to get another spot. I have a yearly permit that I pay for out of my monthly check, and if I do ever have to leave for medical appointments, I most often have to spend several more dollars to park at a meter if that is available, when I return. I have started subscribing to ZipCar, at a substantial additional cost to me, so that I can get to my appointments and not worry about being able to find a parking spot when I return. Combined between the permit and ZipCar fees I am spending about \$86 per month on "Parking". I leave campus 1 time per week for this appointment, 4 times per month.
670. i have tried to find people to carpool with on Zimride or those in my office, but people are unwilling.
671. These services are not available for me!!!
672. I have kids to drop off at school and none of us share the same schedule so we can't really carpool with other faculty.
673. I live in the remote Bottoms. Walking and riding my bike takes too long and sweaty isn't the way I want to arrive to start my work day. The closest bus stop for me is at Alliance and Foster. By the time I get there I might as well walk/ride the rest of the way instead of paying for a couple blocks ride. When my car is in the shop I've gotten a ride in my boyfriend's truck, sometimes with my bike, and either bike or walk home or get a ride from a co-worker. The end of the day isn't as worrisome for me.
674. I drop kids off at school and need a vehicle in case of emergency. This limits my ability for alternative transportation.
675. Access to public transportation and the frequency of is what keeps me from using it as a resource.
676. I use carpool because I know I won't be able to find parking, even though I pay for a parking permit.
677. Bus schedule is not always ideal when you have off campus jobs or are an athlete with late practice times

678. I must drive myself to work, because all five days a week I drop my daughter or son off at school or preschool.
679. Living 15 miles away where bus service requires me to leave an hour early is tricky. I would also have to be able to leave work at a predictable time which doesn't happen. If I miss the bus there is no way to get home. Trying to ride my bike once a wk but it is an hour ride. Carpooling is tricky because I often run errands after work before heading home but I could learn to figure that out. My carbon foot print and how to reduce it is VERY IMPORTANT TO ME
680. Walking/Biking not physically possible for me based on where I live, physical ability and safety. Regular busstops are also inaccessible due to no safe place to park car for the day. Van/car pool are of interest, but would depend on availability.
681. Used the bus as a student. It takes an hour a half to get from the bus stop near my home to HSU in the mornings. In the evenings I can take the bus from HSU to the Bayshore Mall but at the point the Eureka City buses have running and I would need to walk two miles or arrange to be picked up by someone.
682. I live too far to walk/bike to school
683. I don't choose walking or bicycle riding because it would mean I would have to travel miles along the freeway. Not safe enough for me.
684. For main transportation to/from campus from my home, walking and biking would take far too long. Bus, carpool, and vanpool I am open to, but I live on a rural road so there likely wouldn't be access from my home, and the inconvenience of not having a car on campus and not being able to come and go whenever necessary would also reduce likelihood of using these methods for main transport. However, if already at campus, I am very open to using all of the above methods to run errands in town if they are convenient and timely.
685. I bring my 2 year old to campus at the children's center so most other options aside from driving or carpooling I am not willing to consider due to time constraints.
686. Most of those forms are not an option, due to my rural home address.
687. I would ride a bike, but I don't know how.
688. I live rurally. It's not very far, but it's up a very steep hill. It's impractical for me to walk or ride though I would like to do so.
689. Motor vehicle alternatives are not realistic because of the variability of my schedule. Bus would take 1-2 hours using current routes & schedules.
690. I live too dang far away! Also bring my minor child to attend Arcata High School (although I didn't indicate that I "carpool")
691. Walk/Bicycle is not a safe/reasonable option from Eureka. I will use the bus when I have to, but coming from Eureka I have felt unsafe both waiting at the bus stop and on board the bus.
692. I would love to take a bus to get to work but from where I live in East Eureka it would take two buses and almost two hours. If the much-discussed Myrtle Avenue-Old Arcata Road route were activated, I would use it to get to work.

693. Usually, although these can be seen as a viable replacement for driving every day that is not the case here. The bus only runs once an hour meaning you have to plan hour before and after you want to travel. So if i get out of class 2 mins after the bus leaves I have to wait an hour. Walking or bicycle could be useful except most people live in surrounding cities and combine that with the fact the weather especially in mid fall- late spring is not good enough to do so. I am not interested in being soaking wet by the time I get to school then doing the same the whole way home. It is completely ridiculous that HSU pretends sustainability is the issue when they know very well that the other options are not viable. No one can walk or bike from eureka or Mckinleyville. The bus does not run often enough to be a reasonable option. Instead of spending money on a parking structure which is the only reasonable option, they waste money on a third party to tell them what we have been telling them every single semester. Stop stealing our money and provide the service that we over pay for to begin with.
694. My bike was locked up on campus and was stolen in broad daylight on 9/8/17. I have learned that this is a very very common occurrence on campus. Several of my coworkers have also had their bikes stolen. Many students have also shared stories of their own bikes being stolen. It was kind of a wake up call. There are no cameras on campus that I know of to deter crime. Criminals can basically just walk around campus shopping for a new bike. There is no safe place to park them.
- Speaking of safety, it is insanely dangerous to ride a bike in this area. It will be fantastic to be able to ride to and from work more safely when the trail between Arcata and Eureka is finally finished! I know of several people who have been struck by cars while cycling when commuting to or from work. We really need more bike lanes and wider shoulders in our communities in order to increase safety. On campus, we need actual bike lanes. I think it would also help to encourage people to cycle if there were more showers on campus to clean up before starting the day.
- I have for several years rode my bike to the nearest northbound RTA bus stop. Sometimes I can get a bike on the bus, sometimes not. Most buses have a two bike rack, a few have three. The transit authority built racks near many bus stops, but that doesn't stop theft. And what if some one wants to ride their bike all the way home? Getting my bike onto the southbound bus is only an issue at certain times of the day. A solution would be to have larger bike racks on the bus.
695. I live in a very rural area, 6 miles up Greenwood Heights. I travel to work via Old Arcata Road. The bus does not go that route, so the bus is not an option, even I was to park my car at Old Arcata Road. It is a 13 mile commute so walking is not an option. Very few people up there work at HSU so carpooling is not an option. Greenwood Heights is very narrow and steeply uphill so bicycling is also not an option.
696. The bus has been late almost everyday this semester, so I'm late to my classes. While it's almost my only option, it's not ideal.
697. I am not at all interested in finding other means of transport. As a mom, I am responsible for my three kids and as an employee I need to be here at specific times. This sometimes means I have more difficulty finding parking as I have to drop off my child at school. If I have to leave to pick them up for some reason, I cannot be reliant on an alternate form of transportation.
698. I would have to walk more than a mile to get to the nearest bus stop - through an undesirable area and would have to leave more than one hour earlier and return home at least one hour later than driving. I would absolutely ride a bicycle if there was a safe through-fare, which there isn't. My only alternative is to drive.

699. Have young children and don't want to have to rely on anyone else if I need to get to them.
700. With kids to drop off at daycare, school, etc. on my way to work, carpooling or bus doesn't seem possible. I live too far from campus to walk or bike.
701. I live in rural Bayside, the nearest bus stop is over a mile away. I'm not willing to walk over three miles to campus.
702. Expressed interest in a service that HSU mentioned a few years ago and got no response. Also, there is no place to safely and securely park my car to meet someone at Hwy 299 / Titlow Hill to ride in together.
703. I am handicapped and require a handicapped parking space. Also, I am a staff person who has a year round parking permit, and this was not one of the options.
704. Not an option because of where I live. This questions doesn't apply to me
705. Would ride the bus more often if staff could ride for free. I can't get past the next page since your survey is forcing me to select something for #17 and #18; this will definitely skew your results since I would have not chosen any of them (but don't have that option).
706. My goal is to walk as often as possible as my walk is around 15 - 20 minutes; however, I have a kid in high school and I drive when he has sports equipment or projects to take to school, when he has a game or event in the afternoon that I plan to head to straight from work and when it is raining heavily.
707. As a parent with a child in a charter school with odd hours, I am frequently stuck without parking. As a person with health issues, I sometimes need to go see a doctor in the middle of the day. Both of these are bad for me as far as parking. It is also annoying since I am not a full time faculty member, but spend more than full time on campus just so I can get a parking spot!
- Although I do not generally teach until 11 or 12 (or 2!) I have to arrive on campus before 8 am to park close enough to not cause myself health problems walking long distances.
- One time I spent over an hour looking for a parking spot, before finally parking in a metered spot, and plugging it for the 6 hours I would be on campus.
708. Have a full car in the morning with 2 adults who work on campus and 2 children that need to be dropped off at respective daycare and school sites, preventing us from using carpool options other than the current 2 adults driving together after child drop-offs. Other modes of transportation are not viable options.
709. Hsu needs a bicycling program where students can rent new GPS equipped bicycles for one semester at a time.
710. I live in a remote area (4WD required) and an offset schedule, so its very unlikely to carpool. It's also too far to bicycle or walk.
711. Where are the electric car charging stations?!?
712. Why not a parking structure? It is widely know that the main feature of parking on campus is that it is a revenue stream for the university to extract even more money from students and faculty even though we are already paying more than ever for an education and receiving the lowest ever quality for what

we pay. The university, it seems, is more interested in taking our money in fees than providing educational services. It's no wonder the motivation for this survey and frankly it's insulting. The University should trouble itself with providing quality education, not finding new ways to shake down students. It's truly unbelievable how far the CSU system has fallen. It's already unaffordable for most anyone to go to what used to be a quality public institution. Now it has become a privatized for-profit (over people) venture which fails in its duty to its students and faculty.

Furthermore, the following question set, #17, and #18, are dubiously lacking a "No" answer, indicating you simply intend to manipulate the results of this survey to imply that students agree that they intend to use rental bikes/cars, most likely to justify using university funds on a scheme to increase revenue for the university in cahoots with private businesses by claiming students showed interest. This is morally dubious and the clear intent of this survey. The university should spend money on education, not more unnecessary revenue streams at the expense of students. This survey is a sham and I hope my peers are not fooled into the manufacturing of their consent to have further expenses levied against them simply for trying to get a quality education. The people who are benefitting from this scheme ought to be ashamed of themselves.

713. I live near Henderson Center in Eureka. If there was an efficient way to get to/from campus with a nonstop bus route I would absolutely use it every day. Also if there is an eventual bike trail from Eureka to campus I would use that as well. When I think of parking on the HSU campus the word "nightmare" is the first thing that comes to mind.
714. My last resort would be to buy a motorized 2-wheeled alternative, e.g. highway-rated scooter.
715. I have biked from work to home, but have not ridden to work because I don't want to start my day all sweaty. It is unreasonable to walk because I live in McKinleyville.
716. I drive most often because: bus, walking, and cycling take more time from my day. There is no SECURE parking for my bike, nor room in my (public) office to store it. I often bring things in for work, therefore a car is more convenient. I often have appointments outside of Arcata, so driving means less lost work time.
717. I live in eastern Humboldt County, and do not have these options available to me.
718. Walking and Bicycle would be too hard from my location. I have paid for a Jack pass for a semester and took the bus but still maintained a parking permit. Maybe we could get a bus pass with the purchase of our parking permit.
719. I would use the bus more often if it was more cost-effective and there were more departure times. I live in McKinleyville and it cost less for me to drive my Prius to campus than take the bus.
720. Too far to walk from home.
721. This country and our local area do not value mass transportation. It's definitely not a practical option here. If I lived in Arcata I would ride my bike often.
722. My kids go to an out-of-district school that is not served by public transportation, so I have to drive them. This is the main factor limiting my transportation choices.
723. I live in a different town, have errands, children, etc. I use a car to go back and forth.



724. I don't mind walking or bicycling, but I live too far away. If I had to walk or bicycle a shorter distance, I would be okay with that, and probably prefer it.
725. I am disabled and cannot use these transportations
726. I live 30 minutes away from campus so walking or bicycling is not a possibility.
727. I will try any modes that allow me to get to campus in a reasonable amount of time, and that accounts for the bags I carry. If I have to plan to leave 1 hour earlier, its just not worth it.
728. There are over 8000 students at the school. Due to fact that Arcata has limited and very expensive housing, many students live off campus and commute a distance that is not walkable. Due to our work schedules, in order to pay for the gas and cars we are using, the bus system is not 100% reliable. If you are not going to put a cap on parking permits, we need more parking spots. This housing questionnaire comes along every year and the solution is the same.

Q36 Is the bus (28)

1. Eureka Transit System
2. bayshore mall
3. Northbound, only stops at HSU.
4. ldk
5. RTS northbound airport
6. Blue lake Rancheria
7. Blue Lake Rancheria Bus
8. ETS
9. This doesn't get to my house so I would have to take the Eureka Transit system as well but I chose to drive to the Mall to park and catch the bus. Otherwise it would take me an hour on the Eureka bus plus a half hour on the RTS.
10. RTS Northbound & Southbound
11. Indo not know
12. ETS
13. BLRTS
14. Blue Lake Rancheria
15. RTS-Scotia (southbound)
16. Eureka Transit
17. Eureka Transit Gold
18. Eureka Transit
19. Tish Non-Village
20. RTS Scotia
21. Eureka Transit (Gold and Purple, sometimes Red)
22. Blue Lake
23. Blue Lake Bus
24. Red and Gold, depends on the schedule.
25. Blue Lake Rancheria
26. rts
27. Southbound and Northbound
28. ETS Purple Route

Q41 By law, the HSU parking program must be self-supporting (using neither State nor tuition dollars to provide, administer, maintain, and construct parking). If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? (all applicable collective bargaining agreements will continue to be honored) (1569)

1. Install solar panels over some/all parking lots to provide shade and offset energy demands of the campus.
2. In order to maximize the value that I receive as a student, I would suggest offering more places to park and thusly have less conflict with the student body.
3. Find a way to offer more parking.
4. If HSU is going to raise prices, they should only sell a limited amount of parking passes. There should be less staff parking or at least the same amount of staff parking as student parking. It is unfair that we get penalized for being late or missing class because of parking, they should too.
5. have enough parking spaces for those that have parking permits.
6. Provide more parking area.
7. If permit prices had to increase than I would never buy one. I already would rather walk. But if you guys did get more money in the budget I would add more daily permit purchasing machines in more convenient places. I always hate walking all the way to the nearest one in a huge parking lot.
8. Guarantee open parking spots on campus
9. Perhaps we can lobby the state for funds? I'll go to talk to Jerry on behalf of HSU. Duno if he'll see me, but I'll go.
10. Have enough parking spaces for people who are paying hundreds of dollars for passes
11. I don't know. I don't use my car.
12. Renovate and expand outdated parking lots to provide more spaces.
13. HSU can maximize the value I receive by continuing supporting and funding the social friendly Jackpass and similar projects as well as by doing what they can to enhance the service to bike programs that can sustain in the long.
14. NO MORE PARKING TICKETS
15. Perhaps more patrols of people parting in areas they are not covered in.
16. DON'T YOU THINK THAT STUDENTS ARE ALREADY SACRIFICING ENOUGH MONEY, THAT THEY DON'T HAVE, JUST TO GET AN EDUCATION?! NOW YOU WANT MORE?!
17. Make more parking available so I am not driving around for 40 minutes to find a spot
18. More parking spaces to actually park at, if u are going to raise prices and not add more parking space.
19. More parking

20. Having your own parking space and designated time of use based on classes, sharing 1 space with someone else
21. Provide assigned parking spaces for staff. Make available a park and ride option for nearby off-campus parking, with frequent shuttles. Handsomely incentivize residence hall students not to bring a vehicle to HSU, and/or provide them with a park and ride off campus parking with a frequent shuttle. Many of the residence hall cars rarely if, ever leave the G11, G12 or G1 parking lots. It is wasted space for folks from outlying areas who have no choice but to drive to HSU each day.
22. Build parking garages, not parking lots.
23. Do not raise prices.
24. More frequent bus service and safer bike routes to campus
25. Getting more parking spots throughout campus. I have to time out going to the store because if I go anytime between 9am-6pm, I won't be able to get a parking spot. I have gotten 2 tickets because of this.
26. More parking spots. The amount of spots is dismal.
27. Build high-capacity lots BOTH north AND south of campus with easy access to Highway 101N from the north lot, and easy access to Highway 101S from the south lot. Shuttles to BSS, Gist Hall & Library Circle would be nice.
28. Drive thru restaurant on campus would be lit.
29. Build a parking structure by the J
30. An incentive and more than enough parking available.
31. Considering the pay rate at which our president is compensated perhaps it would be wise to ask her to pay for a new parking structure on campus.
32. Create more valuable parking spaces for students to cause less stress
33. I will not buy a parking pass until parking issues can be rectified. More streets become four-hour parking and my class schedule requires me to be on campus for at least five hours each day. I park a mile and a half away from campus and I walk to school just fine, however the city parking laws seem more like a racket to pump traffic fines than anything else. People do not leave their cars carelessly around Arcata for long periods of time. They show up to school, go to class, maybe meet with a study group and then are extremely excited to drive home as soon as possible.
34. Build a parking garage so there's more parking. The parking here is a joke. To charge people for parking passes who can't even find parking past 8:05 is absolutely ludicrous and the fact that "prices must increase to meet legal requirements" is disguising.
35. More parking spaces. Buying a permit is a rip off because there's no where to park and kids are often late to class trying to find somewhere to park
36. Not understanding this questions

37. Making parking more available on campus.
38. more hourly parking, not just meters
39. Provide enough parking spaces.
40. Make sure that there will actually be parking for those who have permits.
41. guarantee parking for everyone
42. reduce passes sold
43. A more expensive permit would be fine if there were actually spots to park
44. Provide more parking
45. A guaranteed space, or at least spaces available later than 8:15 am
46. More parking spaces
47. Build more parking spaces, so when we have to buy an expensive permit, we can actually find a parking space
48. Provide more parking. The cost of the permit is very reasonable, except that parking is not available. What are we paying for when we can't find parking? I wouldn't mind paying more if parking was available. There is NO parking between 8:15 am - 11:30 am Monday-Thursday, period. Build a parking garage - make a park and ride, stop selling so many permits, do something!
49. Build a parking garage so if the pass is bought there are plenty of spaces
50. Build a parking structure, make more parking spots.
51. Create more areas to park so I can find a parking spot faster.
52. Actually build parking Infrastructure. Parking Structures, offsite parking, most of all spend the money on parking related things. Have a plan, an estimated completion date, present it to students and faculty, then raise prices after the predetermined goal. None of this "raise the prices, then plan it" nonsense.
53. Parking sucks period. Im always late to class because i get off work at 5pm n there is no parking at BS.
54. I have no clue.
55. Design and create a parking structure.
56. Find a way to balance number of permits sold versus number of spaces. Nothing like spending hundreds on a permit and not being able to find a space to make you feel like you've been fleeced.
57. Increase the amount of parking spaces available. Change staff only lots to general.
58. More parking spaces
59. Providing more spaces or issuing less parking permits

60. Ensure that I get a parking spot.
61. There needs to be more parking.
62. more parking spaces
63. If funding is raised to cover the cost of building a better parking structure, than the cost of applications for parking permits should increase. There should be reduced prices for low emissions vehicles.
64. build a two-story parking garage and have free or cheaper parking passes
65. Expanding parking options for students on-campus.
66. specialized permit prices sold according to need/usage of space (i.e., mon/wed/fri passes), incentives for carpool/ride share in the form of discounted passes, priority/preferred parking spaces for carpool patrons, and parking space indicators/electronic sign/online updates in realtime.
67. We need more parking
68. Maybe allott a certain amount parking permits to deflate the parking crisis on campus.
69. Group transportation or shuttle services. Its too rainy to depend on walking or biking everyday.
70. Freshmen living on campus shouldn't have a vehicle therefore more parking for staff and off-campus students. Or get ride of the football team and replace the field with a soccer field. replace the soccer field into a parking lot. Or get rid of the old Arcata hospital and create more parking space there. There are alternatives than to increase tuition. Money that most students don't have
71. Increase the price of parking permits, but make them required from 8am-5pm during peak classes. Not 7am-11pm.
72. More parking spaces. Sure, HSU still has under 10,000 students, but there just aren't enough spaces to accommodate all of the people that do have to drive to campus for one reason or another. Even with those students who are only in a space for a few hours, the flip and rotation of spots does not happen frequently enough. Most people come to campus earlier than they have to just so they can snag a spot and stay there all day. I get that we're trying to be sustainable, but that's not always the most effective way for a student to get to class.
73. I would never purchase a parking pass at such a high price only to not be garunteed a parking place. I would pay a higher price to have a garunteed/assigned parking space if that option were available.
74. By making sure there are enough spaces for people who have already paid for passes? [Facepalm]
75. More parking space
76. More general parking facilities, perhaps a parking garage behind the library. A private shower facility, to change close and what not after riding your bike. Carpool and Buses are fine. General Parking and being able to ride your bike to school are the real problems.
77. More parking spots. A parking garage.

78. Use the money to provide more parking spaces, or to get more busses up and running in Arcata! I would use the bus if I didn't have to wait for 30 minutes after class
79. Making it worth it for students. Pretending that riding a bike or taking the bus in such a remote area isn't going to fix the parking issue. Obviously more spots are needed
80. Everyone who spends the money (it is not cheap) should have a designated spot to grantee that they will be receiving what they are paying for.
81. Having ample parking, so that once I've purchased the permit it is possible to park.
82. designated parking spots, or maybe dont sell more passes than there are spaces.
83. Removal of the on-campus parking meters. The fact that even within some parking -lots- I have to play russian roulette to figure out of the school's parking police are going to come down on me for not parking in the one available spot three blocks off campus is maddening.
84. We need more parking! Why would I buy a permit if I'm not guaranteed or spot, or if I have to get to school an hour early just to park?
85. More parking availability.
86. prices as they are, are already ridiculous. One should not have to pay 315\$ a year to only find parking between 7:00-8:00 am and after 5:00 pm. General passes for the semester or year that are sold should not exceed the amount of parking spaces available on campus. Not allowing for freshman to purchase general or resident passes will allow for more of the upperclassmen (generally older with more physical conditions restricting transportation) to have parking.
87. build a parking structure for people who live on campus, thus freeing up parking spaces for day use only.
88. Make enough parking spaces for every student who has the pass
89. More parking places.
90. increase the # of parking spaces available.
91. I don't own a car.
92. Guaranteed/assigned parking spaces. The people I know that have passes have to make a point to get to campus significantly earlier than their first classes so that they can get, find, or wait for parking.
93. Making sure this is parking available
94. I think that the price should be reasonable to pay
95. Add more parking spaces or sell parking permits on a first come basis ie. 100 parking spaces = 100 permits
96. Open parking passes for sale but only sell as many passes as there are parking spaces.
97. don't increase them? what actual maintenance do they require that isn't already being done. what additional parking can really be added? none there are no open lots close to campus so that not a viable

option. Carpooling while sounds appealing will not solve the issue. Most students use a bus. a better bus system is what we need.

98. Do not allow freshmen to park on campus.
99. Parking should be available to all students who have purchased a permit. It's a waste of money to have bought an expensive parking permit and not have a spot to park before class. This causes students to be tardy to class. If parking was more available, traffic wouldn't be so clogged at HSU. Parking garages/structures should be built up to increase spaces, yet not take up more room on campus.
100. Actually having enough parking slots available for the students that own a parking pass.
101. More parking spaces, so you're actually likely to find a spot
102. more "staff/faculty" parking at BSS site.
103. I hope it doesn't change, bt rather improve the transit for the entire county.
104. Basically, if I buy a pass (which I did last fall) more parking options would be nice. Even with a pass, I rarely got parking on campus.
105. It can be difficult to park on campus during busy times. If parking fees were to increase there should be more parking on campus to ensure parking for those who have purchased passes.
106. Provide more parking spaces.
107. If you increase parking costs I will be unable to afford to have my car on campus.
108. Incorporate it into tuition. Each student can opt out if they live on campus, but others must pay a transport fee in tuition.
109. cut the union charges and parking enforcement. Parking money goes to the state not to our school.
110. Guaranteed parking. A student holding a parking pass should not have to worry about having a spot or not. They should have priority.
111. if I'm paying for something I don't directly use, the people who do use it better not have a hard time using it. ie. if you build a parking structure i don't want to hear how there is still no parking. if you decide to legitimately solve this issue let it be a definitive solution and not a half baked idea that looks good on paper but in actuality helps no one.
112. more parking spaces
113. Build a parking structure
114. Making sure there is a spot
115. ?
116. more spaces. I want them to replace the spots as the bottom of the J with a parking structure.

117. There needs to be more parking spaces. Most students who buy permits, do not get their moneys worth because there is not enough parking spaces available.
118. Free parking on certain days.
119. Replace parking lots, add more lights, better parking lot design
120. Cut funding from departments which can be self funded. including athletics. If I want to enjoy athletics, I will ride my bicycle, or go frisbee golfing with friends.
121. Having enough parking spots. It can take over an hour to find a parking spot sometimes. No student should have to miss a class because the school cannot provide an adequate amount of parking.
122. More parking. Perhaps a discount for Hybrid or Electric vehicles.
123. This is already a funded program with parking permits and daily parking fees fees may need to be increased but not necessarily all monies need to be accounted for and use for parking on campus as well as maintaining parking lots this appears that hasn't been done for some time a routine maintenance program may help maintain over the years and maintain parking duddy's and discussions costs the facility money that is taken out of parking instead of being put into parking this needs to stop there are staff on this facility that can assess and take care of problems and meet needs of everyone on this campus it is time that we do it ourselves
124. Build a parking garage
125. Make 3 new parking lots or a lot more parking spaces
126. Raising an already expensive permit isn't the answer. For many people, driving their own vehicles is simpler and more convenient for many different reasons. Carpooling and riding the bus can be useful and helpful, but when you have things that bring you on and off campus regularly throughout the week, it can be a headache to have to coordinate with other's to make that work. It would be nice to find some way to offer more parking on campus.
127. Sell less parking permits
128. There be a guarantee to find parking no matter the time of day.
129. Offer as many parking spots as parking permits sold. Guarantee that there WILL be a place to park.
130. I want to be able to find parking at any time of the day.
131. Build a parking structure so that there are as many parking spots available as there are parking permits sold. When you collect all this money to meet these legal requirements, at least use the money to fix the problem instead of wasting it however you do. Build parking structures so that students are able to park on campus without having to worry about if there's a spot or not, and every student that has a car will drive/carpool with their friends. Let carpool people get the lower levels until 5 pm and have the higher levels be single student parking. Handicapped at the bottom of course, with elevator in case all handicapped is taken and must park higher. Then offer bike paths that may be longer and wind back and forth a bit more but at an easier slope so students can easily bike around campus without getting injured because they couldn't slow down enough going downhill. Or having too many students injure

their legs trying to get up those terrible hills and stairs going uphill and pushing themselves too hard. Then I wouldn't really care if you raised costs on us to meet requirements.

132. Build more parking lots! Don't just jack up the price then make students clamor for parking when it's already pretty much near impossible to find a spot. If needed, build overflow parking off campus then provide a FREE shuttle service to students to get to and from their cars.
133. maybe build a parking structure over summer break to maximize parking availability on campus
134. More parking spaces or a limited amount of parking passes given due to lack of parking spots open and students
135. Mandatory Restriction on Freshmen and sophomores (maybe all residents) unless proof of need; medical, job, etc...
136. The parking permits are already costly in my opinion, and finding parking after 9:00 am on campus is tough. I will not purchase a parking permit if prices are raised more.

For those that do really need a parking permit, I think they would be more inclined to purchase one that's at a higher cost if they know a guaranteed space for them will be waiting on campus.

It would be pretty cool and convenient if an app for HSU parking could be developed. An app where Students can see the school parking lots and the areas that cars are parked at. It would show Students where there is an open parking. Students themselves would make sure to update the app by logging in and marking where they're parked. This can be a bit of a safety hazard though, cause I'm sure Students would try and access the app while driving.

137. I do not mind paying the parking fees I would just like to have a parking spot.
138. Better parking for residents
139. By making a big cost effective parking structure and maybe appropriating money from certain other things like maybe sports. Let's be real it would be a decision to increase the tuition not an absolute necessity. My parents pay it for me but I do think you should just appropriate it From other stuff or make a kickstarter or something for it.
140. If I buy a permit then I should be guaranteed a parking spot when I get to school. I stopped buying parking permits because I couldn't even find a parking spot when I had a permit, it was a waste of money.
141. I think that is ridiculous policy to state that the money we pay for tuition does not incorporate the need for available parking. The cost of parking itself is already ridiculously high but people come to school and can't find a spot to leave their car in. Where does the money go that is already paid towards available parking, like the semester long parking passes? I don't want to pay more money so that you guys can create spaces for students to park in...
142. Build the parking areas up.
143. I'm sure you make more than enough money to support what little parking infrastructure that you have. I don't ride the bus because there is no but that goes within 2 miles of where I live. You increase the price, but don't increase the parking.

144. Guarantee parking for every parking permit sold to students. It's really unfair that the university sells permits and makes profit from this without providing sufficient parking to those who possess parking permits. I feel as though the university makes enough on how much they sell the parking permits for (which is way too many for the amount of parking available) and also off of parking tickets.
145. Just figure out another way. College of the redwoods charges about 60\$ for a whole year of parking and I always have found a spot to park there. It is ridiculous to pay 157\$ for ONE semester and NEVER to be able to find parking. Or to have to wake up at the crack of dawn to rush to campus to find a spot. The parking situation at Humboldt State has made me broke, late to class, and so stressed out. My first week at Humboldt was hell because of the parking. Fix it please, make it cheaper, and do not oversell parking passes if there is not enough space for students!!!!!!!!!!!!!!!!!!!!!!!!!!!!
146. Issue only enough parking passes to the equal amount of parking spaces.
147. Make sure there's enough parking equitable to the number of parking passes being sold. It sucks that residents don't have enough parking themselves, and then spill over into general parking, taking away from us daily general parking users.
148. Make it so there is more parking. Turn the big parking lot by the marketplace into a parking garage.
149. I have no plans on parking on campus.
150. guarantee spots if charging so much.
151. create more parking, sell fewer passes. raising the price of the parking passes would exponentially reduce the value of the parking permits
152. Reduce number of passes and only allow them for people commuting more than 5 miles from campus, unless for medical reasons
153. I will continue to not buy a pass. I cannot afford one now and would consider buying one less so if prices increase.
154. I am unable to answer this question at this time, without some further information.
155. make sure people who pay for parking passes actually have somewhere to park.
156. For students with vehicles, take away bus passage since it's unneeded and apply students to share ride program instead
157. Make more parking spaces in vacant areas devoid of nature.
158. Invest in more parking!
159. I want to be able to park if I buy a permit. I buy a permit, but during the day I often have to use a meter or park off campus.
160. Being reasonable able to find a spot, even an inconvenient one, on campus in the middle of the day.
161. See final comment
162. It would be better if prices didn't increase because they are already expensive as it is.

163. Invest fees and take annual profits to offset cost of parking for hardworking staff who in any other working venue would have parking provided free of charge.
164. Build more parking
165. make more parking spaces. an expensive parking pass is pointless if there are no spots to park in on campus. if you increase the cost give assigned parking spaces to assure those who bought the parking passes have a spot on campus.
166. Be able to actually find a parking space...
167. Availability at useful times is the most important thing.
168. MORE PARKING SPACES ON CAMPUS
169. n/a
170. Stop fucking wasting my money on dumb programs that don't affect me. I'm not an athlete, I'm not in many clubs. But it's ridiculous that my tuition goes to support a program that does not positively affect me and instead takes away from my overall experience.
171. Parking Garage
172. CREATE MORE PARKING SPACES
173. stop using money to buy new chairs in the depot or useless bikes on campus and actually build a parking structure, or add more spots, or not put hour limits on spots, or i don't know, stop selling more parking permits than there are spots?
174. More parking available.
175. I will not purchase a permit at a greater price than is already instituted. Without a guaranteed spot, the semester passes are far too expensive
176. Fundraising, grants
177. More parking spaces!!!
178. Either more spaces or limiting parking passes to freshmen so more spaces open up.
179. I dont know
180. If price increased, i would not buy a parking permit. Over half of the time I come to school I cannot find a parking spot and am forced to park off campus and put money into a parking meter. Its already expensive so any additional cost would prevent me from buying a parking permit.
181. make more parking spots near campus!
182. Obviously guaranteed parking
183. NA

184. More parking lots/spots! Parking structure?
185. I do not find value in the parking permits to begin with, so have no good answer to this question.
186. ensure more parking
187. Hopefully HSU will find a way that ensures students who do pay \$150+ for a pass will be able to actually find parking.
188. We need more parking spaces, maybe even a parking structure.
189. Increasing prices will not help, there already is not enough parking and students can hardly afford college as it is.
190. We could have fundraisers for another parking lot or converting some of the pay parking spots for people that travel a while to get here.
191. The only thing I can think of is opening up more parking spaces in areas that aren't really used.
192. more parking spaces
193. HSU can maximize the value we receive by holding a meeting when the money is present and directly listen to students' ideas of real life experiences and preferences.
194. Everyone has an assigned spot
195. designated parking space if full fees are taken. otherwise, pay per use to reduce the burden of expenses.
196. Do not sell more permits than parking spaces, to insure that students have somewhere to park.
197. I don't even pay for parking right now so as long as tuition doesn't go just make the parking people pay
198. make sure there are enough on-campus parking spaces available to all who have permits. It's aggravating to pay for a permit and still have to park off campus sometimes
199. Offering less passes so that parking is easier to find.
200. That's a good question, I just can't think of anything right now.
201. Seriously, tear down the fire-hazard hospital or build a parking garage, even an underground garage so people won't be upset over "disrupting the beauty". I don't understand why people complain about lack of parking, but don't want a parking garage. The trees aren't going anywhere and if you have a garage you can make it green by adding gardens. People can also appreciate the trees from the top tier of the garage.
202. A guaranteed parking spot. But I can't even afford it now
203. A parking garage would be more efficient. This would help with space and time of students. Or let people with parking permits park at the meters and not have to pay.
204. Have enough spaces for the demand

205. make more convenient near major class room buildings.
206. Not a great law. Make sure there is always parking by each building in which classes are held.
207. Sell term parking permits to a maximum of around 80-85% capacity on a first come first serve basis and have a specified one day only, centrally located parking area.
208. More spaces
209. Everyone should contribute equally to the cost. Screw the bargaining units guidelines for parking purposes.
210. Make sure that there is enough parking for everyone.
211. Don't increase it
212. By insuring parking for the people paying for it.
213. not sure
214. Maximize by creating more parking, or have an ability to circulate more public transportation or circulate parking spaces.
215. Give freshmen bikes to use if they agree not to buy a parking permit.
216. Building a parking structure
217. Easier time finding spaces.
218. Use money generated for anything but sports. Sure money raised supports parking program, but not all money generated goes directly into parking program. Also a fucking scam
219. The value I see would be in relocating ALL PARKING on the edges of campus, so it is a car free campus. put the parking lots outside central campus, remove all the pavement between plant ops up to the hilt the library. we need a car free campus, with parking lots dotting the perimeter of campus. Build some actual educational facilities (classrooms, dorms) where the parking lots are .
220. Add more spots in a lot or parking garage. Also change the hours parking permits or meters are needed on campus. They are needed too late in the night. Leaving campus late after class or studying and having to walk far is not safe!
221. Create an app that monitors parking spaces available. Limit freshmen from bringing cars or make people who store their car on campus pay more because they are always taking up the commuter spaces.
222. I do not use parking.
223. HSU can offer some sort of green pass that costs more, thus generating extra funding for the parking lot, but which comes with additional benefits on campus- perhaps extended library access, free tickets to events, discounts on certain food items. In other words, it could take from other funding pools or in-house services. It could be tied to sustainability programs for educational purposes.
224. Pay to much already to not have assigned staff parking

225. If the prices are going to be raised, do something. Build a parking garage, or more parking spots. Let me, as a student, see where my money is going. Why does HSU even charge for parking? Where does that money go? As a student, it is a huge disadvantage not to know where the ticket/parking permit money we pay goes to.
226. Make more parking spots available for students (especially on the Rossow Street Parking lot)
227. Working in Education as staff is not big bucks. So, I park off campus - 7 min walk.
228. By having actual delegated parking spots in campus lots.
229. Build Parking Structures. Provide MORE Handicapped Parking Spots.
230. Guaranteeing enough parking spaces would be a start
231. Build a parking structure where the parking lot outside Student Services Building. The super flat one. build a parking structure there and while thats being built have options available to aide with the loss of parking during construction. the parking structure could also partly operate as a facility to encourage carpooling or having as few people driving to the school as possible.
232. Make parking permits school year long, instead of semester long. Include a gas card with purchase. Reduce parking permit rates for students that drive longer distances, and charge more for parking to those students/ staff who live on campus and park there the most.
233. Build a parking structure so people can actually find a parking spot without circling for 20 plus minutes!
234. by actually having places for me to park
235. I dont use parking
236. I don't think you can do anything. Maybe build more parking areas or a parking garage? Paying more for parking seems ridiculous. We pay so much already to not have anywhere to park.
237. You want to raise the ridiculous parking permit fee more? Fine, then guarantee me a parking space!
238. Guarantee me a spot.
239. By actually offering enough parking so that people can find a spot. Many times even if you have a parking permit there are no spots available so there is little point in paying so much for a permit.
240. Make sure that there are parking spaces available. 2-3 days a week I PAY FOR A FULL DAY OF PARKING AT A METER because there are no available spaces.
241. Why are you raising rates when you're already allowed to sell more permits than the allotted parking spaces that you provide. If you planning on purchasing a new plot of land to increase the amount of parking spaces then that sounds like a good reason to increase the rates.
242. We should only be charged for tuition and the health center. All those other fees are extra stuff that we dont even know go towards. We should be able to opt out of paying stuff that we don't directly use.
243. by selling surplus property instead of giving it away

- 244. Make more parking.
- 245. Provide more parking spaces. The lots are so small
- 246. To be guaranteed to have a parking spot. Usually when people buy parking passes they aren't able to find a spot and end up parking off campus or using the meters.
- 247. Guarantee me a spot.
- 248. we need a parking garage to decrease the congestion in the parking lots.
- 249. Guaranteed parking spots for the money that we pay.
- 250. Please allow longer parking hours.
- 251. I am a senior in STEM and I need to be able to travel to campus at different times of the day. Stop letting freshman park in the parking lots, I have another year.
- 252. A quarter for 30 mins.
- 253. Take it out of administrators pay.
- 254. Creating a parking structure
- 255. parking garage
- 256. More parking spaces.
- 257. If possible, construct more parking spaces.
- 258. Not sure.
- 259. Dont give more permits than spots
- 260. I feel if there were better parking options, more students would purchase a yearly pass. Not sure if county/city could help, but instead of paying all the parking patrols to write tickets that hurt students, that money could be used for a parking program.
- 261. If you had to raise the price of the permits, I would expect there to be more available parking spots.
- 262. Prices should not be inceased when it comes to parking. Prices are already too high and there is nothing to show for it.
- 263. Limit the number of parking passes to the number of spaces available
- 264. BIKE RACKS ON ALL BUSES
- 265. youre doing fine
- 266. Create stacked parking and do not sell more passes than spots

267. Ensuring that residents are guaranteed a parking spot at their respective dorms. In other words, ensuring that parking lots for specific dorms have adequate space to accommodate residents that own vehicles.
- Paying full price for a parking permit, and then being unable to park a vehicle close to my dorm is ridiculous.
268. Stop ticketing people for EVERYTHING!
269. Please create more parking, parking structures or more lots close to the middle of campus and accessible, so that every student who pays a large amount of money to park on campus actually has access to a parking spot in a timely manner near where they need to go.
270. If you cannot guarantee parking, you need to reduce the number of parking passes given out .. and limit them to far commuters. OR create more parking structures... which will allow more students to get to classes on time because they found a parking spot.
271. See if students, faculty , staff, and other people to donate money.
272. Build a parking structure, give incentives for carpooling, have more early morning/ late night/ weekend buses so you don't have to wait an hour or more and stop enrolling more students than the school can handle just because your in debt.
273. build a parking structure
274. Give more parking spaces where applicable.
275. More parking spaces available for longer where we could actually use our purchased parking permits
276. Build a Parking garage.
277. I understand that prices have to rise in order to fix the parking problem, however I think that the parking permit price, as it stands now, is incredibly expensive, especially when you are not guaranteed a spot.
278. By not wasting our money with parking permits that ultimately don't serve any purpose because there's not NEARLY enough parking spots.
279. Add more parking spaces, and don't raise the prices!!!
280. The value could be maximized by ensuring that there is parking available on a consistent daily basis.
281. Lower prices by any means. Cut the Residence Hall Association to gain more funding.
282. Find a place off campus for students to park that are here in the dorms and have a shuttle available to them to get there to retrieve their car. Our lots are full of cars that just sit there. Those of us that commute on a daily basis are the ones that need to find parking!! We pay for it it should be more available.
283. Guaranteed parking

284. There is not enough parking. Last semester I spent 45 minutes one morning driving in circles and was late 15 minutes to class. I would rather pay the metered spots or park off campus than pay for the parking pass racket.
285. Build a parking structure. There is space for a multistory parking structure that would greatly expand the amount of parking on campus. Overselling parking passes is garbage.
286. Ensure that you have exhausted the options - which you haven't.
287. Increasing number of parking spots.
288. The parking is already terrible and expensive!
289. By making more space available so those who pay for a parking permit don't have to pay for a meter spot as well due to the parking lot being full.
290. More spaces with the best parking spaces reserved for carpooling.
291. I don't think there is a way to maximize the value after increasing the price. I don't think the current price is worth paying to park on campus.
292. Guaranteed parking for those with a pass
293. HSU can maximize the value by guaranteeing parking for EVERYONE, or at least making it very clear that parking is not guaranteed. Also, maybe even named parking spaces for people who bought parking permits so that their spots are guaranteed, especially for on campus residents.
294. An increased rate should come with not ever having to walk more than five minutes from edge of campus to car, or at least some sort of shuttle for those who do have to park far away.
295. If I have to pay an arm and a leg for parking, I would like a guaranteed parking spot. There are not enough places to park on campus.
296. creating more parking spaces. I would honestly pay more for a permit if it meant more parking spaces.
297. i would only buy a parking pass if there was any parking on campus.
298. It now takes me so very long to find parking, I am not even coming to campus anymore sometimes. I have wasted so much time trying to find parking it is ridiculous. I simply can not predict where the parking will be. Sometimes there is simply NO PARKING at all.
- I have to get to the other side of Arcata to find parking. The City is converting more streets to 2 or 4 hour parking. There is no place left to park!!!! So I just end up getting tickets. Sometimes I pay a meter so I end up paying for parking twice. But even the meters are not available many times!!
- FRrequently, I drive to campus ... to my building and unload my stuff because I can't carry it all. Then I drive and park in the city of Arcata on the west side of H street. I used to park by Emerald City and the HSU Museum but even now they are jam packed.

I often have a lot to carry and it sometimes hurts my back because I have so far to walk. That is why I do not usually walk to campus. Furthermore, because I have trouble on a bike, it is unsafe for me to ride to campus. Several times already I have thrown out my back carrying things a long distance.

There needs to be MORE faculty parking.

Lastly, I often teach until 7:00pm so I just can't get to campus before 8am. It is too long a day and I get way too tired. I can't do 11-hour days all the time. Because I can't leave during the day without losing my parking I am stuck on campus.

In earlier times, I could come to campus at noon and get parking. Not anymore. There are always cars hovering about waiting for people leaving at noon. It is really bad sometimes.

I can assure you that I emit way more CO₂ driving around looking for parking than I do driving to campus.

Increase the price of parking and make more parking available for faculty!!!

- 299. Actually have places to park past 8:30 am
- 300. Build a multiple story parking garage...it's really the only way to fix the current state of things.
- 301. More parking
- 302. I pay 13 a month for a parking pass as a faculty. I would be happy to pay twice that if I could be guaranteed a space that is close enough to my office.
- 303. Grants.
- 304. Stop over-permitting! They sell way too many permits. So, when I arrive on campus with my irregular arrival times, I almost never find a lot space to park.
- 305. My \$59 per semester parking permit is just a hunting license. Because I am a part time lecturer and have other work off campus, by the time I get to campus to teach my 3 classes, there are very few campus parking spaces left. It would probably help A LOT if there were some campus permit spaces with TIME LIMITS so that those of us who are NOT on campus early in the morning can get access to a campus parking space for our part time work.
- 306. Build a parking structure or add a parking lot so that there is a realistic chance that a parking spot will be available without needing to get to class hours early.
- 307. Provide more parking spots-- ever consider a vertical parking ramp? Also, faculty should be allowed to park anywhere (except service vehicle spots) including student residential lots as we have to be here to do our jobs.
- 308. Offer more parking around residential areas on campus.
- 309. Assigned parking for those paying for a parking permit
- 310. Make sure it is enough parking. I am already frustrated that I pay for parking and am not able to find a spot most days that I work.



311. I already pay \$30 per month and cannot find parking and end up paying at a meter every other day so I'm paying way more than \$30 per month for parking. I would gladly pay more if I had a guaranteed spot.
312. A reasonable prize of increase to build more parking spots would be understandable. But the prize is already high for the whole year parking permit so not sure how that will work.
313. Grant for sustainable environmental emission control- possibility.
314. By not spending any of the parking revenue they now collect on expensive parking structures. The law says HSU parking program must be self supporting. NO expensive parking structure = NO need to increase prices...QED.
315. Spots that are closer to classes. More spots in general.
316. Parking garage
317. To create a new process to NOT have to stick stickers on my motorcycle...ever....
318. Reduce the cost to students for athletic teams.
319. More parking spaces
320. If the money is being used, it should be ensured that the maintenance status of the current lots are of high regard.
321. more parking spaces
322. Guaranteed spots.
323. If prices increase due to parking improvements, you should guarantee that you have enough parking to accommodate the amount of students you enroll.
324. Guaranteed parking spots near my destination
325. Parking permits would hold a greater value if there were spaces available to use them - parking lots are typically full by 8:00 and remain so through most of the day. Unless vertical parking structures are an option, there is little space to add additional parking. The encouragement and facilitation of carpooling and alternative transportation methods for students would increase the value of parking permits for those who do still drive to campus in that they are more likely to find somewhere to park in a reasonable amount of time. Before switching to cycling as my primary transportation, I personally have found it faster to park in nearby neighborhoods for free and walk to campus than to find a parking space on campus, and had stopped buying parking permits because of this.
326. Maybe a system where those who live farthest from campus pay less (they're already spending more money on gas) and those who live within Arcata or closest to campus pay the most. I think this would encourage people to take the local bus (MRTS) or walk/bike to campus more. I just think it's ridiculous that students/faculty/staff who can walk to campus in under 20 minutes, are choosing to drive their cars. If I lived in Arcata, I would never have to drive...
327. Take money from sports or clubs or literally anything that isn't with actual academics

- 328. Seriously, there must be a way to have better parking options available if people are forced to purchase a pass/sticker, if they own a vehicle and will require parking on campus.
- 329. Just build a parking garage and charge a fee to use it, it should pay for itself in time.
- 330. Do not issue more permits than parking places
- 331. Having enough parking spots and not selling more permits than there are spots.
- 332. another, larger parking area.
- 333. Having a shuttle service to transport students from a distant parking spot to directly on campus.. Drop off locations can depend on the shuttle.. such as having shuttles come every 30 minutes and they alternate between dropping you off at the Kinesiology building or Library Circle to help with the congested bus schedules at the Library Circle.. Or even just having drop off locations at Kinesiology. I would only pay \$50 more than the current parking pass if this would be offered and ONLY if it would guarantee finding parking and having a shuttle ride to school.
- 334. Fewer parking permits = better chance for parking. Really, what is needed is better bus transportation.
- 335. BUILD MORE PARKING STRUCTURES
- 336. Reserved parking spots so that if we pay for a parking permit, we can actually park.
- 337. Create more parking spots like a parking garage on campus or for residents designate assigned spots for each room with person with car.
- 338. Prices are better if not increased
- 339. I would pay more to have convenient, accessible, and available parking. Increased fees should go to support a multilevel parking facility at the current location of parking beside Harpst St. It could go one level down from the current parking surface level, two levels up to nearly triple the current parking capacity on that footprint.
- 340. More parking spots, if you don't get to campus before 8am there's very little to no parking for the rest of the day.
- 341. Give me a parking structure
- 342. MAKE MORE PARKING SPOTS IS LITERALLY THE ONLY WAY I WOULD EVER EVEN BEGIN TO CONSIDER BUYING A PARKING PASS
- 343. I doubt I would pay for an increase when I barely can find any parking space for the prize already there. If more parking passes are being sold than spaces, shouldn't there be extra cash somewhere for this? It is unfair to continue selling passes when there are no spaces.
- 344. I don't understand why the price would increase when there is not enough parking spaces for everyone. Isn't the administration making all that money on some students who can't find parking even though they paid for a pass. I believe that students are paying for a service that they really can't even use, then end up having to park at a metered area; thus paying more than just their semester parking permit.

345. There aren't enough spots to park for general students. I can't find a spot between 8:30 a.m. and 2:00 or 3:00 p.m. generally speaking.
346. More parking spots, maybe in town
347. More parking areas
348. lord I'm not sure.
349. If prices for parking were to increase, I would appreciate some sort of extra lot somewhere, or even the consideration of building a parking garage. The perfect place for a parking garage would be in the J parking lot because it's not like the J is the most "beautiful" building on campus.
350. Its already too expensive for me.
351. Create more parking spaces
352. have way more parking spots available on campus as well as no metered parking throughout the campus.
353. Build a parking structure
354. Security cameras for the parking lot and bike racks.
355. more students should walk. more housing close to campus to allow easy walk to campus.
356. Actually have spots available for faculty and staff. Please.
357. Guaranteed staff parking
358. Nothing besides adding parking spaces
359. Board members and the president and the like should all take pay cuts in order to implement better campus options for there students instead of hoarding mass amounts of money.
360. As much as I hate to say it, a parking structure. Part of what makes HSU unique is the view and surroundings, a parking structure would obstruct this.
- I am also graduating next semester and likely would not be able to enjoy any new parking accommodations.
361. more unmetered parking
362. Free car wash every so often
363. Allowing lower rates or none over summer when plenty of parking is available for staff/faculty - charge non-Uni employees
364. Allow motorized skateboards (eg) Boosted boards
365. If there could be some sort of package or deal that could be applied to buying a bike/bus/car pass for the semester or year I think that would be helpful.

366. The biggest concern that i believe everybody would agree to would be the amount of available parking spaces on campus. We need A LOT more parking spaces available for students, many of us need cars but find it very useless to do so because the ratio of parking spaces to students and faculty is ridiculous. Due to the fact that it can take up to 2 hours to find a parking spot and many times students need to park on the complete opposite side of campus because they was no parking nearby and constantly have to worry about meters.
367. There needs to be a guarantee that those with parking permits will be able to obtain a spot.
368. Garage parking to make more lots available
369. Parking structure
370. More parking spaces
371. Actually have parking available for the parking permits that are being sold.
372. Make a parking garage. Reconsider the master plan EIA of the campus!
373. More parking spaces.
374. I think that if students/faculty have issues with parking on campus, thinking of practical ways of solving those logistics of campus parking will only be beneficial. Carpooling, using the bus routes (which are already super great), investing in a bicycle that will be reliant, and even walking if you're here in Arcata will help minimize stress and will help you and many others.
375. I am willing to pay higher prices for parking if necessary because I need to be able to drive to work.
376. HSU can have more parking spaces or a second level. If prices go up then I would need a guareenteed spot.
377. more parking but regardless it is out of my budget
378. A program that displays whether or not parking is available in lots e.g. real-time app
379. increase the number of parking places for the student housing at the south end of campus. We need parking more than another soccer field. Those residential cars rarely move and simply block active parking for classes.
380. I would not receive any value if costs where raised because I walk, bike or get dropped off on campus.
381. If you raised prices enough to enable the construction of a multi-story parking structure, then the price would be much more worth it's value as there would be more guaranteed spaces.
382. Build up (a parking garage) so we can have convenient spaces.
383. build multistory parking structures, otherwise there is just not enough parking in the whole of Arcata.
384. by considering the long term value of the decision made, what will save money/environment in the long run?
385. More parking spaces availble

386. I am only able to find parking on campus once per week- four days per week I park near Arcata HS and walk to and from campus. I have been seriously considering not paying for parking anymore. The complete lack of parking availability makes me wonder where all of my parking ticket money is going if there is simultaneously a shortfall. I'm paying for parking I don't use, pay for tickets when I'm lucky enough to get a spot but can't move my car (or someone steals my DMV registration sticker), and somehow the parking system isn't breaking even. I find that hard to believe unless there is serious mismanagement going on.
387. Guaranteed parking would be the first step as it is now most parking is taken by the time i would get here and is far enough away that free parking off campus is much easier to find and take the bus.
388. Build additional parking structures.
389. Make sure that there is more accessible parking. There are not enough parking spots on campus, I fear that I won't find one and I'll be late to class.
390. Please stop with the outrageous parking fees. Especially during summer and winter break.
391. Make sure the parking permits actually mean that you are guarantee a spot. Also perhaps increase the price of parking permit so the parking structure(s) is more proportionately paid by the people who actually use it.
392. If you buy a parking pass you get an assured spot on campus.
393. Do not over sell the number of parking passes to parking spots. Also build a parking garage so people can actually park and not get ticketed.
394. Add more parking spaces
395. More parking spaces
396. Designated parking spaces
397. By giving us more options for parking.
398. lower the prices for people that carpool
399. Parking permits should actually guarantee a spot for the amount you pay, especially if you live on campus and have nowhere else to park your vehicle.
400. More parking
401. More guaranteed parking spaces so that the lots aren't entirely full by 8am, and less potholes in the roads and lots.
402. Do not raise rates, bad idea.
403. More general parking spots.
404. Guaranteed safety in the parking lots
405. Build a parking facility

- 406. Yes
- 407. Parking is free for an unlimited amount of hours. We just accept chaos. Zero charge, zero costs and zero guarantee of parking available at any given time. Use money saved to open additional parking.
- 408. By actually providing me with a space to park my car.
- 409. Change the law. Its ridiculous.
- 410. Build a parking structure.
- 411. Eliminate parking meter spots and make all parking available by permit.
- 412. Ridiculous... \$3.50 for a day pass and the cost of a semester permit is already WAY too high, especially since there's a 10% chance of actually finding a spot.
- 413. If fees increase, make sure there are more parking areas for people to park. University Annex? parking garage in front of SBS?
- 414. I don't mind the parking fee. Thankful to be here.
- 415. Limit the amount of parking passes available. Or create more metered only parking spaces. If prices increase, guaranteed or high percentage of finding parking within a short period of arriving on campus should be provided.
- 416. Limit or assign parking spots for each permit.
- 417. More available spaces or limit permits sold. The biggest rush of permit students occurs around 9 a.m. throughout the week and the overselling of tickets doesn't help.
- 418. Provide enough parking spots for the amount of permits you sell (give or take the amount of classes provided each day).
- 419. More parking spaces!
- 420. GUARANTEED parking spaces!!!!
- 421. I'd bargain for the construction of more parking lots. If the parking permit goes up for a couple of dollars, there should be no reason to complain, considering that there will be more parking space.
- 422. none
- 423. I honestly would basically pay any price to guarantee I can find parking when I need to be on campus for my classes. Like probably hundreds of dollars. Just let me park. Take my money. Let me park. More spots, guaranteed spot, don't care I'll pay for it.
- 424. I don't drive to campus and would avoid it If prices had to increase.
- 425. Make the price of the permit proportional to where the person lives and where they work and if they have a disability. Therefore people who live in Arcata properer should not be driving to campus.

426. Build more parking structures on campus. Work with the City of Arcata to convert city spaces into campus spaces. Have faculty parking lots separate from staff parking lots so that faculty who don't teach at 8 am can find a space when they arrive to campus to teach their courses at 9 am, 10 am, 11 am, 1 pm, etc. Require all administrators to relinquish their special parking privileges.
427. 1) Use the Annex property for additional parking.
2) Perhaps through grant funding, install "available space" indicators and phone apps to minimize wasted time "hunting" for spaces.
428. It is already too expensive
429. If you increase parking at least have enough parking spaces. Maybe count off the parking spaces and only sale a limited amount of passes per semester unless students buy year passes. As well as they're being bought off taking off a parking space because it's ridiculous that there is not enough parking when you pay hundreds for a parking pass.
430. I have no idea
431. MORE PARKING SPACES. An hour or two hour parking lot be beneficial.
432. more parking spaces, better deals when buying a parking permit
433. Not sure
434. A BIG PARKING STRUCTURE AND A PARK AND RIDE BUS STOP! I DONT MIND PAYING FOR PARKING BUT I MUST BE ABLE TO FIND PARKING!
435. HSU can build more parking structures, or a parking garage.
436. Adhere to the expectations and requests made by students to what they want to see happen.
437. Having parking spaces available for all students who wish to purchase a parking permit.
438. As am EOPS student I will NEVER be able to afford your parking pass. Nor will I if prices increase.soci walk 30 min every day.
439. I don't think you can. More parking places would be nice because from 10-3 it's easier to not study for a midterm and pass it than to find parking.
440. Build an above or underground parking garage in or under the J lot (Jolly Green Giant Commons parking area).
441. Build another parking lot
442. I would never be able to afford it anyway, so this isn't applicable to me.
443. More spaces!!!
444. More parking spots.

445. Reduce demand for parking and thus make parking spots more available. If I have to pay more for parking, I better be able to find a parking spot.
446. Pipe dream: A multi-story parking lot, preferably built over whichever parking lot is nearest the center of campus with solar panels, similar to San Diego Mesa Community College.
- Realistic ask: If not a new structure, maybe find some kind of Secure external parking area with a bus that drove into campus designated for non-resident parking exclusively. This would open a larger portion of the parking on campus for residential parking and give the students living off campus access to faster parking.
447. No idea
448. Insure a parking spot
449. More parking spaces.
450. It would be unfair to raise the price unless more parking was provided
451. I don't have a clue. Sorry.
452. Provide ability to leave campus mid day and get a parking spot upon return. May have to offer an offsite parking lot with regular shuttle service.
453. I'm not going to pay more
454. Build a parking structure.
455. BUILD A PARKING GARAGE
456. Making sure that there is parking available after 8.
457. Unless there are some commuter lots or something similar to reduce on-campus parking use, build a parking structure. There needs to be more available parking.
458. Guaranteed parking, it's bullshit how I receive 2 tickets a week because I am trying to park anywhere I can just to get to class on time.
459. As long we space to park and services for alternate transportation, higher fee will be justified.
460. availability of parking
461. Build a parking structure
462. Have sufficient parking spaces throughout the day
463. More parkong
464. Add parking, possibly in the form of a parking structure. And as a faculty member make parking free.
465. Creating more spots, not selling more passes then spots in the parking lots, paying more for a specific spot on the campus that no when else can use.

466. Build Charging stations for electric cars.
467. More spaces available
468. more permit parking
469. Promote non single driver car accessibility to campus.
470. Personal parking spots.
471. I don't mind paying more for my parking permit if I'm guarantee a parking space every morning
472. I don't know
473. More parking, more staff specific parking
474. If I am to pay more for a parking permit, there better be more accessible parking through your the campus. I'm not about to pay more for parking permits if I can't even get parking ANYWHERE
475. Build a parking structure please :(
476. Make new parking or built a second story for the main lot
477. Build more lots
478. If parking fees were to increase, I would expect that there would be additional parking lots/spaces created providing more options for parking.
479. Having more parking spaces available.
480. HSU could increase the number of staff parking spaces available
481. To not have Residential parking so the people who live off campus and carpool can park. Over the 5 years I have been here there seems to be more residential parking taking up most of the general parking. This causes commuters not be able to find parking.
482. use all the money to build a new parking lot
483. Parking costs should be relative to residence distance from campus, with the closer the residence, the higher the cost. Those of us who live too far away to be able to use alternative forms of transportation should not be forced to compete with those who are able to afford housing within a reasonable distance from campus. There also needs to be more consideration for other-abled students who are physically unable to bike/walk to campus. If the University is going to rely on the local bus system, they should also ensure that it is safe for its students. Students should not experience such frequent harassment and discrimination on the bus.
484. More parking availability,
485. Literally just parking spots
486. I think there should be consideration given to THOSE STUDENTS WHO MUST DRIVE (students who have a child, or work responsibility) versus those that choose for convenience.

- 487. make sure there is enough parking
- 488. If people have to pay even more for parking permits there HAVE TO BE SPOTS AVAILABLE FOR THEM TO PARK IN. That means if more money is spent and prices go up the school has to ensure it is making an immense amount of parking spots, like a structure.
- 489. Find me a parking space before my 9 am class
- 490. Don't give out an unlimited number of parking permits; if I pay extra for a permit then I actually want to be able to find parking past 9am. Also more carpool spots.
- 491. Assure availability of a parking space within a reasonable time frame. Arrange for off-campus parking walking or biking distance to campus where a parking space is assured and a lower fee for agreeing to park off campus. Consider combining a JackPass with several day parking passes for less than a regular parking pass.
- 492. More spaces available between 8-9 am
- 493. More restrictive sales to parking passes. Students should have another method of transportation if they live less than 1.5 miles away from campus; trail knowledge for those who live up California Avenue should be aware of the trail on the forest that leads behind the dorms.
- 494. PROVIDE MORE PARKING. Immediately. Learn how to create nonleading survey questions. You're data is going to be scewed.
- 495. It's like the school doesn't have enough money so they give everyone parking tickets.
- 496. No freshman allowed to park on campus
- 497. Build a multi-level parking structure to increase parking spaces.
- 498. More spaces!
- 499. Make more spots and lower the price of the actual parking permit to about 120-150. It will not help at all to spike parking permit for a new lot. Anything past 250 is unreasonable
- 500. Make more parking spots. There are such a small number of spots and so many cars, it's such an inconvenience finding a spot.
- 501. I do not buy parking permits because they are already too expensive. I will continue to not buy permits, park off campus, and walk in, especially if prices increase.
- 502. Change BSS lot to Faculty/Staff. Provide bus drop off to more locations on campus, e.g. BSS, KINS, Founders. An on-campus shuttle bus would be great, esp. for those of carrying large loads in heels across campus.
- 503. A cap on parking passes given or pass priority to students based on place of residence. ie students in Eureka, McKenlyville ect get priority over students living in Arcata.

- 504. 1st off don't be charging us more for this crappy parking...i have looked for hours before for a parking space almost skipping class even though I have a parking permit...yall need a parking structure or something
- 505. We need more parking. If the value goes up it's not worth it to buy the parking pass when people already have enough trouble finding parking.
- 506. Provide more spaces for parking on campus. Maximum utilization of existing parking areas
- 507. More parking.
- 508. More parking spaces for those who do not live in town, and programs promoting walking or rideshares.
- 509. Acquire local streets as HSU property instead of city of Arcata. Eliminate parking meters and make them pay day permitted like the rest of the areas. Build multi level parking structures as soon as possible. You do not need to increase parking permit fees, you need to increase parking spaces. Your parking program is grossly self supported. Consider transferring staff related expenditures designated to parking services and push them into more useful spending.
- 510. Provide more parking and have it be decent so at least we're getting our money's worth.
- 511. Letting 10- and 11-month staff members purchase a continuous permit that only charges them for 10 or 11 months rather than having to purchase one for the full year. (I could cancel my pass just for July, but that would be a huge hassle. I end up paying for a month I don't work, which doesn't seem fair.)
- 512. Increase the likelihood of getting a parking spot throughout the day
- 513. provide offsite lot that is free to park in with regular shuttle service
- 514. Waive fees for staff. We work here, we have to park in order to be here. To fight for parking while paying for it, just to report to work, seems ridiculous. Or create more staff parking. We have children that require rides to school so carpooling is not appropriate, and neither is riding a bike on the freeway.
- 515. MORE PARKING SPOTS. IF YOU INCREASE IT, MAKE MORE PARKING SPOTS
- 516. Increase parking spots
- 517. A PARKING STRUCTURE
- 518. I mean, I'd love a spot with my name on it, but that'll never happen.
- 519. More parking spots
- 520. They can make it a less stressful experience for students and staff and only sell parking passes for the number of spaces.
- 521. I would pay more for a parking pass if there was more availability to park.
- 522. Assuring me that if I pay for a permit, there will be a space for me.
- 523. More parking options.

524. By reducing enforcement.
525. I don't know
526. First of all, why would HSU increase the prices? We already don't get what we paid for so what else are we not going to get?
527. Build a parking structure either on campus, or nearby with a shuttle service to bring students on campus.
528. make sure there is enough parking
529. By always having enough spots for the people that buy passes
530. Have spaces allocated based on the faculty/staff working those hours and days. A spreadsheet could be designed. Designate separate spaces to be used by staff, faculty (both full-time and part-time), and general.
531. Build the multi-story parking structure in the lower large lot where no views will be blocked and stop selling passes for slots that do not exist (Over-booked Parking). This will reduce the need for all the parking services which mainly write tickets creating bad PR and a waste of funds that should go to building the new structure. Stop living in a fantasy world where we want something and refuse to acknowledge the truth. There are many reasons why folks do not ride the bus or bike to campus. Build the structure and stop wasting all the fossil fuels from dozens of cars driving around for 10-40 minutes looking for a space. Stop creating so much stress for everyone looking for parking, wondering if parking will be there, and creating a very large impact on the neighborhoods surrounding the campus. Add it all up and the cumulative impact of failing to provide adequate parking is costing us our health and is a big impact on the environment.
532. Faculty Parking lots should be available for General Parking at 4:45, not 5:00
533. I'm not entirely sure other than the fact that ensuring that there are enough parking spots for students, especially those who commute and don't have any other option but to drive. It's extremely discouraging to commute over an hour AND get to HSU early and STILL have trouble finding parking after paying almost \$200.00 for a general parking permit.
534. I would like to know that I have at least an 85% chance of finding a spot to park on campus
535. Create a parking area by the biggest building on campus (BSS). So many people work in this building, and there are a lot of classes here as well, yet the parking lot only accommodates a very small percentage of those that would like to/need to park near this building.
536. More parking spaces and/or off campus lots with buses/vans that regularly transport people to campus.
537. I do not know
538. Increased parking spots to increase the likelihood of finding one. Notification service to identify which lots have available parking spots.
539. cut parking and transportation staffing.

- 540. Less general parking permits handed out, first come first serve.
- 541. Actually providing enough spaces for both residents and students that have to leave campus and come back midday.
- 542. Have more spaces available that are specifically for staff and faculty. Staff, in particular, are scheduled to work 9 hour days, so 4 hours spots off campus do not work for staff for the most part.
- 543. The point/purpose of buying a parking pass (not single-day) is absolutely and totally negated by the fact that there is such a dismally low available on-campus parking. We practically pay \$300+ for a parking lottery that you might win once in a blue moon.
- 544. ok
- 545. More parking spaces, especially closer to the dorms.
- 546. If prices must increase, then HSU must provide enough parking space. Otherwise it doesn't make sense to me.
- 547. That there will actually be parking for those who paid the ridiculous amount of money to have it.
- 548. having sufficient parking would entice more people to purchase permits.
- 549. I want to be guaranteed a parking space. I would like to see More parking than permits.
- 550. More spots.
- 551. The city should not be able to collect fees on parking meters when HSU has not been able to keep up with the growing student population and by providing accurate parking spaces per students. If I pay for a pass and you don't want to build a parking lot bigger than McDonald's then maybe you should reconsider how many passes you sell.
- 552. By guaranteeing that a parking permit will give you a parking spot.
- 553. If the prices increase let there be more parking spaces on campus
- 554. Getting a parking structure built, and having more options available to be able to carpool to classes
- 555. A parking garage without taking down any trees; REALLY tall, with a green roof/park area on top.
- 556. Guaranteed spots
- 557. HAHAHA! I won't pay for a parking pass because it's a waste of money. There is never a place to park.
- 558. Reserved parking for on-campus residents, and more pick-up areas for carpools.
- 559. By providing more parking spots and only giving out parking passes for the number of parking spaces that are available. Not having a first come first serve only basis.
- 560. How can HSU maximize the value? They can't. The school is projecting increases in enrollment over the next several years and seems to have turned a blind eye to the lack of parking infrastructure. So

overcoming that obstacle should be the number one priority for the University. How can HSU serve all of the students equally? Buying a parking pass is equivalent to purchasing a hunting license.

561. Create more parking on campus
562. School needs more parking spots selling more passes then there are spots are wrong.
563. Do not increase the costs of parking. It is not affordable already. Instead of building more parking lots, make all bus lines in Humboldt County run more frequently and create more routes.
564. provide parking for staff and faculty in order to do our jobs so that we may provide for our families
565. If prices increase, then it would be nice to have an allocated parking spot.
566. Not allow day passes if I pay for a semester pass I EXPECT to be able to park in a timely fashion. If there are staff that live closer they should commute by bus/bike to accommodate students that live further away.
567. Allow permitted cars to park in metered spots or exceed parking limits on street parking.
568. Create more permit parking spots, maybe build a parking structure, create incentives and spread more awareness of carpooling
569. Not sure.
570. They can lower costs elsewhere instead.
571. By actually proving enough spots for every student who purchases a parking pass. It should not be this hard to be able to reasonably park to go to school.
572. If prices increase, I should have a reasonable chance at finding a parking spot if I leave during the day for personal or business appointments.
573. The prices are already high, I'm broke and on my own. Any price increase wouldn't help me or any other students. Could there be a potential fundraiser?
574. Adjusted metered parking times and adjustment of hours requiring a permit to park on campus. Past 6 pm, make all parking on campus free without a permit. Study sessions often occur in the evening that would be easier to attend if I could drive myself and know I can find a parking spot near, for example, KA for the ~1 hr I need to be there.
575. I feel that I am owed at this point. 300 dollars last year and I was able to use it 2 times. Right now there is no value in HSU parking spaces or passes.
576. If prizes should increase so should availability.
577. Less housing expenses/ small fees. Creekview should not have a requirement for a meal plan. It is expensive and unnecessary for Juniors
578. At this point I pay a sizable fee for monthly parking with no guarantee of finding a space. It seems wise to only issue the number of permits which would equal the number of parking spaces available.

579. Make more parking spaces that you have to pay for that way it ensures they're getting money a there's more parking for students.
580. Reduce pay and benefits of University President amd upper admin. staff
581. Ugh why do we have to pay for it? Don't do it then,
582. If permit prices increase, then I feel there must be more spots available. We are already paying for parking spots we may never get due to limited availability.
583. Building more parking space is a long term investment.
584. Invest in a parking structure that can tell you the available number of parking spots in the entrance like the one in American River College.
585. Charge for parking! Support independence from cars via busses, bikes, etc...
586. Making sure people with a parking permit can actually find parking on campus.
587. Make all general parking limited to 4 hours so that everyone has a fair chance of parking. Make more, than 7, reserved spaces to emcourage carpooling. Make an HSU student-only bus (w/RTA or HTA) that arrives/departs more frequently and is a more direct path to campus.
588. Maybe ensure parking for all those who have a permit. Maybe by only selling a limited amount of parking permits or allowing those who purchased a parking permit to park fair free at on campus meters
589. install some sort of parking space availability technology to inform where space is available and keep infrastructure in good condition
590. Increasing prices is rediculous there is no relative guarantee of finding parking. The parking lot are also poorly decided and not maximizing space and accessibility. Build a parking structure PLEASE. This will need to be in the books before any parking fee is raised.
591. By constructing new parking. Enough that people do not have to park on the other side of the highway.
592. More parking than passes delivered
593. Build another parking lot. Or get rid of the metered parking. I hate that I have to pay for my parking pass and then still pay at a meter if I can't find a parking spot.
594. It is what it is. If I drive to campus, I try to use zipcar for errands so I don't have to search for a spot.
595. Ensure to only administer permits for the amount of spaces actually available on campus. Also provide students who are impaired a discount for their parking services. So many of them are already paying for their medical care that having to purchase a parking permit is just another cost.
596. I don't use the parking lot.
597. We need more non permit parking
598. Guarantee me a spot, and I'll pay anything.

- 599. more parking spaces
- 600. make more parking with money from the tickets they hand out everyday.
- 601. If you're going to increase prices you better make sure there's a parking space. It's a joke to be paying so much as is and there's already not enough parking spaces.
- 602. Making sure that those who have to park on campus do not have to get to school much earlier than needed just to find a parking space.
- 603. I definitely believe those who require handicap parking should get free or reduced permits as they have very little choice about parking far from classes or off campus.
- 604. There's really nothing that could help other than making more parking spaces closer to living spaces, but it would be better to just not increase the price.
- 605. build a rail system.
- 606. The price is already too expensive. Why not cut the pay of admin?
- 607. They should include more parking spaces. I know a parking structure will take away from the school, but maybe underground parking?
- 608. Build a parking structure, or don't raise the price.
- 609. There are simply not enough spaces for everyone who works on campus; while staff work traditional 8-5, faculty do not. Assigned parking spaces that are shared by faculty on alternative days would be of value. Incentives to not come to campus at least one day a week. Writing off more than one parking ticket per month (that is, we already subsidize by having to pay multiple tickets per semester because we cannot find legal parking)
- 610. I ride my bike because parking is a mess that I don't like to deal with. Plus, I can't afford to pay the ticket fees for trying to go to class as a full time student.
- 611. by building a parking structure. The same rules applied to my Junior College yet our parking passes were significantly less per semester and we had bigger lots and a parking structure. Im unsure why HSU parking program has such inefficiencies.
- 612. Some j points for free. More fun events for students
- 613. how about that parking structure that was promised over a decade ago?
- 614. No idea.
- 615. Actually save the money that is already taken from the students for parking to put it towards MORE parking. Also, get the Arcata street meters transferred over for HSU parking.
- 616. The only way it would feel worth it to pay more is if there were more parking available.
- 617. guaranteed parking
- 618. Create more available spaces and get rid of parking meters.

619. Your parking program sucks. And I am disabled and can't ride a bike to school. The worst is how hardcore you are about enforcing tickets, considering you are already short changing students by selling us a permit that we can't use half of the time. How about an annual forgiveness of one ticket per year?
620. Not selling more parking passes than spaces available on campus or making fees based on the time that is used for campus parking. This could be a "morning" pass or 5 hour per day pass and anything more could be an extra fee.
621. More parking spaces! Maybe a parking structure.
622. more parking spaces
623. Build a lot for your dorms. You built all these dorms and then redesigned the layout of the parking lot by Business Service to actually hold fewer cars
624. Guaranteed availability of a parking space, otherwise, I have zero intention of ever buy a parking permit again. As a sidenote, based on the current prices, amount physical spaces, permits sold, and daily passes sold, there is more than enough revenue from parking permit sales and no good argument for an increase in their price.
625. Build more parking lots! The situation on campus is dire!!! Many staff can't leave campus during the day for important things like medical appointments, and it's a huge problem.
626. There is one simple answer. HSU should provide more parking locations! It is understandable that the addition of parking locations could potentially take away from the beauty of our campus and the surrounding community, but there is no choice. As the student population grows it is inevitable that more and more students are going to request parking.
627. A parking garage! Plus closing the streets that cut through campus to cars. The bike-share idea is amazing and might make that possible for students?
628. Gain the money from something besides giving tickets to everyone the second they leave their car
629. More available spots
630. By making more parking spaces.
631. Guaranteed parking spots for the number of parking permits, and more spots central to campus.
632. guarantee available space
633. I dont drive anyway
634. Any possible expansion of current lots, or construction or repurposing of currently used spaces would be worth a dollar increase in one-day passes and \$25 increase in semester permits, IMO.
635. Guaranteed parking, allowing parking at meters without paying meter fees
636. Built more parking lots!!!!!!!
637. by making more parking so that someone has a better chance at finding a spot.

638. HSU can maximize the value I receive by providing free (or very inexpensive) lockers in various locations on campus to incentivize students like myself with a location to house items that are required on campus, but are in excess to carry. Means of rideshare and using a bicycle on campus are wonderful ideas, especially with a lighter load. Also more organic options in the depot would be welcome; discounts and preferential parking, etc are also always a wonderful benefit!
639. INCREASE THE PARKING SPACE
640. College students can barely afford their books, cost of everything.
641. I don't know how much extra value can be added for a parking program
642. More decent parking spaces with cameras in case my car is vandalized and closer parking to my classes and work.
643. Mathematically it's not worth it to buy a parking pass if you only go two days a week. Anything more and it's cheaper than day passes. I care about cost more than anything because I'm broke and struggling.
644. HSU cannot increase prices if they are not going to guarantee that all folks will get a parking spot. I will be pissed if I pay more and still have to troll for parking. In the survey having zip cars for off campus errands was offered as a potential solution so folks wouldn't have to lose parking spots in the middle of the day. Those zip cars should be available to us now for free, since I pay for parking and often cannot get a spot. Free zip car and bike usage should be part of the parking pass benefits for those of us who pay an arm and a leg for parking, yet have a hell of a time actually GETTING parking. CSU Sacramento is building a new parking structure as we speak. Check with them to see how they were able to make that happen without using state or tuition \$.
645. Have more available parking spaces for commuters.
646. MAKE A PARKING GARAGE SO WE CAN ACTUALLY PARK SOMEWHERE.
647. Be considerate.
648. raise the price. I would pay more for a lot that had guaranteed parking
649. Make more parking
650. By giving each faculty member an assigned parking spot.
651. Do not oversell parking permits or create more parking spaces so parking is not so much of an issue.
652. provide guaranteed parking space
653. Create designated parking area near campus and offer shuttles or bike share via kiosk.
654. Create more parking, fees should not be increased until people who actually buy passes can park on campus. You should not have to get to class an hour early just to find parking.
655. Make enough parking spots for everyone to park at or at least the majority and lower the price of the parking passes, we already pay close to \$4,000 in tuition per semester we shouldn't have to pay \$200-

- \$300 just to park our vehicles. Some of us don't have the luxury of living close enough to walk or bike to class.
656. By insuring that if I drive to school and have a parking permit that I will be able to park on campus.
657. numbered parking spots so you are guaranteed a spot. its a fucking joke, like hunting deer or fishing
658. Offer more parking availability to ensure that students who purchase a permit will actually get a parking space.
659. If you increase prices, you better build more parking spaces. If you don't, you're filthy thieves
660. Preferred parking; I don't want to spend \$400 on a permit and not get a spot.
661. I do not have a car and I do not expect to have one anytime soon, so this question is not applicable to me. However, I would like to believe that credit-based carpooling parking spots is a good idea.
662. To maximum the value we receive or get to keep there should be more access to alternative ways of transportation aside from driving. I think that since HSU is so eco-friendly it only makes sense to not charge students or the state to create more parking when we can get to where we need to go on bikes or the bus
663. Build a parking garage by SBS that is large enough that you can guarantee parking. Charge up to \$10/day.
664. CREATE MORE PARKING SPACES. Every student that buys a parking pass should not have to struggle for at least a half hour to find a space, if they even can.
665. Please make the speed limit slower. Trying to get onto 14th street from C, B, and A street is a death wish. You cannot see anything when cars are all stacked at the meters. Often times I find myself halfway out into the damn road before I can even see to the left or right of me, and even then I have to hit the gas and pray because I still can barely see. Its ridiculous. I see it in Eureka too, who the **** designs these roads? And do they even drive?
666. Add parking spaces. Include painted parking areas for all areas around campus to avoid void space which I see a lot of.
667. Having guaranteed available parking
668. Give people with parking permits assigned parking spaces. Give students a parking garage.
669. Assure that people who pay for a pass can find a parking spot.
670. HSU sponsored by (Corporation)
671. Providing more parking
672. Have more parking spaces available.
673. Build a parking structure

674. I would be willing to pay a small increase in fees if it would allow the administration to construct a adequate number of parking spots.
675. By guaranteeing that the purchase of a parking pass will allot us a spot in the parking lot.
676. Actually have parking for students. \$300 for a year pass and i park on campus maybe 3 times.
677. Keep residents in resident spaces. I see resident cars that park overnight in general parking (as well as general cars that stay overnight). This creates less spots for those of us that park the next day. Also, HSU could save money by not using heat/ac so often. Many of the newer buildings constantly have ac on-- open the windows! Founders Hall uses the heater when it's not cold out (and students that are too warm open the windows). Don't complain about driving being not eco-friendly when lights are constantly on in rooms with huge bay windows with the ac on during a 60 degree day.
678. Lots dedicated for only permit holding students
679. Prices of what must increase?
680. ticket students more frequently for parking in faculty lots.
681. MORE parking spaces
682. Make more parking available.
683. Parking structure!!!!
684. If the university built more parking! A lot more parking. You charge so much already and we are not barometers a spot unless we circle for over a half hour between 8am and 3pm. So build more parking so that all students can get a parking spot in reasonable time and staff too. Build a second level to the main parking lot or a sub surface level. This costs money and I understand but I would be willing to pay more for a pass if I knew I could come to campus at any time of day and get a spot instead of me having to waste my gas and have my wife drop me off so I don't need to wait 3-4 hours before my class starts to get a spot.
685. build a parking garage.
686. More frequent bus routes
687. Put in more general parking lots
688. Install electronic lot full indicators so people are not driving around the lots trying to find a space. Have a waiting area like at airports
689. Assigned (in other words, guaranteed) parking spaces for full-time staff.
690. Remove all of the parking meters, so we don't have to pay for a parking pass, then parking meters on top of it when there are no spots (everyday).
691. To actually be able to find a parking spot on campus without being late to my classes.

692. Since tuition dollars are not allowed to be used for the HSU parking program, as stated by law, then HSU absolutely cannot increase our tuition to make parking more accessible to students. I suggest that HSU apply for a grant to build parking structures or use the money from the parking permits.
693. Create shuttles going to downtown
694. More parking availability for those who do not live really close to campus in Arcata, such as designated spots for McKinleyville, Eureka, Trinidad residents.
695. Create another lot if that's possible, I feel like if there was more parking - more people would buy a pass.
696. Parking needs to be more convenient, and more available for all locations across campus. I feel HSU's neglect towards accommodating students who drive or carpool have compromised the success of many students, including myself. I would find it immoral to continue raising prices for student parking when availability for both meters and parking permit spaces are inconvenient for students, and HSU should provide more student parking around campus that spans for the length of the classes around that area to compensate.
697. HSU should charge more for parking, remove spaces, and remit the funds to cover better public transpo and bike/ped facilities on campus. HSU should work with caltrans to remove parking on the bridge to Sunset/Foster, and continue the Arcata bike trail all the way to campus. The intersection there is extremely dangerous. B Street should be pedestrianized or become a priority pedestrian zone similar to a woonerf.
698. have enough spaces available so that I don't not have to pay for an annual pass and pay for a meter.
699. Provide more parking
700. More parking spots, take away one-day permits, I pay a lot for a year parking pass then all the parking spots are taken by day passers.
701. More parking
702. Ensure adequate number of new parking spaces created so that those with permits can reliably find an empty space.
703. More available parking. On campus parking runs out by 805am
704. develop more parking spaces
705. Make a parking stucture
706. ADD MORE PARKING SO I CAN PARK IN THE MORNING
707. Help AMRTS alter buses so they all accept bikes! The buses that come near my house won't accept bikes which is really frustrating. Maybe increased parking permit costs for people with no physical disabilities that live close to campus and/or on an easily accessible bus line to offset costs for lower costs for people who are farther away or have physical disabilities and/or have crappy bus service.
708. Allowing for ENSURED parking spots... parking is already TOO expensive to have to drive For an hour and still not find one available spot

- 709. A better system for finding parking spots efficiently. Providing more information about transportation options.
- 710. Restrict parking for students who live on campus and can easily walk, bike, bus, or use alternative modes of transportation that are not convenient for those who work on campus and don't live in the local area.
- 711. If HSU can provide enough parking spots so that all students and staff who drive can find parking and not be late to class or work or whatever, that is maximized value in my mind.
- 712. Some kind of parking monitoring app would be great to inform me whether or not driving is infeasible.
- 713. Make a parking garage.
- 714. More parking lots or a structure
- 715. Change the law. Parking is an important thing for students to have access to, it shouldn't be getting in the way of their studies
- 716. Allow parking at meters with paid HSU Parking Permit.
- 717. Week passes? The option to choose how many days we need a pass, but there still needs to be more spots to park in.
- 718. build a parking structure with a tennis court/ rooftop garden. There is not enough parking on campus.
- 719. I don't understand the question.
- 720. I personally don't mind if the cost increases so that there's more parking on campus. As long as I'm able to have a spot somewhere anytime of day I come to park.
- 721. You'll charge us more? Didn't you just raise our tuition? Our school is also in debt, getting rid of the football team..where is the money going!!
- 722. A bigger parking lot (MORE PARKING).
- 723. parking structure fundraiser
- 724. Have more parking available so there will be spots for those passes sold
- 725. We need more parking for students... as long as there were actual places to park without having to drive around for 20-40 minutes looking for a spot, that would be worth it, even if it required more of a walk to class.
- 726. Potentially paying for a service so you can park off campus and have a bus run between campus and the lot every hour between class times and with 1-2 security guards at the location. Or, find unused spaces where there is just grass (space where driving alongside campus there's the grass divider) and put in parking spaces) or maybe a gofundme or similar for raising money to build a parking garage to double or triple space in a parking lot and build it over summer.
- 727. Dont let freshmen park on campus.

728. The prices should not go up. There should be limited parking permits. First come first serve type of method
729. I think it's ridiculous to put this onus on the students. A year or so ago our tuitions were raised. When I asked around my peers were under the impression it was to go toward building another parking structure. Others said it was to improve campus infrastructure, and move forward with retrofits that have been postponed for years now. Regardless the extra money each and every student had to pay has not gone toward anything I, as a student, have seen. I think it's insulting to raise prices, whether they be in parking passes over a year, a semester, or a day. HSU is already way over capacity, and it is plain to see by the issues students and faculty face every day with parking. I don't think prices should be increased AT ALL. HSU can maximize the value I receive by actually making what I pay worth it. If I spend \$150 for ONE SEMESTER of parking, I better have parking available to me every time I need to park on campus. If I'm already paying the school thousands of dollars to attend HSU, on top of paying rent, buying my own food and school supplies, as well as trying to maintain a healthy level of living, I will not want to pay any more just to try and find a spot for parking. HSU can maximize the value I receive by respecting me, and the rest of my student and faculty body, by making our educative and academic goals accessible. HSU can "maximize my value" by redistributing the funds that disproportionately benefit administrators and higher ups--individuals not even directly involved in the education process--and giving it back to the students and faculty in the forms of new and plentiful parking structures, updated and revised infrastructure, and on-campus resources such as more availability at the student health center, more jobs for students, and opportunities to engage directly in the administrative and legislative process of universities.
730. I talked to peers last semester who notified me that prices were already increased for the construction of another parking lot, which has not been built. I feel as if the school is lying to their students about the raise in tuition and fee prices and where the money is actually going. We already pay so much for an education and to have to pay more and more each year for things unknown or things that don't actually help the consensus of students is ridiculous.
731. Electric bicycles or scooters.
732. More spaces.
733. Build a parking structure!!!
734. cut sport funds
735. Have more parking spots
736. Parking garage
737. I already can't afford a permit so I would just continue to walk.
738. Stop over selling parking passes if there's no spaces.
739. I am very willing to pay more, even a lot more, if I knew I would have an available parking spot on campus any time of day.
740. idk i dont drive

- 741. Make more parking spaces.
- 742. Having more parking
- 743. Build a parking garage! Somehow guarantee faculty parking spaces (especially those of us with children who cannot use alternative forms of transport).
- 744. More parking spots
- 745. More available parking spots
- 746. More infrastructure, build up for more parking spaces.
- 747. To guarantee a parking spot when buying a student parking pass
- 748. Assigned parking spots
- 749. Offer more parking on campus. There is no point in getting a permit if there is nowhere to park.
- 750. If I had to pay may for parking there should be a roof to park under so I dont ruin my soft top. there should also be more helpful ammenities.
- 751. raising pricing will only reassure me not to buy a damn parking pass.
- 752. I don't know
- 753. There's nothing realistic HSU can do to maximize the value. Unless they can gaurantee parking or provide more parking spots, it's not a value by any means
- 754. Last semester I paid for a semester long parking permit, and used it maybe once or twice a week, because I could never find parking in the lots that it was good for, so I ended up paying for parking for my six hours of classes three of the five days most of the time, which was really frustrating. It felt like I'd thrown my money on my parking permit down the drain. It would be really helpful if there was a parking structure or bigger lots.
- 755. Stop having us pay for things that are useless.
- 756. Take the Campus Events Field and turn it into a parking lot since no one ever uses that field anyways.
- 757. Have enough spaces for the permits that are sold.
- 758. More direct route busses and pay for parking only on the days it is used
- 759. More parking spaces! It's very frustrating to pay for parking all year and not be able to find a spot when I get to work in the morning.
- 760. Increased availability of parking space, I've heard staff and students talking about having difficulties finding a parking spot. Although I don't own a car or have any friends that own a car so this doesn't really concern me
- 761. I'm not sure I understand the question and can't answer this.

762. I really like the covered bicycle parking and use it all the time at the BSS and used to use it at the library before the BSS was constructed. The showers in the BSS are great and if I rode a longer distance I would use them more often.
763. Expanded lots and assigned parking spots for on-campus residents within reasonable walking distance from their dorm. Expanded lots/shuttle services for students that commute from off campus.
764. More parking spaces would be nice.
765. Listen, I have a hard time affording the permit as it is and had to wait a month for my fin aid before i could even consider buying one. If you NEED to raise prices, there should really be plentiful parking spaces available, otherwise what's the point of even buying a permit to begin with?
766. Guarantee a parking spot for people who pay. Arcata thrives off of ticketing HSU students, who even if they pay for a parking pass still have to resort to four hour and get tickets too! I've paid for the pass, would leave an hour early, not find parking, park in four hour and get tickets because I have no other choice. So I pay for the pass and get 100 dollars in tickets. This is an issue!
767. The schools has parking issues and housing issues. Honestly they need to stop accepting more people than they are fully aware they cannot handle.
768. I just want to be able to find a parking spot within a reasonable time.
769. Get more parking spots
770. Discounted parking permits for handicap drivers.
771. Well, maybe the vice presidents could take a pay cut and get some parking to support the students. They are here, afterall, to help the students. Student success should be number one priority at HSU.
772. The ONLY way any student would accept this is if MANY MORE parking spaces were made. There are not nearly enough parking spaces on campus to charge students more than the ridiculous amount they already pay.
773. Build a parking garage.
774. Create more parking spaces so that people aren't wasting money on permits that can't be used due to lack of space.
775. Abundance of parking spots well spaced, well maintained and spread throughout campus
776. More parking spaces. Especially to ensure students who do purchase a pass a spot to park in campus.
777. More parking spaces
778. Make sure that if I pay for a parking pass I can actually use that parking pass and park on campus.
779. Student only buses that go to a pickup location in Eureka, Arcata and McKinleyville. Or, a pay to ride bike system on campus and off with a large lot in SunnyBrae for commuting cars to park.
780. If HSU has the nerve to increase the parking permit cost, there better be a giant parking garage built before I graduate. The parking permit at CR was \$70 for the whole year. I don't see how HSU would ever

need to increase the cost to park there when there are only tiny parking lots in inconvenient locations -- combined they may be ten percent of CR's parking lots.

781. Adding more parking spaces and possibly lots in more convenient areas.
782. Stop selling more parking permits than there are spaces. Build a parking garage.
783. I have not seen any evidence that ANY money from the sale of parking passes being used to improve the quality or quantity of parking on campus over the past 3 years I have attended HSU. I have no idea where this money goes, but I am disgusted with our current parking situation. We are overcharged for parking passes that are useless because there are no spots to park in. And our alternate is to pay more to park at a meter even though thousands of students pay \$300+ yearly to park. Even suggesting increasing prices is a fucking joke.
784. Closer parking, maybe designated spots registered with the parking permit so people who don't have a permit can't easily park there or "get away with it" if they do.
785. more parking options! guaranteed parking spaces
786. maintenance and improve the parking lots
787. parking passes overpriced???.....use that money or take donations or meter moneythink of the students!
788. More parking!!!! Students are literally missing class because of lack of parking and they HAVE passes.
789. HSU can build a parking garage. Either location by the J or by the market place would work.
790. I personally believe that our parking lots are really good and that it doesn't cost anywhere near as much as the university makes from it to support it -especially when many of the potholes and weird tree root problems haven't been addressed in my 4 years here. HSU is NOT a for-profit university and should really rethink the silly things they do to line the pockets of president Lisa and her associates
791. Well maintained roads and lots should be the first priority since that is what gets used. If there is a major concern about the number of spaces that should be addressed second keeping in mind that increasing the number of lots obviously increases the upkeep. One possible solution would be to have an off campus lot with a bus or bike system leading to the school.
792. perhaps employees on sites assisting drivers of lots being full or open spaces available
793. To maximize the value that I receive I think it would be best to have more parking space.
794. The parking price is already ridiculous. Take away the meters and make more permit parking so that the people who are paying almost \$200 a semester to park can do so.
795. Subsidize student parking. Also why would I buy a parking permit if I can't park on campus? If you build it they will come...
796. more parking spaces, parking scattered over campus more, more "two hour" or "three hour" parking on campus so students that only have one class can get a parking spot so the long term parking is less crowded

797. More parking spaces needed. Several times, I have purchased a pass and never found a place. Physical limitations and the need to haul heavy materials mean that driving or being dropped off are my only options.
798. More available spots. It's not worth it to me to buy a parking pass if I'm unlikely to get a spot when I need it.
799. guaranteed parking-
800. More general parking
801. Use all the money from this years parking passes to build a new lot? Why are you asking me, this isnt my job.
802. by adding additional parking spaces
803. More spaces.
804. Build a parking garage a various locations on campus, would ease the amount of driving around and not being at class. Additionally maybe not over selling parking passes, and only sell based on number of spaces available.
805. More parking space
806. Additional parking, possibly a vertical parking structure in increase space available.
807. Is this what this survey is about, raising parking rates? You could build a parking garage at the old hospital, or add an extra deck in the main parking lot, and lower parking rates. Provide secure parking for bicycles, too.
808. Cut down some trees and make more parking lots or put in a parking structure next to the j or take the unused field by the natural resources building and turn that into more parking
809. Just follow the law. A student should be preparing for the costs of obtaining higher education. If they cannot afford to attend school, they can go to junior college first.
810. Grants to go towards parking student funding in the form of clubs created to help fundraise.
811. Make it so that transportation is offered to both staff and students. Designing the campus so that students and staff can park whill working with the camunity to come up with a better plan that for know dose not have to be 100% sustainable.
812. Parking lots! Parking garage!
813. N/a
814. Provide more available parking spots for students.
815. There is no way I would pay for a parking pass even with the price being what it is now
816. More parking

817. How at this point is it self supported? Unless you are overpaying your parking attendants there is absolutely no way that you are using all of the money received from students who buy parking bases.
818. Guarantee parking for those who pay for passes. Increase the available parking spaces
819. I think that HSU should install a box at each parking location where parking tickets can be reused by many different people. However, the prices should decrease by at least \$1.00 for the people who end up purchasing the tickets that other people may use. There should definitely be more areas for on campus parking, but not metered parking as it costs more than the daily parking permits themselves for students who are on campus in classes most or all of the day.
820. More parking spaces.
821. Make sure there are enough parking spaces for all of the permits given out.
822. make more parking available for everyone I can't ever even find parking
823. Have more Parking Spaces
824. Parking structure
825. more parking spaces
826. I am sure HSU has enough money to build a parking garage in place of the big general parking lot. A parking garage about 4 stories would be much more sufficient than the way the parking situation is now. Chico State has 2 or three parking garages and the parking problem is nothing like it is here at HSU. I am sure the college has enough funding coming in to figure out how to make this happen considering the college gets a certain amount of federal funding every academic year for things like this. I do not feel the college should screw students over more than they already do expense wise with the parking situation, therefore I do not think that prices should be raised for parking when we cannot even find parking 3/4 of the time.
827. Build a parking garage about 5 story high.
828. More spaces so that I can actually get one in the AM and not have to get to campus over an hour earlier just so that I can spend 20 minutes looking for parking, by making sure I get a spot. Make the metered spots on campus- paid by parking passes.
829. More parking, parking garage maybe
830. Make it easier to get parking
831. Free parking after 5pm on weekdays. Withit getting dark early, those is evening/night classes do not feel safe taking the bus alone, riding bike home or walking far to car parked on street. Safety is key.
832. For a commuter to receive guaranteed parking, to which those parking remain close to campus.
833. A guaranteed parking space.
834. If we pay, we need access to parking spots when we need them. The idea that you pay for a pass but you are not guaranteed a parking spot makes me feel cheated.

- 835. More parking damn it this is ridiculous.
- 836. Make the bus system better. Meaning more running buses, after all we do have to pat for this.
- 837. MORE PARKING SPOTS!!!!
- 838. More parking spaces.
- 839. Having enough parking spaces.
- 840. Very sad and concerning that parking services would consider raising rates-- already one of the highest fees in the CSU.
- 841. Build a parking garage.
- 842. easier access to other buildings
- 843. More parking
- 844. Look people... you have an awesome racket going and stiff authoritarian staff and admins that can't be flexible and do what is "green" or "good for employees"
- 845. We need more parking. It's ridiculous that I have to pay \$300 to park, when I already live on campus, but I only use my car at night or in the weekend because otherwise there won't be any more parking
- 846. Offer more parking spaces such that parking passes have guaranteed pragmatic value.
- 847. Nothing parking is fine
- 848. Actually have spaces available.
- 849. At College of the Redwoods, where I also teach, parking passes are part of the compensation package.
- 850. Garnish the revenues generated by the California State Lottery to pay for the new underground parking garage.
- 851. More parking spaces.
- 852. In the interest of minimizing the University's out of pocket cost, I would suggest increasing the number of bike racks on campus and increasing the hour limit on select metered parking areas (6 or 8 hour limit) along 14th St and near the library. I would also suggest an increase in motorcycle parking spots, which would be attainable with existing pavement space.
- 853. Guarantee enough spaces for staff and faculty parking--quit selling more permits than are spaces. Develop smart lots and apps that allow us to see where open spaces are.
- 854. There should be enough parking for people who pay for it. That's the only thing I hear about parking on campus.
- 855. To be fair, just more parking availability that isn't metered! There is so much parking available and when I already pay 300 and something dollars for my pass, I find it ridiculous that I have to get to campus an

hour and a half early in order to find a parking spot that I don't have to pay for or risk getting a ticket for parking there when I already paid such and such amount for a pass.

- 856. Prices should not need to increase since HSU already sells way more parking permits than there are given parking spaces.
- 857. Guarantee parking for those who purchase a parking pass. make room for more 4 hour parking on campus. building a two story parking structure. stop selling an excess amount of parking passes, just enough to fill up the spots on campus.
- 858. They should lower the price of HSU campus parking permits so that more students could afford it. I feel they would get a much better profit.
- 859. More parking on and around campus
- 860. BUILD A PARKING GARAGE! I'm 99% sure that no one on campus will protest against you asking us for more money to be used to build a parking garage. That way we're not using more land we're just building up.
- 861. Have different prices for the lots. For example if it's a lot near the school charge more. If it's a lot further away from school charge less for that specific lot.
- 862. Provide a lot more parking spaces.
- 863. Ensure that a person with a parking pass isn't in a situation where they can't use it because they couldn't find a spot. If parking is going to cost more, it must be "more available" or else the gap between cost and quality becomes even more intolerable.
- 864. Not exactly sure what you mean... would this include increase in price of parking pass to guarantee that I can find parking on campus without driving for more than 5 minutes (usually drive between 20 minutes to 1 hour and sometimes give up to stop wasting gas and work from home) then yes an increase in parking pass cost would be reasonable.
- 865. Improve availability.
- 866. More available parking
- 867. If I buy a parking pass, I should be guaranteed a parking space.
- 868. A purchased permit should ensure parking at any time of day.
- 869. More parking spaces. Build a garage. You have the money.
- 870. I feel like the most logical way to justify raising prices would be to increase the number of available parking spaces for students
- 871. Offer credit incentives to carpoolers and Staff/Faculty JackPass users, and credits for not using a parking spot for a day if you purchased an annual permit. That might inspire me to walk to work more often. Unfortunately, I don't know how the credits could be tracked.
- 872. Expand lots and 4hour parking zones. Increase to 5 hour limit

- 873. Make sure there are enough parking spots for the typical number of vehicles at HSU.
- 874. Actually having enough parking. Put a cap on how many permits you sell or get rid of the meters or the hours required for a permit. Like 8-5 instead of 10 pm.
- 875. A parking garage is totally necessary. People are spending time and burning gas to use their permit that they already purchased.
- 876. Create more parking spaces.
- 877. Not only can HSU maximize value but they can also make transportation more sustainable and even zero emissions!! Not that electric vehicles are cheaper to own over their lifetime but there are many more affordable options as well as options for all types of needs. Electric bikes are the future because the cost as well as speed to move a person a mile is unparalleled. It costs me 25 cents to ride my electric bike 14.6 miles to school and it only takes me twice as long as driving.. all while emitting 0 carbon because I use solar to charge it.
- 878. Ensuring that parking spots are available. It is very frustrating to pay for parking permits, but to have to search, sometimes for up to an hour or more, before finding a parking spot, then being docked vacation time and having frustrated co-workers.
- 879. By making sure there is actually parking on campus.
- 880. Guaranteed parking spot.
- 881. If you can make sure I have a parking spot whenever I need it, I'll pay more. If you can't do that you're going to have an uprising of angry students.
- 882. Enough availability that it's always possible to find a spot
- 883. Ban freshman who live on campus from having their cars on campus. This is something most Universities do in large City to make it more attractive to upperclassmen to have/purchase year round parking permits.
- 884. build a garage!
- 885. MORE PARKING DUH
- 886. Make sure we get a spot.
- 887. Tuition keeps rising and the quality of the University keeps declining. HSU can maximize the value by cutting inflated administrative expenses in order to offset the increase in student cost.
- 888. Don't oversell parking permits by the hundreds/thousands, or don't allow residents to utilize the same parking spots as the commuters.
- 889. Guaranteed spots
- 890. I don't know
- 891. Put biking as your number one priority

892. I should be able to quickly find a parking spot any time of day.
893. Make more of the side streets on campus to be permit only instead of parking meters.
894. I don't mind paying a little extra as long as I am able to actually find a parking spot on campus.
895. Prices should not increase. Frankly price gauging employees is bullshit.
896. Guaranteed parking spots. Cars and bikes to use for errands or appointments off campus.
897. By using the money to provide parking spaces and transportation. the increase in cost would be worth the increase in safety and availability
898. Make sure there is more parking available.
899. more parking lots
900. Maximize convenience. If I have to pay more I should have to walk less. If I have to pay more I shouldn't have to spot hunt for an hour.
901. I don't mind paying for parking if I there is parking available. It is horrible now.
902. Fundraising
903. More available parking spaces, the current lots are often filled up by the early morning.
904. Guaranteed parking spots
905. Build a parking garage already. Parking has been an issue since I first arrived on campus in 2002 and few spaces have been added. Certainly not enough to accommodate increased enrollment.
906. guarantee all students who purchase a parking pass on-campus parking. have more parking.
907. Parking is to expensive already, I cannot see justifying any price increase
908. PARKING LOTS SO MANY PARKING LOTS OR A PARKING STRUCTURE THAT GURANTEES SPOTS FOR EVERY PERMIT BECAUSE YOU GUYS TOTALLY OVERSELL
909. Don't know
910. I simply cannot accept that you consider raising prices for the poor quality of assurance you can give for parking.
911. I hate to say it, but maybe a multi floor parking structure would be good, as parking is so limited, but more parking could also cause people to be less interested in alternate modes of transportation. Maybe on campus parking passes could be more expensive but also promise the likelihood of actually getting a parking spot as opposed to just being a "hunting license"
912. Paying for a seasonal/annual pass should at the very least, guarantee a parking space during a given time slot.

913. HSU can maximize the value by actually enforcing a limit on the number of passes that are sold. I feel that HSU Parking essentially robs students, faculty and staff of their money by selling an unlimited amount of passes when there is clearly a lack of parking spaces. HSU should use the profits of semester/year parking passes, daily parking permits and parking meters to fund the maintenance of parking lots. I say this because quite a few of the parking lots on campus have pot holes that are dangerous to both pedestrians and drivers. The profits earned should also go towards creating new parking lots and/or structures for the growing campus community. It is absolutely ridiculous that students should have to suffer from lack of parking spots, no matter how early they arrive to campus. While the answer is always to use other modes of transportation, this is not always feasible. As a full time student who also works 20 hours a week on campus, I am often at school 12 to 13 hours a day. In order to take the bus to and from my home in Eureka I must leave an hour early in order to get to school/work on time because of the lack of regular buses. This hinders my health because I have to wake up earlier and thus am sleep deprived. You may be saying "go to bed earlier" and I truly wish that was a possibility, but as I mentioned I am on campus until usually 7pm, which means I must wait until 7:30 for the bus to arrive and spend another 30-45 minutes getting home. So, while it may cost more to me and the environment to drive to campus, it is worth it be able to take care of myself and arrive to campus and back home at a convenient hour. I know there is resistance from the community and HSU to build more parking lots or a structure because of the environmental impact, but maybe HSU should first consider the environmental impact of continuing to admit more students than it can sustain. I also find it a little ridiculous that HSU needed to outsource creating a better plan for parking to a corporation, thus not using parking funding to fix immediate issues such as the potholes I previously mentioned.
914. Stop issuing citations to those who have parking pass but was unable to find a parking spot.
915. Making sure you dont over sale parking passes, that way everyone that has a pass can make sure they have a parking space. Guarantee a parking space. Making more parking spaces available for students.
916. I don't understand this question
917. BY BUILDING AN ACTUAL PARKING GARAGE, if you don't get to campus by 8... no parking. or at the very least if you charge people high fees for a parking permit I would pay more to have guaranteed parking availability
918. more spots
919. Have open forums between administration/staff/faculty/students to discuss options
920. I won't use a parking pass if it increases. I am already too poor.
921. Disincentives local commuters (city of Arcata) from driving and buying permits, allowing long distance commuters to drive. Incentives ride share participants with good parking spots and reliable parking spots. Make better bike paths on and to campus to allow bikers to get to campus safely. Provide more secure storage for bikers (bike barn, bike lockers, etc) use of such facilities should not be charged. Super excited for bike sharing programs, allowing people without the means to buy a bike or maintain a bike to use a bike to cut carbon emissions in their life. The prices currently are too steep for users. 20 for a few hours!? That's crazy.
922. Just make sure parking will be available and ensure students do not have to move their cars between classes.

923. Add as many parking spots as possible.
924. Only sell enough passes as you have parking spots. Build more lots
925. Lobby to be able to use State or tuition money to construct parking.
926. PLEASE make more parking spots.
927. Have the redwood regional transit have more times on the weekend and weekdays. I sometimes go to the school on weekends when the buses don't run and I often have classes or clubs that END at 9pm.
928. Have more reliable parking spots
929. As students we are paying (\$300.00/yr) HSU to provide us with parking. This is the agreement into which we (student/university) enter. The university is failing to hold up their end of the agreement. Thus, the university is providing a service which we pay for and receive nothing in return. Should we choose not to enter into an agreement with a party we know cannot provide us with the service they promise, we are rewarded with parking tickets.
930. Add another lot. Many people commute without a car. I don't think it's unreasonable to add a lot.
931. increase the number of lots and closer locations to buildings. for example founder's hall.
932. Make sure there are more parking spots.
933. Wouldn't it be more likely that you would have to either convince others that parking isn't an option on campus, though it is, or convince them to park elsewhere for the time?
934. I dont own a car
935. Have more general parking. It doesn't make sense to increase prices, if people are not able to find parking at a decent time.
936. I find it frustrating that there are staff parking lots that have spaces available, yet I see staff permits in the general lots. Residents as well, there are only so many spots, trying to do things the correct way seems futile. I will not purchase a pass in the future.
937. More parking spaces
938. I would be willing to pay more for a parking pass if there was actually a place to park every day with out the stress of driving around for 20+ minutes every day.
939. Are you serious? The prices are too high as is because everyday it's an ordeal to find a spot. And the restricted areas are not at all well designated or identified. It's beyond frustrating. I've seriously considered not even going to school here anymore because parking is just too impossible and expensive. There aren't enough spots, the lots aren't located close enough to the classes I attended, and I get too many tickets from parking in restricted areas that aren't designated as restricted. It feels like I'm purposely being screwed by you guys.
940. prices should be based on where you live. some people live in sunny brae yet drive to school everyday, and others come from eureka, mckinleville or further and it takes way longer to bike, and the bus

passes every hour or longer so if you miss it you miss class. priority should be given to those who live further and need to drive more than those who live close by.

- 941. If I buy a permit I would want be ensured that I will have a parking permit
- 942. Increase the amount of parking spaces, I can rarely find parking on campus
- 943. There's no point in having a parking permit unless you have class at 8am cause there won't be parking, basically your screwed
- 944. More parking spaces and availability
- 945. Make more parking spots please!
- 946. Find a way to add some parking, and be consistent when checking parking lots for unauthorized use. There are many times when students (possibly athletes) are parking in staff/faculty lots near the KA/Forbes area, or in loading zones for hours with no repercussions, so they just keep doing the same thing. It does not make sense to focus on adding more student enrollment without having the classroom space or parking area for them. Consider limiting first year student parking permits as other universities do. Hire less administrators as these positions are outweighing the workforce on campus.
- 947. create more incentives for folks to use alternative forms of transportation
- 948. no increase to parking fees
- 949. More parking spaces
- 950. Guaranteed parking spots
- 951. As long as there are more available parking spaces I would be willing to pay more for a parking pass. However, I would preferred a sizable discount for purchasing a year pass instead of semester.
- 952. Sell the amount of permits equal to the amount of parking spots.
- 953. Provide an app that gives me a count of spots available and the parking lots they are in
- 954. If prices increase there should be a greater number of spaces available to students.
- 955. Allow WAY more parking spaces. If the cost increases, there is no way I am buying a parking pass.
- 956. Provide more parking space for staff/faculty and provide long-term parking for Resident students who just leave their cars parked until break to go home. If you were to come to campus at 11pm at night the general parking lot is FULL of cars from the resident students.
- 957. More parking spots.
- 958. Availability. I don't mind an increase in price, so long as there is parking available (I wake up at 7:00 am to find parking for my 10:00 am courses).
- 959. More parking spaces are NEEDED
- 960. MORE PARKING

- 961. MORE SPACES
- 962. By working towards easier and more convenient parking.
- 963. guarantee parking
- 964. Ensure that there are enough parking spots for people who have parking passes.
- 965. Add more parking.
- 966. I am willing to pay more to maintain parking but only if there is guaranteed parking for me. I don't want to buy a permit and still have to park at a meter or somewhere in Arcata because there aren't enough spots for all the permits sold on campus.
- 967. Inform the students.
- 968. I would be willing to pay more to ensure that I have a parking spot when I arrive on campus.
- 969. Lottery for paid slots
- 970. Its ridiculous that you sell more parking permits then their is spaces. If I was guaranteed to find parking at any time during the day Monday-Friday 8am-6pm I wouldn't mind. Either dont charge us as much for parking if you wont create more spaces.
- 971. I would be willing to spend more for guaranteed parking, even if that meant taking a shuttle or walking a longer distance from a parking structure.
- 972. Have available parking for students, staff and faculty. All the time.
- 973. Adding more permitted parking areas
- 974. Guaranteed or reserved spots is one I hear from those who drive.
- 975. By either limiting the number of passes sold, increasing on campus transportation options, or increasing number of spaces so they aren't all gone by 8:30am
- 976. More parking, more bikeshare, find somewhere nearby campus that we can park (cheaper??) and bike in or walk in from there...
- 977. By not overcharging us.
- 978. More parking spots and working with the Humboldt Transit Authority to have buses more frequently as well as working with the City of Arcata to lower parking meter prices and to allow parking meters to take credit/debit cards.
- 979. More parking spaces! Even arriving at 8am there is hardly any spaces. Not worth paying \$300.
- 980. Having a reserved spot
- 981. Not overselling parking passes, meaning selling more than the spots available on campus. It is infuriating to think that the university is taking money from students for a service they are unable to provide. Raise

costs? I paid for a YEARLY pass I only get to use a few times out of the week because I CANNOT FIND PARKING. I doubt a price increase will go over well.

- 982. MORE PLACED TO PARK
- 983. Provide a guaranteed parking space for staff, even if it was located far off campus and a shuttle to and from the site was provided, this would be the most significant value.
- 984. Dont sell more parking permits than spaces, lay off meter maids. They are expensive to pay and less of them will reduce cost
- 985. donations, kick-starter in the community,
- 986. Parking garage please
- 987. If we have to pay more for the permit then tickets need to be cheaper. HSU Parking services is ridiculous with their ticketing procedures.
- 988. Enough spaces
- 989. Have enough spaces so buying a pass garentess a parking spot. It is ridiculous to pay almost \$200 a semester and still not be able to park on campus if your class is after 8am.
- 990. HSU can maximize the value I receive by having enough parking spaces to accommodate all students who have parking permits. I refuse to buy another permit because they in no way guarantee that I will receive a spot. If you're not at school by 7:50 in the morning, with or without a permit, there is nearly NO chance at finding a spot in any of the general parking lots. This is absurd.
- 991. I imagine for people who park on campus the value could be maximized by having more access to parking - perhaps going vertical in terms of providing parking for vehicles. Alternatively, purchasing a lot off-campus and providing shuttles might also increase the value for students who drive to campus.
- 992. By making sure that if you buy a pass there will be a spot to park.
- 993. By creating more parking spaces significantly.
- 994. longer time for the money
- 995. If I'm paying for a parking permit there should be parking available.
- 996. Provide enough spaces for people to park in.
- 997. If we are paying more, we need to have more space.
- 998. I would be perfectly happy if parking prices were raised. Maybe that would encourage more faculty,staff, and students to ride/walk/use public transit.
- 999. Don't sell more permits than you have parking spaces!!!!!! There is no value for us with the way you currently do this
- 1000. Create a parking structure

1001. I think that at least one medium sized lot would ease a lot of the headache when it comes to finding parking. This lot could be dedicated to carpool vehicles, electric vehicles, and ride-sharing vehicles.
1002. Already overpriced for no parking availability.
1003. Garuntee me a spot.
1004. Shuttles up-down LK Wood Blvd to library circle (5-10 min intervals). Long-term parking lot with shuttle service.
1005. By changing that rule.
1006. Build more parking spaces OR make a dedicated bus route to and from campus that goes farther than the current transit system more frequently.
1007. I don't know
1008. INVEST IN BUILDING A PARKING STRUCTURE. I WILL PAY MORE IF I CAN GET CONVENIENT PASSAGE TO MY CLASSES. THIS PLACE IS ON A HILL FOR FRIGGS SAKE!
1009. increase the amount of parking spaces (especially by JGC)
1010. No idea
1011. Have available parking
1012. no plan
1013. HSU could maximize the value by ACTUALLY HAVING ENOUGH PARKING SPOTS.
1014. We need more parking spots, not metered spots. Why should i pay for a parking pernit that does not garanteed me a spot. Then i have to pay for a metered spot. Have a designated spot for day pass users. They take other spots that permit holders could be using. Or have no day pass users, they can use a metered spot.
1015. Use what we have, be creative and create less need so we don't have to increase prices.
1016. I would pay double for a parking permit if guaranteed an assigned spot
1017. Build a parking structure please
1018. Not sure, figure it out.
1019. HSU can maximize the value by constructing more parking that is available to employees.
1020. Ensure there will be some form of parking available.
1021. Build more parking. Make sure all faculty have a parking space.
1022. Unless you create more parking spots and allow me to put at least 2hrs into a meter, you can't increase value. Pricing is already a bit too much. Do NOT increase.
1023. Crowdfunding

1024. guarantee that I have a space to park close to my office
1025. Self-supporting doesn't mean to sale more parking tickets than available space, right? I understand the ratio of space and parking permit, but it doesn't mean to sale 2000 permits for 1000 spaces.
1026. By using the money wisely and creating enough parking spaces the first time, and not compromising availability for some other reason not relevant to academics, such as compromising a "view" of the surroundings.
1027. DK
1028. More parking
1029. Making sure there are enough parking spaces for the number of employees who buy parking permits.
1030. MORE PARKING SPACES FOR FACULTY
1031. HSU can either create more parking or they can limit the number of people purchasing permits
1032. Ability for staff/administrators or departments to purchase dedicated parking spaces at significantly increased rate.
1033. more parking for staff/faculty
1034. By providing motorcycle parking in more areas on campus. Or not ticketing motorcycles for parking where otherwise it would be legal by state laws if off campus. The parking fee has stayed the same since last semester to this semester. However the motorcycle parking has shrunk due to 17th Street being closed off.
1035. INCREDIBLY SIMPLE. HAVE EACH FACULTY/STAFF MEMBER ASSIGNED THEIR OWN PARKING SPACE!!!
1036. I'm not really part of the driving/parking community! Maybe students with permits are able to park free at meters on the weekends? Or... I don't know, if new lots are built add solar panels? I'd be willing to pay for parking I new had a positive impact on energy use.
1037. Assure that parking spaces are actually available.
1038. Put a parking lot where the Annex is located.
1039. Provide more parking spaces
1040. Encouraging alterative modes of transportation, but also adding additional parking spaces.
1041. By including more spaces to park in. Its simple, the value is in the time spent looking for available parking spaces. I go to school to learn and educate myself and shouldn't have to get to school 30-45 minutes early just to get a parking spot. I have too much going on between work and school, parking spots should be plentiful and abundant.
1042. By allowing faculty to purchase RESERVED parking spaces!
1043. Provide more available parking spaces and/or reduce parking ticket prices and/or don't give two tickets to a student's car in a 16 hour period.

1044. hire fewer meter maids
1045. I am a 10/12 employee, but my permit is an academic permit, so even though I have payroll deduction for parking, I'm forced to purchase parking permits for the two weeks before and after classes. I'd like my permit to coincide with my 10/12 schedule.
1046. Make staff parking lots staff only, no general passes
1047. Do not raise costs by building more parking.
1048. Make it possible to find parking after 8 am, maybe by limiting parking passes for those that live under a mile away
1049. ensure me a parking spot
1050. There should actually be a space available since I am paying for a space. What am I paying for if there is no space?
1051. More parking spaces ! It's ridiculous that I paid over 300\$ and am not guaranteed a spot here in the morning. Seems like a \$\$\$\$ trap all around campus with ticketing for the city, they could at least give a grace period of the first two or three days at the beginning of each semester. The college brings so much \$\$ to this area it's sad the city is even more greedy about giving tickets to students who pour money into the local economy, if this is truly the "Humboldt Republic" people brag about then get the city to stop screwing over the broke students to make money when we already pretty much drive it. Or better yet, be competent as a campus in taking care of your students and provide enough parking for those of us who commute.
1052. MAKE IT CHEAPER
1053. Assigned parking spaces
1054. More parking spots available! I would be willing to pay more to park if I was guaranteed a spot.
1055. Build bigger parking lots so there is more available parking spaces.
1056. repair the lots some are really bad
1057. I'd be ok with an increase in fees to support the construction of a multi-story parking garage somewhere on campus. We need more space for cars, especially if the university is looking at increasing the student body size.
1058. Well we already had tuition go up, and yet they enrolled over 1,000 students as freshmen. So if they tired tuition again and it went to parking I wouldn't mind it because it is something I would use. They maximize the value by making sure the pricing going up is strictly for parking only. I don't want to pay more money to help something else because this is about parking only
1059. Motorcycle Parking should be Free.
1060. Have enough parking spots
1061. Add more parking

- 1062. assigned parking
- 1063. More parking possibilities, the parking at hSU is awful. If you are going to raise the prices of parking you need to provide more parking. This is ridiculous for people who have to drive to campus. I'm constantly late for class because I am trying to find a parking spot.
- 1064. Add more parking spaces.
- 1065. More parking spaces. Even if construction brings up to the prices
- 1066. Create a new parking structure or lot, the pass is not worth the money if you cannot find a parking spot after 8am.
- 1067. Staff parking in the BSSB lot. Staff parking for the actual number of staff on campus. This can be an auxiliary location as long as transportation back and forth is convenient.
- 1068. Having more accessible parking would allow for more income since people don't feel more required to park off campus.
- 1069. Build o central parking structure so there are enough spots. Currently there aren't enough spots on campus to support the number of parking permits issued so there is no point in buying one.
- 1070. prices are already way too high. \$0.25 for 20 minutes of parking?! if prices had to increase even more than this, there is nothing HSU can offer to make up for exuberant parking prices. maybe a free car. or maybe let PARKING PASSES PARK AT METERS!
- 1071. more parking spaces
- 1072. Provide more parking spaces so staff, faculty, and students don't have to fear being significantly late to class/work EVERY SINGLE DAY. Well, maybe not Fridays.
- 1073. A more guarantee of a spot, and discount/free services for zip/bikeshare.
- 1074. Limit the number of permits so that holders can actually find a place to park. Remove "Reserved" parking from the elite administrators so they can live like their troops.
- 1075. If you used the profit from parking passes students and faculty buy (if there is one), use it to build a parking structure, rather than multiple one layer perking lots. It would take up less space, doesn't have to be that tall, and would allow yo to sell more parking passes (even though they don't sell out anyways).
- 1076. I wouldn't pay more than \$0.50-\$1.00
- 1077. Enough spots for us to actually park if we arrive later than 8:20am.
- 1078. Don't sell parking passes to students who live less then 1.5 miles from campus.
- 1079. keep parking violations internal to campus, and not paid to state of CA; keep a log of license plate numbers with permit numbers to avoid giving tickets to permit holders; give each vehicle one free permit violation/warning before issuing a ticket; do not allow on-campus residents to park near buildings (have a remote lot; and incentivize no-car students with meal points or something they can

use); negotiate with City to allow campus permits in metered on-street spaces within the campus property; coordinate bus routes with class schedules and frequent service to residential areas with student and employee concentrations; improve the bike racks (current racks are easy to steal from, and do not protect bikes from being scratched or from falling over); provide secure, indoor weather-proof bike parking facilities; provide lights, locks and helmets to incentivize night riding and safety; incentivize electric vehicles on campus as stewards - dedicated parking spaces, plug-in locations provide electric bike parking adjacent to electrical outlets; improve secured bike parking at major transit stops off campus to reduce bikes on buses; require all vehicle parking permit holders to take a bike and pedestrian safety class; provide free or low-cost lockers to students and employees without a parking permit; require managers, as appropriate per job duties, to allow employees flexible start and end times to accommodate transit schedules and carpooling. Sustainable transportation modes should be encouraged at all levels, especially top down.

1080. Build a parking structure. Use the money from the permits and tickets to build one. Build multiple floors, provide enough spaces for people to actually find parking on campus and use the parking permit they bought for \$300+.
1081. Build a parking structure, so that there's actually a spot available when I get here.
1082. It will be nice to have enough space to accommodate those that have purchased a "parking permit."
1083. Reduce the number of permits that are given out so that parking is guaranteed and students don't have to worry about moving their cars every four hours or paying at the meter.
1084. More parking spaces. We need to have a parking garage.
1085. I would pay more money if we could add parking structures to our campus!!!!!!!
1086. Have more parking spaces
1087. Create more parking spaces.
1088. larger parking lots
1089. Parking passes shouldn't be expensive and should be limited to the amount of available spaces so people don't buy a pass and expect to get a parking spot because it rarely happens unless you have 8am classes.
1090. Make more spaces available to us. Get rid of metered parking on campus in the name of more permit parking. Stop allowing so many permits to be sold when there is such a lack of space.
1091. Make it possible to get a parking space when you have already paid for a semester or year long pass.
1092. Don't raise the permit prices, it costs more than most books.
1093. More parking, possibly in the form of offsite parking with local shuttling service at regular intervals.
1094. Our faculty and staff numbers have increased, but our available parking has decreased. We need more spaces.
1095. More parking spaces, designated parking spaces

1096. Make sufficient parking available to guarantee parking for faculty and staff.
1097. MORE PARKING SPOTS. WE HAVE 10,000 PEOPLE GOING BACK AND FORTH TO CAMPUS DAILY. STOP MAKING INACCESSIBLE PARKING ZONES, PERMITS, AND METERS FOR THOSE WHO CANNOT AFFORD THEM. IT ONLY SERVES TO PISS PEOPLE OFF.
1098. If prices increase then more spaces need to be created or a guarantee of parking needs to be done
1099. Create more parking spaces or sell less permits. Or stop blocking off free parking indefinitely for no posted reason.
1100. We need more parking spaces.
1101. More parking spaces or no, there is no more value.
1102. I'd like to see where the money goes from the parking passes sold and from all the parking citations, if you're going to increase the price it better go to funding a project directly and keep total transparency
1103. Enough parking spots for permits sold
1104. assigned parking places close to work site
1105. We already have the 3rd highest parking in the CSU system so it needs to be better managed before raising prices is even considered. The only way they can justify any additional cost is by creating 100's of more parking spots and dry, walkable paths across campus to accommodate parking far from campus destination.
1106. More resident parking
1107. Increase permits for single occupancy vehicles on campus.
1108. Guaranteed parking spaces
1109. Create more parking
1110. Create considerably more parking available to those with permits.
1111. They should just be cheaper because you could never find parking...
1112. More parking spots. Don't keep selling passes if there aren't enough spots to accommodate drivers.
1113. Have more parking spots or create a parking structure and only sell a certain amount of parking passes compared to the available parking spots.
1114. By creating more parking spots. Or sell less passes.
1115. More parking spots!
1116. If prices for parking permits increase, I would want to feel that I can find a space to park at any time of day, and that if I got a ticket the fees would be reduced in some fashion.
1117. I have no idea. Just charge more if you have to.

- 1118. More parking spots.
- 1119. Garunteed parking.
- 1120. More parking spaces available, pot holes filled in.
- 1121. More parking lots
- 1122. Less parking enforcement will let people slide easilier and lower maintainance
- 1123. Create more parking
- 1124. Maybe rossbacher takes a pay cut, or better yet get rid of her, and we use that funding for parking :)
- 1125. Have available parking spaces.
- 1126. HSU parking has failed to improve the lack of parking space on campus. Prices continue to increase, but problems are not being resolved.
- 1127. Create more parking spaces. Don't oversell permits.
- 1128. Available parking spaces throughout the day.
- 1129. YOU BETTER NOT RAISE THE PRICES
- 1130. May be creating a parking structure off campus for park and ride and have more frequent shuttles from campus to the parking lot!
- 1131. Guaranteed space for the times I am scheduled to be on campus
- 1132. Create more spaces, and better rewards for carpoolers
- 1133. Why don't you take the money out of over-paid administrative salaries rather than charge the students? Otherwise, I won't support adding more parking options on campus.
- 1134. They should have those counter systems that let drivers know how many parking spaces are available on campus so we do not waste time and be late to classes or work
- 1135. More spaces for general parking. Period. There are an outrageous number of convenient metered spaces that, at least appear to be, managed by the city of Arcata. Some metered spaces are absolutely warranted, they can be indispensable in case of emergency, but I have never seen any institution with the ratio of metered to permitted parking spaces as HSU. It would also be helpful to either mark designated parallel parking spaces on B street and/or in some way enforce poor use of space (ie. someone who leaves half a car length of space on either end that could otherwise fit another vehicle). More 20/30 minute temporary spaces would also be useful. It is infuriating to have to feed a meter or park half a mile away when just needing to run in and pick something up.
- 1136. More parking spaces/Parking Garage
- 1137. Don't over sell parking passes.

1138. There's so much you can do. Obviously, create more places for parking and make signs easier to understand so people get less tickets. Also, my bike was stolen which seems to be a huge problem here, so better security like video cameras near bike racks would be nice.
1139. Preferred parking for carpools is an excellent idea. Lots (not meters) with 4 hour parking limits (where cars must be moved) for staff/faculty would allow faculty to come on/off campus mid day without fear of having to spend 20 minutes looking for a legal spot. Meters that operate on credit cards, campus cards, or by app for payment (who has \$10 in quarters in their car at all times? It is unsustainable). Tiered permits (e.g. level A, B, G, S), where A are preferred spots for faculty/staff (higher price, but could park in any A, B, G, S spot) close to campus center. B are faculty/staff or preferred student spots, but further away. G are general spots (further away) and S are shuttle spots, where you can park at an off-campus shuttle stop and take a shuttle to campus. S would be the least expensive tier.
1140. Increase the prices, especially for fossil-fuel cars.
1141. Have more parking spaces. You sell way too many passes than there are actual spots to park.
1142. Parking garage
1143. Not raising it
1144. Greater likelihood that a spot will be available without extensive searching.
1145. there is nothing you guys can do...
1146. make a parking structure. we have the money, we have the lot all you need to do is build up
1147. Only give out a realistic number of permits according to spaces available.
1148. Day Pass is valid for 24 hours after purchasing. Instead of until the next day even if you got it at night
1149. More spaces available. Even if further off campus, perhaps with bikes to get to campus from a lot
1150. More parking spots
1151. Create more parking spaces, and more staff spaces in particular. Bulldoze the Annex and create a parking lot. Create lots on the University owned property between E 16th and E 17th and Union and Bayview.
1152. A parking permit should assure a parking space. Not wasting time and fuel driving around looking for a space for 15 minutes once you arrive on campus would be the value the permit should deliver.
1153. More parking would mean more parking passes purchased.
1154. Provide more parking. The price is already ridiculous, and if I pay a ton of money I expect to have a parking spot which I almost never get and I have to pay for a metered spot if I can even find one.
1155. Have actual parking available on busy lab days (MW) for students.
1156. I am not in favor of an increase in parking prices. If so then it should increase based on one's salary.
1157. Do not give more passes than spots available

1158. more parking, less enforcement
1159. Offer more places to park for the prices they are asking for in order to get a permit. There is no value in buying the parking permit right now due to not enough parking spots to accommodate for.
1160. Including Zipcar options for staff needing to drive to appointments during the business hours, encouraging staff within walking distance to walk on days with appointments
1161. Guaranteed parking
1162. By taking away the metered parking because its pointless and takes up more spots for people who already have permits and park there because there's barely any permit parking available. Or just limit the amount of parking permits instead of taking everyone's money and stressing students out by looking for parking.
1163. By not over selling parking passes, so that everyone has a spot.
1164. Build a parking garage! The parking situation is ridiculous and driving around looking for a space just burns more fossil fuel. C'mon HSU! I've been here over 10 years and parking is the single most stressful thing about working on this campus!
1165. BUILD. A. FUCKING. PARKING. STRUCTURE. Seriously. You can not expect students to buy the unreliable passes you already provide, much less can you truly expect students to pay MORE for them. I have so much sympathy for my friends that live in Eureka or Trinidad, and can not easily walk, bike, or ride the bus to campus. You are bleeding them, if not robbing them, dry. Seriously, fuck the profit-oriented model of your neoliberal college system AND BUILD A FUCKING PARKING STRUCTURE.
1166. Personal parking spaces/ assigned parking spaces
1167. Create more parking spaces on campus or in a lot of fun campus and have a school car come pick you up
1168. You are not allocating money correctly. Go out to the j parking lot and tell me that the money is being used to maintain the existing parking lots. 150\$ for ONE semester and 3.50\$ for daily parking is clearly not being used in the students best interest. If you raised fees under the guise of funding a new lot, the faculty would likely receive most of the benefits. Outsourcing funding to students who already pay tuition and exorbitant price for parking is infuriating. It is a moral imperative that the school provides affordable parking for students to go to the classes they have paid for.
1169. If I have to pay even more for a parking permit I want to be guaranteed a parking space, that is the only way to increase the value of the permit in my eyes. Having to pay each month and rarely being able to find parking is extremely frustrating already. If my fees are increased and I still cannot find parking I would not be happy. Even currently I feel like my permit has little to no value and if you increase prices without increasing parking capacity I do not see how the value of my permit is going to increase at all. I'd probably cancel my permit and park in town or figure something else out. It just wouldn't be worth it.
1170. I wouldn't mind an extra fee if it meant that I had a guaranteed spot to park every day.
1171. Creating more availability.

- 1172. By providing an adequate amount of parking spaces to meet the current demand and future growing demand of students, their vehicles, and the distance they must drive to school.
- 1173. Offer consistent & reliable commuter services to various locations throughout the Arcata-Eureka area.
- 1174. By providing more parking. The permit is already expensive and offers no guarantee whatsoever that there will be space to park.
- 1175. Providing enough parking for all students. They are robbing students of their money knowing parking spaces are not available to all.
- 1176. Not sure I find paying for parking ridiculous anyway. I already pay the school a ridiculous amount to attend it's frustrating to have to pay more for parking. I understand that there are cost in maintaining it but over a 150 for one semester is outrageous. You should try and find a grant that would maintain the parking area and provide free parking for students and faculty.
- 1177. Not sell more parking permits than spaces parking is a nightmare here
- 1178. More parking spaces
- 1179. Maximize the value by making enough parking spaces so that everyone who has paid for a permit can actually get a parking space.
- 1180. Have not enough info to say
- 1181. If the price must increase to meet those requirements, then use the money that we give the university towards building more parking areas for students who have permits, but cannot find any available parking spaces during the day.
- 1182. Create more parking spots/lots or turn metered into parking pass spaces
- 1183. Actually get a parking space.
- 1184. Have more parking
- 1185. Have a secured spot to park in instead of having to drive around.
- 1186. More parking spaces. Unfortunately sometimes it's necessary to "pave paradise and put up a parking lot"
- 1187. More accessible parking spaces.
- 1188. If the cost of a parking permit is going to increase then those who hold semester or full year passes should be allowed to park ANYWHERE in Arcata, B or A Street specifically without a time limit or need for a City of Arcata Permit and the carpoolin spaces should permit only two or more passengers rather than only three or more.
- 1189. Ensure more than adequate numbers of parking spaces throughout the Campus.
- 1190. Actual parking spots, or viable alternatives. To charge more, when we already are often forced to use metered parking--and therefore pay even MORE--just feels like punishment.

- 1191. Raise permit prices to build a parking structure.
- 1192. More guaranteed spaces during middle part of the day.
- 1193. Make more parking lots it's very needed please it would make everything easier. Even if we carpool were always struggling for Peking spaces!
- 1194. Build a gosh darn parking structure and have more parking. I had a parking permit for years and I have go back home for lunch to take care of my dog. I stopped purchasing a parking permit because I could never find parking on-campus. I park in 4 hour parking off-campus.
- 1195. APC Unit 4 already pays the highest permit fees, so raise MPP & executive administrator parking fees to the max and determine cost by salary for APC 4 & EU employees.
- 1196. Maximize availability of spaces! I pay for a pass, but often end up parking on city streets because all HSU lots are full.
- 1197. Longer than one hour spots at the library.
- 1198. I am not sure. I am a special case. I cannot ride a bike due to previous head injury. I must drop off my child at school every morning. I cannot walk long distances due to hip/back problems.
- 1199. Have more parking available. It is insane that students by passes to park on campus and some barely use it. With how much excess money that the school receives with parking passes they should have enough money to build a parking garage even if its off campus where you can walk or bus from there needs to be more parking if you are increasing the amount of students who attend this school .
- 1200. Gaurnteed parking space
- 1201. making sure there is enough parking for everyone
- 1202. Park and Ride options would be great to promote bus usage. I live on Old Arcata and we have zero bus service. Also carpooling isn't an option because I work in theatre and often orrive at 8:30am and leave at 9pm.
- 1203. A guaranteed parking spot
- 1204. We should not have to pay for parking on campus.
- 1205. provide more parking spaces.
- 1206. build a parking garage so that there are more spaces.
- 1207. More parking available near resident housing. More safer parking. Ensured a spot by your residence on campus. Free parking for guests that visit you on campus.
- 1208. Guaranteed parking for everyone who purchases a parking permit.
- 1209. Guaranteed parking space
- 1210. Build another parking structure. Not everyone lives in arcata

- 1211. No idea
- 1212. Make more available parking, currently even though you have a pass you arnt likely to get a spot after 8:30am.
- 1213. If HSU could guarantee a parking place if I leave for lunch or appointments I would gladly pay more.
- 1214. I don't drive, so I don't care
- 1215. BUILDING A PARKING STRUCTURE.
- 1216. Assigned spots would highly increase the value. I would be astronomically more inclined to pay for a pass if I knew that I would be guaranteed a spot.
- 1217. Increase the number of disabled parking spaces in all lots at the University.
- 1218. Staff and Faculty lots for each building. BSS has no staff lot or spaces associated with it.
- 1219. More parking spaces. Guaranteed spots for permits.. I know that's hard to do, but would be ideal.
- 1220. Limit number of parking passes sold so there is higher likelihood of getting a spot.
- 1221. Keep making the effort.
- 1222. If parking passes prices increase than it should be because there was an increase in parking availability.
- 1223. By increasing the number of parking spots to a number that allows paying customers to feel comfortable in the knowledge that they will be able to find parking and that the money spent on a permit is not simply a waste.
- 1224. provide more spaces for faculty use.
- 1225. honestly the parking pass for humboldt is way too expensive already.
- 1226. More parking spaces. Perferrably, a parking structure.
- 1227. Build a parking garage
- 1228. Guaranteed parking spaces for full-time support staff.
- 1229. Give us more parking options and spaces.
- 1230. Ensure that parking is available to those that purchase permits at all hours of the day. I did not pay 300 something dollars for the privilege of looking for a parking place. I payed to have parking so I could get employment or internship and could come and go as my shedual required.
- 1231. Discount for all year use (not available option in previous question. You have Staff-Academic year but some departments work all year.
- 1232. sufficient parking space
- 1233. more parking

1234. We need more parking spaces. It is impossible to find a spot
1235. There are not enough parking spaces for the number of people who come to campus. Some effort at increasing the number of parking spaces would be a show of good faith to people who pay for a permit but struggle to find a parking space.
1236. More parking spaces
1237. Build/make more parking spaces. Selling more passes than you have for parking should be illegal. Look into American airlines and see how they're doing
1238. They can't. Prices need to be lowered
1239. Stop selling more parking permits than there are places, it's greedy and selfish
1240. More parking spaces!!!!
1241. Increase the number of parking spaces
1242. If you need to raise parking permits and parking passes to construct MORE parking.
1243. Have more available parking on campus.
1244. Guarantee that there is a parking space for every permit sold so people don't have to compete for parking and no student has to stress that they won't find parking before they have to go to class.
1245. more incentive rewards. Such as earn prizes or discounts at the bookstore or the food market.
1246. More available parking spots close to campus.
1247. MORE PARKING, LESS TICKETS
1248. I have no idea what this means. A better question is "how much would you be willing to pay to have a guaranteed spot?" Here's what I recommend: Raise prices high enough so that there are free spaces during the day. Right now permit prices are so low that it's "first come, first serve" which is only good for staff and administrators. Faculty and students have irregular schedules and they are at a disadvantage. I think there should be separate faculty/staff/student lots.
1249. A parking garage with enough space to give me a almost garenteed chance to get a spot when I drive on rainy days.(I usaly walk when weather permits)
1250. More parking spaces. Fewer metered spaces
1251. More parking spaces!
1252. Having more parking spaces and not blocking off large swaths for visiting buses or massive events would be ideal. Parking is extremely difficult here and everyone I know has their day revolve around parking. We get here early and do not leave campus when we have free time during the day, just so we can keep our parking spots.
1253. By ensuring that most (> 90%) of students can find a parking spot somewhere on or near campus at any given time.



- 1254. You can't maximize value when you sell more permits than there are parking spots. Stop increasing cost to staff, ask administrators not to take a pay raise this year and to have their pay remain stagnant like the rest of the staff.
- 1255. We need more parking spaces. If you buy a permit for the semester, we must be absolutely guaranteed a parking spot.
- 1256. Motorcycle parking permits are cheap. Increase parking spots for cars as they are already extremely limited.
- 1257. By building a parking garage, and using the money already accumulated from parking to pay for it. Or making parking cheaper, and free on certain days.
- 1258. Build a parking garage, more parking = more income and less frustration by your customers.
- 1259. oh ok, didn't know that, build another parking lot would be nice.
- 1260. The availability of parking needs to be better and more reliable. If you get to campus by 7:50, there is parking, but after that you have to drive around for 20 minutes or more (I have searched for parking on and around campus for nearly 2 hours in the past at 10 AM). Paying hundreds of dollars for a pass and then not even being able to park is beyond frustrating.
- 1261. If the parking spot was guaranteed and the same every day, I would consider paying the parking permit fee.
- 1262. If hsu sells a parking permit, it ought to guarantee a spot. Many time I have had to pay metered parking due to no available spots eventhough I have a permit.
- 1263. HSU needs to guarantee parking to everyone who has a parking permit. This means that they cannot continue to be allowed to sell MORE parking permits than there are actual spaces to park on campus. Sometimes parking on campus takes longer than other modes of transportation, which is really unacceptable given that some people come from further places in arcata or Eureka or mckinleyville.
- 1264. Funding programs for alternative transportation
- 1265. Better permit to spot ratio. If I'm paying a lot to park at my place of employment, I should reasonably be able to park at my place of employment.
- 1266. Add more parking spots
- 1267. Not increase tuition rates. Maybe get a club to start fundraising or apply for grants.
- 1268. Make sure parking lot is well maintained.
- 1269. Make more spots available.
- 1270. Anyone purchasing a parking pass receives an assigned parking space.
- 1271. Renovate the main parking lot to have an underground level. Split up the costs over the next five years. By that time tuition may need to increase due to other factors and there would be little change.
- 1272. Nah. Make gas guzzlers pay up.

1273. More spaces available for general permits
1274. More parking spaces
1275. more parking spaces for faculty and staff
1276. Parking money is a shell game, this campus pulls in far more money than it cost to maintain the parking lots it has. Parking money is shifted though excessive maintenance fees by facilities to augment its own budget. Parking was moved under facilities to make the shell game easy and internal to one dept. This campus sell three times as many permits as it has parking spaces. Parking fees and fines should be reduced.
1277. N/A
1278. Increase bus hours, routes, and frequency.
1279. I think parking permit prices should be increased because it would be unfair to charge everyone on campus a fee for parking when there are some who never use the parking facilities.
1280. Build a parking structure
1281. Only give out passes designated to a specific numbered spot. Not more passes than there are spots.
1282. No more parking lots or parking structures please. There must be a better, more efficient, and sustainable way for people coming and going to campus. Alternative transportation solutions come to mind, or perhaps an ongoing shuttle service could be used, like at UC Santa Cruz, making it more convenient for people in general.
1283. More parking spaces.
1284. Make more parking spots. Like a parking building.
1285. If there are more spots so you don't struggle to find a spot a raise in price wouldn't be to bad
1286. Guaranteed parking spot
1287. Since I ride the RTS bus to and from campus daily, I would hope that HSU will maintain the faculty Jack Pass and allow me to ride the bus by paying one fee per semester.
1288. MAKE SURE THERE ARE ENOUGH SPOTS FOR THE NUMBER OF STUDENTS WHO BUY PERMITS
1289. I would like to see a use of vertical space for parking without making an eyesore.
1290. Housing with parking near the school. Considering the population at HSU you should be focusing on housing, where are these people who found a place far from campus going to park? Address the housing issue, no one gives a shit about securing a parking space, their far over that now. Where the fuck are people going to live out here. I know some people living out of their cars on campus, which to me shows there is a huge issue out there Far more urgent than vanpooling to class.
1291. Raise the prices of parking and sell less parking passes. This will ensure the ability to work on the parking issue for the future and will also reducing the amount of people parking. (I am very low on funds but

would rather pay more to be guaranteed a parking space than miss classes that I'm trying to go to so I can later not be low on funds)

- 1292. Provide adequate student parking
- 1293. No, you are already screwing us with all the prices and bs tickets. Because of you guys we park off campus and have to walk even farther and sometimes show up to class late. So the only thing you can do is lower the prices.
- 1294. More parking spots.
- 1295. All HSU is doing is increasing fees and reducing the quality of services. I regret choosing HSU and wish to leave.
- 1296. I don't know how it could get worse except making it more expensive and more cars
- 1297. I do my part by paying for a permit. The university needs to do its part by making sure I have a place to park!!!
- 1298. Build a parking garage
- 1299. A promised parking spot (i.e. buy a specific spot and use that during the permit)
- 1300. 1.50/day
- 1301. More spaces, parking garage, enough to actually fulfill need without removing current buildings
- 1302. More parking especially for residents
- 1303. It will affect me in getting to class late because of parking
- 1304. I am not sure what prices you are referring to. Parking prices? I don't support building more parking facilities on campus. This will perpetuate the problem.
- 1305. Guarantee there is enough parking spaces for the amount of permits given out
- 1306. Off campus lot for a reduced price.
- 1307. More parking spaces available for people that have a parking pass
- 1308. Maybe building story parking lots to maximize space. For example one in front of marketplace having a 2-3 story parking lot would help both students and teachers for their 8am and noon parking rush.
- 1309. Guarantee a spot with the purchase of a parking pass
- 1310. Find a way to limit permit sales so that permit holders can actually park on campus. This semester I have managed to get a spot on campus in 1 out of every 3 visits.
- 1311. Personally I would pay additional fees for a designated parking spot near to my office. Or perhaps to share a designated spot with another staff member where we alternate a schedule.
- 1312. I don't understand the question.

1313. I don't own a car and so I feel that this does not really apply to me.
1314. I am fine paying double what I am now for parking, as long as I am guaranteed a spot
1315. Build parking garage
1316. Availability and convenience
1317. You charge way too much already. I have been to many other colleges that do not charge nearly as much as you do and have more available parking. I doubt you need to charge more to accomplish goals. Instead of directing the permit money that is obviously not being used for parking in any way (other than to pay someone to hand out tickets) maybe you should use the huge amount you have already collected on it. However I am sure the president has already found a way to place that money in her own pockets.
1318. To maximize my value I would need promised available space. Paying for a parking pass and not getting a spot on campus is wasting our money. You can assign spots so that people who pay for a permit get a promised spot. If you need more space for this then there must be some way. But there are a lot of people not finding spots.
1319. The CSU has a Parking slush fund held in a non-state account. Balance in that account as of June 30th, 2017 was \$191 million dollars. Until that fund becomes available for use at Humboldt, no parking fee increases should occur.
1320. Make single day parking passes much more expensive.
1321. I would be willing to pay if there were more parking available parking spaces and guaranteed places to park.
1322. I think a parking structure would be very beneficial, then I would buy a parking pass. But I can never find a parking spot because they are always full. Sometimes I spend 30 mins looking for a spot and that's not very environmentally good for the environment
1323. I swear if HSU tries to charge any more for the sub-par parking they offer, myself and many others may have an aneurysm; but in all seriousness, charging more for passes will simply encourage people not to buy them, as the price point is the main reason that many do not purchase the pass. It may seem counter intuitive here... But if you want the parking department to make more money, charge less so that more people buy them.
1324. I do not understand this question
1325. I already do not buy a parking pass because there is by FAR not enough parking on campus. The only way to make any price increase at all worth it would be to add MUCH MORE parking on campus. All day permit parking, not meters. Not 20 more slots, around 300 more slots would be closer to an appropriate amount to begin to compensate for the price parking permits ALREADY cost.
1326. You can make another parking lot for favor
1327. Increase parking spaces, and change your attitude; don't laugh because someone is given a ticket.
1328. If you have to increase the price then you need to have much more parking available. Much more.

1329. I don't understand this question.
1330. Having more spaces for faculty. It's impossible to be available to students if I spend at least 30-45 minutes looking for parking and then walking to my office.
1331. Assure those holding a parking permit there will be a space available when they arrive on campus.
1332. Assure parking availability at all times. Currently, if I arrive after 8:30 AM, there are absolutely no parking spaces available and my parking permit, even at its current price, is completely worthless.
1333. Well it's really ridiculous buying a permit and not being able to receive parking especially after coming so early and still being late or attending class. If a person invests in a parking structure and it takes years for it to be constructed then what would be the point.
1334. The prices are already extremely high for a parking pass and if those are generating enough money to pay for more parking spaces then where is that money going???
1335. More parking to guarantee that those who spend the money on the permit will have a spot no matter when they come to campus.
1336. More parking spots
1337. MORE PARKING SPACES
1338. Just make more parking spots. Literally that's all I want.
1339. I don't have a parking permit.
1340. Have enough spaces so I can get to class on time.
1341. Have a secured parking spot. Be guaranteed a parking spot.
1342. Finding space for another large parking lot?
1343. Enlarge parking, Have a direct bus to campus for students
1344. Being guaranteed a parking spot! Why spend so much money for something when you end up spending so much additionally on gas to drive around campus for an hour to find a place to park that is all the way across campus from where you need to be?! I would be okay with parking across campus, if I could be guaranteed a spot.
1345. by securing a parking spot for each person who lives on campus. I live here and i can't even find a parking spot next to my dorm
1346. That sucks honestly and I have no idea. I walk and I don't plan on ever driving so it doesn't really effect me.
1347. More spots. That's really all the is to it. It's frustrating. I feel so bad for the students, they have it SO much worse. I'm not sure why HSU doesn't consider a parking garage or otherwise building upwards!
1348. More parking spaces throughout campus

1349. Guaranteeing/prioritizing parking spots for all those that purchase a parking pass. Alternatively, creating M/W/F and T/R passes separately so students can choose to purchase one or both depending on their schedules.
1350. BY FUCKING GUARANTEEING THAT I, A \$350 PARKING PASS PURCHASER, GET A FUCKING SPOT ON CAMPUS AND NOT HAVE TO PARK AT AND PAY MOR AT A DAMN METER. ITS BULLSHIT I PAY ALL THIS MONEY FOR A PARKING PASS I BARELY GET TO USE.
1351. There needs to be parking spaces to match the cost. Paying 300 an not having a space to park is criminal.
1352. More parking spaces, more convenient parking spaces
1353. Make sure there is parking on campus at all time, or else buying the parking pass is pointless.
1354. Make it free parking then. The prices are already ridiculous and if you have to "maintain" the parking lots (which you don't already do it doesn't really matter) then do a fund raiser. Like every other thing on campus.
1355. Look to other people who are fed up. People in the neighborhoods who get college students parking infront of their houses, hold fundraisers in the square. Stuff like that. People will donate to get rid of college cars littering town during the day.
1356. I don't even know
1357. HSU parking program must apply for grants to build another parking structure. It is a collective agreement with all students that parking on campus is ridiculous and not worth the time and money. The only people who purchase the passes are mainly people who live in neighboring cities and freshmen.
1358. Creating a shuttle program for emergencies. Safer bike routes between cities
1359. Charge more for parking passes and sell fewer. It is indescribably frustrating to pay for a pass and know that after 9 am you will likely not be able to get a parking spot b/c they sell too many parking passes. I would pay ten times more for my parking pass if it actually meant I could get a parking pass. As it is now, I am considering getting rid of my pass and just accepting that I will pay a meter every day b/c then at least I will get a spot (there always seem to be meter spots). This will be annoying and reduce my work productivity, as throughout the day I will need to go feed the meter.
1360. Turning campus events field into a parking structure for more parking.
1361. The only way the parking program might be worth the cost would be if spaces were actually and practically available, such as through a parking garage.
1362. More parking at the J
1363. I would be more than willing to pay if I could actually get a parking spot. I drove around campus for over an hour looking for a spot and ended up only being able to find a 30 minute parking meter. I had a 2 hour class and had to leave 15 minutes in to put more money in. I ended up leaving class because i had to leave every 20 minutes to pay more in order to not get a ticket. I missed out on education because I couldn't find parking at my own school.

1364. Have enough parking so the pass doesn't feel like a waste
1365. Building a parking structure to meet demand. Have this structure indicate how many parking spots are left to decrease carbon footprint.
1366. Build more affordable housing so students don't have to drive.
1367. The parking lots should be maintained and not riddled with pot holes and drainage problems like they are now. There should also be more parking spaces since the current lots are not adequate to fill the continually growing population of students. It would also be more beneficial if Residents had their own clearly identified lots and be limited to parking in general parking areas. Freshman students also shouldn't be allowed to have a car like they do at larger universities.
1368. More parking spaces
1369. If you're going to charge a fee anyway, I think a parking garage would be great. Additionally, parking services should have clear times when parking is NOT enforced. Sac State for instance, would not ticket anyone after 5:30 PM.
1370. HSU should create more parking spaces for people with permits.
1371. Give graduate teaching assistants permission to park in faculty parking lots.
1372. Don't charge more. Don't do anything that charges more. If lines cost more use chalk. If asphalt is too expensive use gravel. Do nothing to charge us more. We are already broke, eating ramen, and in debt from tuition, books, graduation fees, lab equipment, online homework subscriptions, and rent. Do. Not. Charge. Us. More. For anything.
1373. By building a parking structure in the parking lot next to College Creek. Just one or two stories added would increase the amount of students driving to school and would fund itself.
1374. Building more parking areas
1375. Actually use the funds to BUILD more parking.
1376. Then start raising money
1377. Sell less.
1378. More residential parking
1379. If I buy a parking pass I expect to be able to get a parking spot, especially if the cost increase from what they currently are.
1380. Assigned spots, if I'm gonna spend hundreds of dollars on a spot they should be first come first pick of a spot for the semester. Stop selling more permits than there are parking spots.
1381. Add a lot more parking lots or even a parking structure because for paying \$157 a semester there is zero parking spots if you arrive anytime later than 8am
1382. They need more parking spaces.

- 1383. Make sure spaces are available.
- 1384. If I pay for parking for my faculty pass, we need at least one more faculty/staff only parking area. Competing with students for parking is a nightmare between the hours of 9am-4pm.
- 1385. Guaranteed parking!
- 1386. Constructing more open parking lots, rather than very expensive parking garages.
- 1387. Charge more to discourage on-campus parking in general, and to promote multi-modal transportation
- 1388. Actually give me a parking spot. Paying a bunch of money to park off campus is horrible.
- 1389. We need a parking structure
- 1390. More spaces available
- 1391. More parking spaces available
- 1392. I would be willing to pay more for a parking permit if I had reasonable suspicion that I would be able to find a parking spot in a timely manner. At the current time, I am unwilling to pay for a permit because the majority of the time I cannot find parking on campus. If the parking lots were expanded and more spaces were added, I would not hesitate to pay for a more expensive parking permit.
- 1393. Guaranteed parking spot
- 1394. Get us some more parking. Or get more 4 hour free parking on local streets.
- 1395. Build a parking garage. I recommend building it on top of the existing parking lot on the South Side of BSS. Doing so would create hundreds of parking stalls and parking wouldn't be an issue anymore.
- 1396. Additional permanent parking spaces for faculty.
- 1397. build a parking garage
- 1398. Yes, I would pay more if a parking permit if a structure was built and I could leave campus, come back and park as needed.
- 1399. Provide a sufficient amount of spaces for parking passes bought.
- 1400. Probably have short term parking spots - so need to find coins for meters - or be able to pay with a debit/credit card by phone.
- 1401. Not sure
- 1402. More spots.
- 1403. More parking spaces for students
- 1404. More parking included in permit area.
- 1405. More parking availability. Too many people use their parking permits for long term parking. Allowing more people to park would not significantly impact the environment seeing as some people drive for at

least 20 minutes looking for parking. That has a greater impact on the environment than allowing people to park.

- 1406. More available spaces
- 1407. More available space, not having the meters last until 10 pm, especially during the summer break when fewer people are on campus.
- 1408. MORE PARKING
- 1409. I don't know, I don't even see why they need to be as expensive as they are now.
- 1410. Having more available parking spaces to match the increasing student population. Or have closer available housing options. If I could live in Arcata, I would bike everyday.
- 1411. Guarantee stops
- 1412. By making a lot more parking spaces available. Almost guaranteeing that anyone with a parking pass will get a spot any day, any time.
- 1413. Build a parking structure
- 1414. Build a parking garage.
- 1415. make assigned parking spaced and more available as well as a parking garage
- 1416. Providing more parking spaces
- 1417. Most students worry about not being guaranteed a spot for parking.
- 1418. Make more spaces.
- 1419. Fucking reduce the prices you greedy bastards
- 1420. ?
- 1421. There needs to be 1 spot per permit issued, no more.
- 1422. More parking spaces, like a parking garage.
- 1423. More parking spaces, i had to park by the BSS and walk to founders.
- 1424. More parking spaces
- 1425. Make sure that there is always availability for parking
- 1426. Make sure that students have somewhere to park.
- 1427. Increase availability.
- 1428. By not giving out so many fucking permits. More people have permits than there are spots so even if you have a permit there's a very good chance you'll get to school and not find parking.

1429. By creating more parking spaces that are safer and guaranteed to everyone who has a parking pass, metered parking not included
1430. Build a parking garage
1431. More available parking. Duh.
1432. Make more parking spots
1433. Actually have parking AVAILABLE after 8:15AM.
1434. I'm not sure.
1435. I think this kind of advice is best left to the experts.
1436. Guaranteed parking space
1437. Build a parking garage like you were supposed to years ago.
1438. Be transparent. Don't use it's. Make it equitable.
1439. If we are spending so much then parking better or should be made available. Furthermore its ridiculous that we have city parking and campus parking so separated. I am sure there is a reason, but it would make a huge difference if you all could just choose one to administer parking.
1440. Hsu has a parking fund that should be and needs to be used to 1. Reduced metered parking off campus firstly and secondly on campus. 2. Needs to implement more bike racks centrally and on the outskirts of campus and 3. Most importantly by taking out the meters on campus and building one parking garage at lot 11 or alternatively one near the jay. More parking permits will be sold with more available parking. More available parking is necessary on campus in a location on the outskirts of campus. We should be reducing the amount of idling and driving through campus. Permits should not be increased in price, there is already not enough spaces for the amount sold.
1441. I would have no problem paying more for parking. In fact, I would pay twice the amount I currently pay to have a guaranteed spot on campus.
1442. Create more parking areas
1443. there's not enough parking spaces to make e want to buy a permit
1444. More parking spaces, don't build out but build up. If I am paying for parking I want to have access to a parking space. After 8 am, all of the limited parking spaces are taken.
1445. Make sure there is a guaranteed parking spot for those who purchase parking permits.
1446. Fundraising for parking structure
1447. Faculty and staff that drive to work (for whatever reason) are hamgstrung now, unable to leave campus during the day to do fieldwork, go on fieldtrips, meet with off campus project partners, participate in off campus community service, etc because they will be unable to return to campus and find parking. I am willing to pay more so that my chances of being able to leave and then return to campus GREATLY

improve over the current state of affairs. In addition, HSU benefits from me being a more effective instructor, researcher, and member of the community.

- 1448. I don't understand the question.
- 1449. Differentiate parking areas for staff from faculty. Hold more parking stalls for staff since we have to be at work from 8-5.
- 1450. I don't purchase a parking pass - N/A.
- 1451. Build a parking garage
- 1452. More available spaces, flexibility in work schedules to allow time to find parking and travel from lot to office.
- 1453. I have no interest in buying a parking pass, so this wouldn't impact me.
- 1454. More faculty parking
- 1455. If I'm paying for a permit, there should be a parking space available.
- 1456. by having more spaces available by offering van rides to and from key town (mckinleyville & eureka) for staff members to not drive their car.
- 1457. Being able to find a parking permit.
- 1458. Making Sure every student has a parking spot that they can easily get to classes from. They could also provide transportation to classes so that students would be more willing to park further away.
- 1459. make staff/faculty parking lots so we are not competing with students constantly driving to school when they live nearby.
- 1460. Have enough parking spots on campus to accommodate all the permits that are sold each semester
- 1461. Guarantee me a parking spot
- 1462. if the prices increase, HSU can provide enough spots for everyone. the amount being paid now is too high on the chance that you can get to school and not be guaranteed a spot so you end up having to pay for a meter or run out of classes to move your car every four hours.
- 1463. Not sure you can guarantee a parking spot so regardless of whether you increase the cost, we could be paying for no services. I pay monthly but if I have to go to an appointment off campus, it's unlikely I can find a staff parking place upon my return. Then I'm paying \$ additional money for a meter.
- 1464. I already pay for parking that I don't use for those "just in case I have to drive myself" days. If prices increased, I would cancel my permit and park off campus in those situations.
- 1465. Increase the fee of permits but GUARANTEE a parking spot.
- 1466. Make parking that I am paying for actually exist
- 1467. assured parking, of course

1468. Eliminate it. Then there is nothing that is needed to supported. All parking wide open.
1469. More parking spots. There is a decreased incentive to pay for a parking pass when you can rarely utilize the pass. Most of the time you end up have to pay additionally for metered parking or for tickets because there is no parking.
1470. Build a parking structure. Set aside the parking lot at the BSS for faculty and staff.
1471. Absolutely guarantee a parking space that is available all day for everyone who has a parking permit. It's understandable if the parking space isn't near the building I'd need to go to, but at least there's be parking on campus and I wouldn't have to periodically move my car to avoid getting a ticket (which is what hapens when I park on the street)
1472. Focus on creating more spaces for parking
1473. Build a parking structure, it may not be what the city wants, but the dynamic of the city is changing because students from all over are coming here. If you didn't want diversity then you shouldn't have set up a college here. Please help out the people who can't afford or can't find space to park to an educational facility they chose.
1474. Not sure..it make it harder.
1475. Provide more spaces for faculty/staff and fewer for students.
1476. I would expect more parking space to be able to park. I would also expect the roads to be well maintained (e.g no potholes, large cracks etc.).
1477. ?
1478. Only way to improve the value of what we pay, is by parking permit actually guaranteeing you a spot to park. Provide more parking spaces, find a way to incentivize people not to drive, or possibly even sell some permits to guaranteed spots at a higher rate.
1479. Add more faculty lots so that it's not so hard to find a spot later in the day.
1480. It is unclear what "prices" you are referring to...parking passes? I would not be amenable to an increase in parking passes given that a pilot program may or may not provide additional parking spaces...particularly if we are expecting higher enrollments. I am in favor of donating money to support a sustainable bike program or something similar.
1481. make bigger parking lots...
1482. Not having to drive around for two and a half hours to find a spot. Being able to leave campus for lunch and come back to a parking spot. Not having to worry about missing class due to lack of parking. Being able to arrive at the place I pay thousands of dollars to be at whenever works best for my schedule. (If prices must increase to meet those legal requirements, how can HSU maximize the value that you receive? cut back on administer & maintain fees and spend income on new parking areas)
1483. Oh, like the football team is self supporting? HSU needs to stop giving them all of our money.
1484. Prices should not increase.

1485. I think the funding can be met by working with off/on campus organizations and asking for public donations. This is something that is a need for everyone and would be very nice to have outside collaborations to maintain it. I think also encouraging students and faculty to volunteer to help clean it/monitor can help. It's just a suggestion.
1486. PARKING FOR STAFF SHOULD BE FREE! and there should be a parking structure. We all know you have the money!
1487. more dedicated faculty lots
1488. Have actual parking available on campus. At the moment I pay for a permit which I use *maybe* once a week and when I do use it I greatly shift my work day so that I can come in early enough to find a spot.
1489. More parking available.
1490. Guarantee parking spaces. If we pay for something, we should get it. This is a service, not a lottery.
1491. They charge 157 dollars per SEMESTER parking permit, there are a little over 8thousand students here. If only twothousand of the eight bought permits that is 314,000 PER SEMESTER. Yet there have been no improvements made. WHERE DOES THIS MONEY GO??
1492. I'd pay more than the current price as long as I'm almost guaranteed to find parking. If I'm paying \$375 and am sometimes late to class or can't find a parking spot for an hour which makes me waste at least 30 miles worth of gas in my 2013 Hyundai Elantra (pretty good mpg), the school is currently not really providing a valuable parking pass for the price I'm paying. The parking issue should not be preventing me from getting to my classes.
1493. Increase the number of parking spaces or reduce the number of people who need them.
1494. I would much rather see those funds go to encouraging and improving alternate forms of travel than just adding more parking spaces.
1495. If prices increase, I better be able to find a parking space if I arrive after 8:10 AM. This semester, in particular, is crazy for getting parking on campus. I have arrived at 8:10 AM and gotten one of the last parking spaces on campus. This is completely unacceptable. I will not leave campus at lunch or any other time before 4 PM for fear of not finding a parking space upon my return.
1496. More spaces.
1497. Less parking hour restrictions. General parking lots should be 8am-5pm. 5pm-8am should be free.
1498. Build up, a structure not more lots. Do fundraising instead of increasing the prices of parking passes. The whole issue is that they are too expensive and you so not have a guaranteed spot EVEN if you have one
1499. Perhaps instead of including the jack pass in the tuition, we could get the option of a reduced parking permit because there's no way I can afford a parking permit.
1500. The cost of the vehicle should reflect the size of the car. The bigger of a vehicle the higher cost for the permit.
1501. The value would be that we can find reliable parking. Near the location that we work at.

1502. Guaranteed parking spot - I'd happily pay more to know that I wouldn't ever have to worry about parking.
1503. Build a multi-story parking structure.
1504. Buy areas to use for parking
1505. Create a parking structure!
1506. More parking spaces
1507. Prizes
1508. more likelihood of getting a parking space, permits are already extremely expensive and there is no guarantee of getting a space.
1509. Provide more parking spaces. Ticket students who are parking in staff lots. If we need to pay more, we will... right now I pay and I often can't even find a spot and need to walk almost a mile to work.
1510. Provide enough parking spaces for the number of permits sold, with enough extra to meet the average number of daily permits solds
1511. Guarantee me a space.
1512. Lack of sufficient parking spaces is highly problematic. How about a secure(!) off-site parking lot with shuttle service? Students wouldn't need to park their cars 24/7 if they had a safe place to leave them. My car has been vandalized in HSU parking lots, so without security in an offsite lot, I wouldn't park my car.
1513. transparency in the form of itemized lists detailing where exactly the money is going. how much goes to labor? to materials? etc. I truly believe people would make way less of a fuss about this if HSU was more honest and open about this.
1514. I don't think this is possible... I park 10 blocks away as it is.
1515. Provide enough parking.
1516. I already refuse to pay to park on campus, if they raise the prices it will just further my resolve not to do it.
1517. Am not in favor of building more parking lots. Too many that live in Arcata still drive to work. If I lived in Arcata, I would not drive to campus.
1518. I like the idea of having vehicles/bicycles available for personal and business transportation during the work day.
1519. More spaces!
1520. Having enough parking spots so that I don't have to hunt - my husband calls our parking passes a "license to hunt"

1521. By having a space for the permit that I pay for...1:1 selling of Staff/Faculty permits to parking spots available.
1522. Build a parking garage, and stop enrolling more students than parking spots and housing availability.
1523. Guaranteed parking for all students with a parking pass.
1524. Strengthen rideshare options, car rental options and shuttle/bus services (e.g., to Bay Area and southern California) so students can get home on breaks without a personal vehicle.
1525. I'd happily pay more for parking that was actually available. Paying now and having to search for 30 minutes feels like a really terrible service.
1526. Having available parking and ending the hunt. Maybe a small staff lot that is time based so people who have to leave can find a place when they come back.
1527. Electric car charging stations (solar would be best)
1528. Implement more dedicated spaces for Faculty/Staff. There are not enough!! I would HAPPILY pay more (even double!) to have a higher possibility of getting a spot near my building. Right now I feel like I pay for a "chance" to get a spot - parking feels more like a lottery than a service.
1529. Make on-campus pedestrian and bicycle experience more appealing and representative of a University campus.
1530. Give price break on Summer Session.
1531. More access to bus system
1532. If prices increase, then spaces to park must be available.
1533. I would prefer jack passes to work like parking permits, I really don't like having to remember the date I have to renew my jack pass every semester and would like to just have a monthly deduction from my check. It would be nice to have a reduced rate for both parking and bus if you use both. I don't really have an issue with the parking situation on campus, I fully understand the limitations and constraints HSU is under. However, this does not stop me from feeling frustrated when I do have to go off campus during the day and have to spend 15 minutes to a 1/2 hour circling around. It would be nice to have a guaranteed off campus parking area for overflow, but I can't imagine where that would be. I often don't carry change, so the metered parking doesn't work for me in most cases.
1534. Guaranteed parking availability.
1535. Paid meters on campus only require payment if you don't have a parking permit.
1536. A change in parking fees should also come with a raise in salary so that this fee does not end up reducing my income overall. A change in fees with AVAILABLE parking would be more palatable. An off-site parking with direct & frequent shuttle service to campus would be appreciated.
1537. A guaranteed parking spot.

1538. IF you must raise prices, there should be available parking for staff and faculty as we must be here to serve our students.
1539. If HSU raises the already outrageous price of a parking permit, than I better be guaranteed a space. In other words, HSU would only sell as many permits as there are spaces. If prices are raised, I would also expect additional parking spaces to be created (e.g., a parking garage).
1540. To park on campus you pretty much have to arrive by 8 am. It does seem like offering a reduced fee for carpoolers is a great idea. If more people carpool, there would be more spots for everybody, which would mean no new structures would need to be built.
1541. The parking situation on campus is not good. I get around it by getting up extra early and getting onto campus before 730am, however there are days that I might need to leave campus, or come to campus later. I think it would be nice to have a parking lot off campus that a bus stops at relatively frequently that would provide an additional option (park and ride)
1542. more alternatives
1543. Look in to changing that law!
1544. I would gladly pay more for a guaranteed parking space
1545. make more parking spaces available for students that aren't metered
1546. Scholarships for parking passes
1547. Make sure that there are parking spaces available. Current parking permit prices are very high for the extremely low value received. With ever increasing enrollment for the past 10 years, it is a bit absurd that parking spaces have not kept pace for a growing demand.
1548. If prices must increase, perhaps a reduction in the cost of the bus would further encourage the use of the JackPass. (it would for me; in terms of value, the greater the cost disparity between a campus permit and the bus would encourage me to use the bus even more.)
1549. Make sure if we pay over \$300 for a parking pass we get a parking spot.
1550. ensure that I am able to find a parking spot every morning or give me a complementary year pass.
1551. If parking fees go up, there should be more parking available.
1552. HSU should building a parking garage and make it appealing by having a garden on top. That way there's more parking but it's not an eye sore.
1553. I don't know, maybe use the fees from parking tickets locally.
1554. Parking passes already too expensive and over-sold
1555. Guaranteed legal parking spots on campus for those who purchase a parking permit.
1556. Actually have parking for employees

- 1557. there needs to be more available parking. If prices increase you have to make it worth purchasing a permit.
- 1558. More parking!
- 1559. More disabled parking
- 1560. Actually have enough parking for your students.
- 1561. More parking spots--I would absolutely pay more for those, or for a park and ride lot type situation.
- 1562. The biggest concern is that we pay for a parking permit that gives us the license to hunt and no assurance of a parking space.
- 1563. ?
- 1564. Offer me guaranteed parking either during certain times or at certain location.
- 1565. More parking spots.
- 1566. More parking lots
- 1567. More parking spaces available and more convenient parking areas.
- 1568. Create more parking... potentially as a basement level
- 1569. Assigned parking spaces for an increased fee. Like the VP of Admin. Affairs has... let us pay more for the promise of a designed space.

Q42 - Do you have any final comments regarding parking or transportation options at HSU? (1534)

1. As a final comment, I strongly suggest that the HSU campus works on providing better bus services to the student throughout the Humboldt area; because this will ultimately help curb the issue of many students using personal transportation. Additionally, informing students about the Jackpass program would be of great help because in personal experience many of my fellow students do not know about this program.
2. HSU should use one of the general parking space and build two or three floors parking lot so student can park on campus and easily walk to classes. also, if not remove the fee for parking completely, then at least reduce it. Student don't have money!!!
3. If the tuition goes up to pay for parking that's really not fair to student's like myself who park off campus and walk in every day. I don't even get to benefit from the school parking lots, so why should I pay for them?
4. I might be more willing to take the bus more if their were more frequent bus trips, and it sucks to buy a approximately \$400 parking permit and to come between 8am-3pm and not be able to find a parking spot on campus.
5. Please make parking on campus free after 5 for ALL week days.
6. I really prefer to bike or take the bus when weather conditions aren't great. I will humbly request just a couple more bus lines to pass through Arcata as part of the Redwood Transit System. This would allow me to never have to use a personal vehicle to get to campus.
7. Drastic overcrowding has made purchasing a parking pass at HSU not a worthwhile investment unless you regularly park in the early morning hours when spaces are available (8am).
8. Thank you, Tracy and everyone else in Facilities Management for putting this survey together. You all rock!
9. BIKING IS GREAT
10. That is absolutely ridiculous! With all the money that I pay to come to this school, none of that money is used for constructing parking? So much stress is added to my day just because of the horrendous parking situation that we have at this school! Unbelievable.
11. It's pretty shitty that the already incredibly expensive parking pass is probably getting increased (I still love this school with all my heart though)
12. please make more bus stop times at hsu rather than once per hour.
13. More parking passes are sold then there are parking spaces. People pay for the space and nothing is guanteed.
14. N/a
15. Don't sell more passes than spaces you have, unless they will have availability changes on certain days. A better driver to space ratio



16. I think the problematic parking causes an overall bad feeling about HSU among faculty, staff and students. The frustration caused sets people up to be in a bad mood. Therefore, I think parking and transportation play a much larger role in HSU's "image" than just a simple place to put a car, or how to get oneself to campus. The lack of available parking makes having children, elder parents/dependents or medical appointments off campus unusually difficult to accommodate during ones workday or lunch, which creates anxiety and frustration.
17. The rumor that I've heard that you sell more parking permits than actual parking spaces on campus is appalling. Build up instead of out. Think of the emissions that people driving around for 30min looking for a parking space are emitting.
18. Don't improve the parking situation. Focus on making it much easier and cost effective to choose more sustainable options.
19. If there were a limit to parking permits that are sold would make it so people would have to find other transportation to attend classes. I think that there is more permits that are sold than there are actual spots on campus. It would be nice to find some other alternative of parking.
20. Make all the parking spots on Granite Ave, especially the spots closer to the highway free for students and staff that have a parking permit.
21. See previous comment about raising the cost of permits - for EVERYONE. Double or triple them. I'm serious.
22. There is never enough parking spaces.
23. A rewards program for taking alternative transportation methods.
24. All buildings on campus have a staff/faculty parking area with the exception of the BSS. It would be really helpful to convert the parking lot on the north side of the BSS to Staff/Faculty parking only. As it is, to get a parking space in that lot, I have to arrive at work by 7:30 am. It feels punitive in relation to others working on campus that don't need to get to work at least one half hour early each day just to park close to their work.
25. you should set up skateboard racks around campus, i dont want to carry make skateboard everywhere
26. no.
27. The efforts to create a sustainable university at HSU seem disingenuous at best. Reducing HSU's carbon footprint is a problem for HSU. Efforts to cut down on personal transportation have been masturbatory. The campus does not work with regional transportation to provide convenient bus schedules to its students, it does not even guarantee parking for those who pay for permits and it sells more permits than it can handle in order to supplement a lack of funding elsewhere.

Meanwhile, municipal parking laws do more to pump up Arcata's city budget than to provide an even flow of people through the town. Almost every street is four-hour parking, yet there is no real shortage of parking around town. If my car is going to reach a time limit on parking, I can easily drive it across town to another four-hour parking zone. This does nothing to keep traffic flowing throughout Arcata or dissuade people from bringing their own cars, it only causes an inconvenience on individual drivers.

Once more, HSU proves itself to be an outwardly progressive institution that is, in all earnest, a moneymaking venture. It does not do what is best by its student population. I am cocksure that efforts to make public transportation more accommodating will result in half-hearted appeals to students to cut back on driving and use buses. The buses themselves are packed beyond their capacity and the sordid state of Humboldt County's mental health and drug addiction services cause every bus ride to be a glimpse into the macabre of utter human depravity.

So fuck you, I'm driving.

28. The parking that is available makes it vary difficult to get to class I usually have to arrive 45 to 60 min before class to find parking and get to class. Its a nightmare. I also will not bike on the freeway and the lack of off road bike lanes makes biking too dangerous.
29. Think about the students and their growing debt. The least we need to deal with is trying to pay for parking in order to get an education we're already paying thousands of dollars for.
30. The parking pass is incredibly inflated in price for the limited availability of parking. Until that changes I will not be purchasing them
31. If I lived closer I would avail myself of more options than driving. So maybe concentrate incentives on those that live close (for example, anyone who lives in Arcata should't need to drive at all). If I have a personal errand to run in Arcata I always walk from campus.
32. This is a serious issue for employees. I often waste up to an hour a day dealing with parking issues. This takes away from face time with students.
33. Everyone I talk to about parking at the school says it's terrible. In order to find a spot you pretty much have to be on campus before 9:00.

A 2 or 3 level parking garage where the big parking lot next to the Student Services building would go a long way towards improving the stress that trying to park on campus creates. Solar panels on top of the structure could help offset the carbon footprint of the school and generate electricity for us.

The city bus has its drawbacks as well. It only comes once an hour, so it is so packed during busy parts of the day, and if you miss it you have to wait another hour. This sucks for people who live a 20 minute walk from the closest bus stop. The drivers are unsympathetic towards people who are running up to catch the bus. Once they start to leave, they won't stop, even if you are knocking on the window or waving your arms, or the others on the bus are telling them to stop.

Some of the bus drivers are often rude. I saw a driver harassing and trying to kick a CR student (and regular bus rider) off the bus because he claimed they snuck on without paying, this was at the HSU stop, he had gotten on the bus at CR and the driver was trying to say he hadn't seen him earlier so must have just got on without paying.

34. In my four years at HSU, I primarily walked and bussed. I only drove if I was running late, had a lot to carry, or really wasn't feeling well. Thankfully, I was easily able to do this thanks to living so close to campus. If that were not the case, the issue of limited parking on campus would have been much more burdensome. I understand the desire for a greener campus, but I honestly don't believe that is the reason for not providing more parking. Parking shouldn't interfere with being able to attend class, but at this university, it does.

35. stop lazy people that live close to campus from buying parking pass. I live about a mile from school and 30 feet from the bus stop but many of my neighbors drive to school. Its pretty sad.
36. We need parking provide more parking please
37. I live in Manila. I often avoid coming to campus all together because it's so hard to find parking. Instead, I do just about all my work alone at home, but I would prefer to be able to come and go from campus more freely so that I could work more with others on campus and participate in discussions with other graduate students. I often feel out of the loop with faculty and other graduate students.
38. Too expensive.
39. I'm burning up gas driving in circles for an hour and I have missed entire class periods looking for a spot. It affects my grades and it's too expensive parking at a meter for 7-8 hours 3 days a week.
40. Build a parking garage.
41. Nope.
42. The JackPass system is an excellent method of getting around in Arcata/Eureka. However, more route information, running times and locations would be a HUGE plus for students.
43. Parking on-campus is definitely a problem. It is becoming nearly impossible to find a spot.
44. I have been a student at HSU for 5 years and the parking situation has been onerous. Until this year, the situation has only ever been a burden. And I know that this is by design--sustainability, yada yada--but that doesn't make it any less of a pain in the butt. This year, I have an additional complicating factor that restricts my options greatly: my 4 month old son. He attends daycare each day on campus. On some days, it is no big deal: I just plan my day to involve being on campus at 8 AM until 5 PM when I pick him up, even though I don't have class until 11 AM. It is an inconvenience, but necessary in order to get a parking spot. However, on most days of the week, the parking situation IS a major burden on me taking better advantage of available child care opportunities to gain more study time (you try to study during the day while caring for your 4 month old--it's incredibly difficult!) and instead I drop my son off right before my class, picking him up right after, since the only safe bets for finding parking are before 8 AM or after 2:30 PM. If on-campus parking wasn't such hot garbage, I could have felt more comfortable getting childcare starts at other times of the day allowing myself more study time or time to meet with professors/my graduate advisor.
- I know there aren't a lot of options, but this has been a problem for years. Y'all need to figure something out, especially if you are going to keep recruiting heavily from cultures/locations where cars are essential (Southern California sprawl). Also, education on what steps are being taken--what is even up with the fleet of bikes across from SBS? And the zipcars or whatever parked by the SBS? I don't have any idea about either of these things.
45. Make more room, there are too many passes handed out for parking and not enough spaces for the people who try to park.
46. Need more parking
47. No

48. It would be nice if the bus ran more often than once an hour as well as started earlier in the morning .
49. I have met other students that still drive to campus although they live less than a quarter mile away from campus. There should be preference for students that live further away and have to commute. Also students living on campus take up many of the spaces available (just an observation). I currently walk to campus every day since I'm less than a mile away but last year I was much further and had to ride the bus on the buses schedule which wasn't convenient for me. I did this because I knew parking on campus was stressful, a race for a space, and expensive.
50. make it better
51. Cars should not be able to remain parked in general parking for more than 24 hours without being towed at the owner's expense. I know that other campus' provide financial incentives for people who park off campus and commute in using the campus commuter. Like five rides on the jack pass equals free lunch or five dollars in the marketplace or something along those lines. I know that UCSD has implemented something like that with great success.
52. If I had to complain about my experience as a student at HSU, it would be about finding parking being utterly horrendous.
53. Yes, parking availability sucks. The cost of metered spaces are too high. Students live on a strict budget and squeezing us for parking fees and fines really negatively impact us. We have to leave class early to move our cars and sacrifice other essentials in order to pay fees and fines. The parking situation would be one of my biggest gripes about HSU.
54. Consider a parking garage where more parking is available. The cost is a huge reason why I don't purchase a parking permit.
55. Yep, covered bike racks! People are less likely to bike during the rainy season when their bikes are getting soaked outside all day.
56. Stop giving parking tickets at 10pm at night. Also post some signs in lots that are ticketed so students don't get blind-sided by a \$45 dollar ticket when there are no signs anywhere which indicate that the lot requires a permit (e.g. The lot by Van Matre Hall).
57. I do not think it is fair to be selling more parking permits then spaces available. I believe there should be more parking structures within campus so students would not have to walk so far away from campus to get to their car. The safety of each student has more value. When I walk home at night, a lot of the streets do not have a lot of lighting as well.
58. It's frustrating. I don't like that I have to come to school hours before my classes even begin just so I can find a place to park without worrying about a parking ticket.
59. If not already doing so, I would suggest reaching out to neighborhood residents about the ways HSU parking impacts them.
- Street parking should be all metered on campus (instead of general parking permit). People with permits already aren't going to find a spot and the meters would be used HEAVILY.
60. A parking permit is a permit to hunt for a parking space.

61. the bike share should be for rides to and from school. riding a bike between classes isn't as resourceful . the only reason I don't ride a bike to school is because I'm too broke of a college student to afford a bike.
62. You might have just asked me what city I live in. The questions about riding a bike or walking to campus are not tenable to people living in Eureka.
- What in the world do you do with all the money that you are unable to sustain the program without raising prices again?
- I park off campus in the four-hour spots. ****I thought I might volunteer that information since, in this survey about parking and transportation, I was never asked where I park.****
63. When I lived on campus a few semesters ago, I got a few parking tickets when I forgot to display my parking pass, even though I had already paid \$152 or something to be able to park on campus. Seems like there ought to be, and perhaps now there is, a way to verify that someone has a parking pass without dropping that extra charge on them. Seems like \$152, on top of all of the other things we have to pay for, should be sufficient.
64. I always have available parking because I ride my motorcycle. Its close to all my classes and very convenient. I love that the motorcycle permits are cheap and so is the gas. But on rainy days I drive my car and I can never find parking. Last year I drove my car everyday and it would take me at least 20-30 minutes to find parking on a good day. And at least a couple days a week I had to park off campus. I got 2 tickets last year because I had to park in 4 hour parking on days that I had classes for about 4 hours straight, so I couldn't move my car. Very annoying considering how much I paid for a parking permit (About \$180) and then pay 2 tickets on top of that because I couldn't find parking.
65. Personally, my bus arrives just before the hour; getting to class on time and comfortably when taking the bus is only likely if I get to campus 1hr early. This seems unreasonable and is inherently inconvenient. Thank you for listening- I hope others have taken the time to share this specific sentiment as it is widely known.
66. No
67. I have to get here at 7:30am everyday to get parking and I don't have classes until 9am and some days until 11am.
68. Only sell the amount of passes you have available for parking, sell passes that are week day exclusive (say I only come to campus MWF and would like a discount), sell passes that cost more money for a special lot that guarantees a spot for those who can afford to pay more for the convience.
69. The parking issue is attributed to many things but parking seems to be worse here than any other csu I have visited. Recruiting students from urban areas that will almost certainly will have or acquire a car during their stay here isn't serving the university considering that parking is so terrible here. There are many places near campus that no one can park in when it's needed, the permit prices are ridiculous considering it's like game of thrones to get a spot. The buses that students use the most run every hour and end service early in the evening. I understand that many of the contributing issues are out of he hands of the parking committee but issue still stands.



70. Something has to change so that students are not needing to end up using meters when they have already spent the money on a pass.
71. Thank you for working on this real issue on our campus. My schedule is often impacted greatly by having to plan around being able to park on campus. My job frequently requires me to come and go from campus. Although having a car available to use sounds like a good idea, I'm not sure how it would work when the business to be done is often for a different organization, an auxiliary.
72. High price and a lot of times there is no space to park anywhere on campus. I feel like Hsu is taking my money and never has a parking spot open. There is no other choice. Hsu should expand the parking structure, build up or do something because it sucks.
73. Parking is awful, they sell more parking passes than there are spots for.
74. Honestly, I think the bikeshare program is the answer. I'd make use of it constantly if bikes-for-rent existed up at Creekview.
75. Daily Parking permits should be discounted after 4. I don't consider the bus because it's creepy and takes forever. We need a bus just for HSU students!
76. I have a car. I can afford the parking pass. My issue is that the few times I have decided to drive to campus from my house, I cannot find ANY parking spots on campus (to use a single day-pass), nor can I find available nearby parking. I have attempted this 3 times in my 3.5 years here and each time takes sooo long to find parking, I am late to class or miss class.
- Also, I used to have a boyfriend who lived on campus. To visit him, I would need a single day-pass to park, but those ticket dispensing machines in the parking lot are often broken. Most of those times, I would not get a pass and just hope to not get a ticket.
77. All campuses have some issue with their parking and transportation, HSU is not unique in this. We do however have specific problems on our campus. Campuses across the state have large expanses for buildings and parking. The Humboldt State campus is restricted in the amount of area that can be set aside for parking. We have nowhere to go for extra parking spaces. Changes need to be made in administration of the parking spaces if we cannot create more spaces. If I do have to leave campus for any reason during the day I worry I won't find parking when I come back. I have missed class due to this issue more times than I want to admit. I also think the parking services should be ashamed of themselves in the amount of money they make on parking tickets. They allow for a situation where no parking is available, make thousands of dollars on parking permits to not even guarantee a space, and selling more permits than spaces and with all of this making thousands more dollars on parking tickets. Inflicting already economically disadvantaged students with outrageous parking tickets is beyond disgusting. I myself have paid hundreds of dollars in tickets because of the parking situation that wasn't caused by me. Parking on campus needs to be changed and changed soon.
78. No
79. Prices are already too high and very little would constitute increasing prices. I do not believe students should be charged for parking permits although I do believe having parking officers are necessary. I believe parking tickets for cars and trucks should be increased if permits are not required to compensate for costs. However I believe we have too many parking officers as it is. Walking through campus people are bound to see the parking police driving through campus at anytime of the day.

80. I live in an area where bus service is nearly non-existent and very inconvenient. Commute time would likely double or triple and would not fit my work schedule. My work schedule is extremely variable. Public transport is not an option. Typically if I don't arrive at 8 am I will Park off campus and walk sometimes drive through campus and if I don't find something quickly will park off campus.
81. The buss system is very important for me and many of my classmates/friends. The fact that we can only stay until 9pm (last call for the bus system) limits the accessibility to the library and study time. This is something that I would love to see changed in order for students to be able to use the facilities they pay for in their tuition, be safe as they leave campus, and be able to study in the library for longer hours.
82. None
83. My impression has always been that there are few parking spaces to encourage people to use alternate methods to get to campus for sustainability purposes. What actually happens is students spend 30-45 minutes driving around campus parking lots or idling their cars until they get a spot. This causes more pollution than it prevents. Anyone who has a class after 8am is completely screwed because too many people park on campus all day. Buying a 160\$ parking pass, only to have to give up and miss class because I can't find parking is unacceptable. If the school management had the foresight to build anew underground and aboveground parking garage at college creek, this problem would have likely been mitigated.
84. There is just not enough parking, if students don't arrive by 8 am there is not a good chance to get a space. I personally don't have time to spend a ridiculous amount of time trying to find a spot. I can't be late to class
85. Build a big multi story parking lot in the big parking lot across from the depot. Ask for alumni donation and raise tuition fees to include more expensive parking passess.
86. Don't make us pay for parking until 10 on campus. By that time most students have gone home and there isn't a need to force us to pay like that.
87. none.
88. Please improve parking availability so that the cost of a permit is worth it.
89. I'm glad I live across the street from HSU. The parking pass is quite expensive, and the very limited parking spaces available would make me feel like I wasted money on the parking pass if I were not able to acquire a parking space.
90. The only good option is to turn the parking lot by the sbss into a multi story structure. Solar panels, wind turbines, and or plants could be used to make it sustainable, and a selling point for the school. Charging stations for electric cars would also be neat to see.
91. WALKING IN THE PARKING LOTS CAN BE VERY, VERY, VERY DANGEROUS WITH STUDENTS AND FACULTY/STAFF ALIKE SPEEDING THROUGH THE LOTS LOOKING FOR THAT ELUSIVE PARKING SPOT, ESPECIALLY IF THEY'RE RUNNING LATE AND ARE FREAKING OUT! VERY SCARY! I'VE SEEN MORE THAN A FEW CLOSE CALLS!!! I HOPE MARKED "PEDESTRIAN" LINES, AND PERHAPS FLASHING LIGHTS AT HIGH PEDESTRIAN-TRAFFIC AREAS, WILL BECOME A REALITY.
92. Thank you! I use the bus quite frequently!

93. NOPE
94. Parking fees and passes are way too expensive. Please do not raise them. Students have to pay enough with tuition, fees, and books without worrying about how to pay for parking. HSU campus residents should receive free parking.
95. It's frustrating to be driving around campus looking for parking when I would prefer to be doing my job. Instead of providing more parking I see spaces disappearing. During this past summer we lost 3 spaces in front of our building and another space says "no parking" with no good reason.
96. It would be nice to have parking structures to compensate for not tearing down mother nature. If it happens while school is not in session no one will be inconvenienced and more parking will become available.
97. Parking is always an issue on campus. Parking spots should be available for all students who drive to campus. Assigned parking would help in these matters.
98. none
99. There needs to be more parking lots and spaces. Parking has become a huge issue. When I started commuting in 2013 I could park on campus at 11 am and never had to worry about having a spot. Additionally, when I lived on campus the parking lot at the JGC (referred to as G1 on campus map) didn't have residents overflowing into general parking like there is now. The same goes for the college creek parking lot (referred to as G11 on campus map). The number of residents with cars is higher and that is taking up a lot of the general parking. Residents should have adequate parking in their designated areas. The bottom line is there is a lack of area for students and staff to park and the University has a responsibility to give its people what they need. The university has grown and parking has shrunk. Any other business would be mandated to add adequate parking when expanding. It's unfair for us to suffer when the university decides to expand without taking measures to ensure our experience isn't the price of that expansion. Parking? That's the tip of the iceberg. Build the infrastructure we need. Charge people accordingly. Take care of us and stop ignoring us. We are your consumers and we are dissatisfied. Fix that. This is a wonderful university. It would be a shame if it continued on without the quality assessment and action needed to keep our university the best it can be. Don't let bureaucracy come before people. That's not what HSU is about. Thank you for your consideration.
100. Make the 4 hour parking into six hour parking. Or use the 4 hour parking areas as overflow and make day passes valid for 4 hour parking areas. Off campus parking with dedicated ride share or shuttle transit onsite
101. There are many, MANY problems. Good luck.
102. There should be more parking
103. Park far away and get exercise! It's good for you to get up earlier too to make to to walk.
104. i would consider biking if i thought my bike would not get stolen
105. WE NEED MORE PARKING LOTS
106. Maybe think about increase parking lots, but building up rather than out.

107. I would not want to give up the freedom of having my own vehicle to get home for emergencies or appointments. I wouldn't be able to change my morning routine with dropping off at daycare.
108. we should build a garage. save space, reduce noise pollution as well as co2 coming from students driving around to find parking
109. Limit resident parking passes to the amount of resident parking spaces you have. Leave the rest of the actual general parking area open to those who live off-campus. Why do those who live on campus pretty much get preferred parking if they don't have to commute to campus?
110. Due to the hours I work (7am- 7pm) I generally don't have an issue parking. However when I have to arrive for training or other events during the "normal" day I have to arrive 30 min early to hope to find a parking space.
111. Yes. I'm dissapointed that HSU has claimed parking spots which require permits on streets which are not on official HSU property. This includes 14th street and below.

Additionally, LK Wood, has an extremely wide bicycle lane. LK Wood from 14th street all the way up to Sunset exit can be widened to provide parking. This would require safer crosswalks, perhaps with flashing lights to slow traffic so that people who've parked their cars can cross safely.

Lastly, the parking area north of the Junior/Senior housing & Market-place, and across from the Reigsitrar's/Financial building, could benefit from a multi-tiered parking lot. This would be a 2 or more story parking lot. And there's not reason to complain about the height blocking sunlight or views. There's plenty of redwoods which already block plenty of sunlight on campus, and which are worth enough to pay for said parking-lot.

Parking on campus is atrocious. I spend more time walking than I do reading.

112. Almost all the alternatives to a personal vehicle are impractical for a part time lecturer. I work full time in Ferndale, I teach here in Arcata 2 days a week. I also teach until 7pm. All these factors make carpooling, ride sharing, buses, and bikes totally impractical. Considering how many part-time lecturers HSU employs, these methods will likely be impractical for most.
113. Good luck
114. Monies collected for parking should stay in parking the should be used for maintaining and guaranteeing parking spaces around the facility this money is not for General Coffe money this money is to update and keep parking flowing around this campus it will take some time collecting fees from students and staff and guess to this campus to get its parking back up to grade maintaining or streets sidewalks and pathways using Park money will deplete any Revenue that gain from permit passes daily fees parking fines this study shows that a conclusion of carpooling bicycling or other forms busing is that a decision being made to reduce staff parking these are the people who make this campus work it would be great to have all of these opportunities for staff but they need a place to work the study does not appear that it is Staff friendly it would be nice to know that this is not true there are people with physical handicaps abilities not to take buses being with crowds uncomfortable with other people to group everyone together and say that they're not helping the environment this is not a good idea this study is not a good idea and it appears to be a waste of resources in which funds are apparently coming from parking if the study has to be funded by its own money again it's time to come together and talk to campus and staff

115. Build a parking garage
116. While I know we are a green school, sometimes it's difficult to "be green" when it comes to commuting. Additional parking on campus would be a welcome relief to the stress of those mid-day appointments or off-campus meetings. There are examples of parking structures that were created such that they were not the eye-sores of concrete we are most familiar with. I think this kind of structure could be an alternative to our campus where we value and support the green efforts while also supporting the commuting needs of our students, faculty, staff and visitors.
117. Get a bigger parking lot
118. Parking is only guaranteed by arriving before 8am or after 3pm.
119. Parking and parking enforcement at HSU needs serious revision
120. I think if I am already paying for a parking permit, I should be able to use the bike and cars available for free. The only reason I do not use them is because I do not want to pay more money than I already am paying for tuition and parking
121. Without any parking structures and the knowledge that parking is extremely limited on campus so that students have to walk at least half a mile every 2 to 4 hours to avoid a ridiculous ticket meant just to steal more money from already broke students, this school disgusts me at how many parking passes they sell knowing that only 1 out of 4 or 5 of those people will actually be able to park on campus who have bought the parking pass. I don't know how this collusion between you're obvious fraudulent behavior with parking passes sold to spots available, with the city and their 2 and 4 hour time limits to any spot near enough school to be decent to walk from. We have to walk in windy, cold, raining, and hailing that entire distance just to find out we got a \$40 ticket for being 2 minutes over. You have obviously colluded with the city so that both of you are taking in as much money as you can from us students while you offer less and less quality teachers, almost absolutely not enough parking for students, meters that only last 30 minutes until 10pm, and the list goes on. For how much you charge and demand of us, you really aren't holding up your end of the deal to give us a good quality education, or lack of services for as much as you're charging.
122. The main reason why I didn't buy a permit was because there is no parking to be found, even early in the morning. Luckily I get to campus early enough that I have no problem finding either a metered spot within a block of campus or more recently I've been using the free 4-hour parking spots. I would love to walk or bike to campus but I live too far to do that. I do appreciate that HSU is considering providing more incentives for those who live closer to switch to riding their bikes.
123. I understand this is a problem on ALL college campuses, but i can't help but feel preyed upon by the restrictive parking situation. Parking is impossible and i pay for a permit, tuition, meter, and abiding by all those rules STILL have payed over 300 dollars in parking fines on campus alone. I just want an education, but often times I have ditched class just to avoid having to run to a meter every hour. It isn't worth the risk and it is putting my education at risk.
124. I think the minds and creators behind this survey are of admirable quality in mission and in carrying out the process for reduction in single car riders and maximized satisfaction in transportation to our place of higher education, and would like to extend an incredibly large thank you!



- 125. What I think is difficult is finding people to carpool with that need to be at school during a particular time and need to be leaving at a particular time. I feel that transportation by bus is a good option. I would use it, but the bus doesn't get to school at a good time. Being in class on time is important to me, and I can't currently do this by transporting on bus. I will not take that risk of getting on the bus and possibly being late to class, what if it's late on an exam day? I would be at a disadvantage.
- 126. There is little to no parking for Creekview Residents.
- 127. More 4 hr parking near campus, change some of those no parking ever signs into 4hr parking spots
- 128. I. Will. Never. Use. The. Bus. And I don't need to bike between places on campus I don't mind walking and usually park in the ballpark of where everything i need to go to is anyways.
- 129. Please please please make more residential parking. I live in campus apartments and have a job in the morning but I can never find a parking space when I come home. Maybe make the parking lot by campus apartments a residential parking instead of general. It will help a lot
- 130. Parking is absolutely absurd on the HSU campus. Why don't you cut administrators salaries to cover the cost. They are paid way to much compared to the professors. HSU keeps letting more students in, but they sure don't accommodate for parking, which is ridiculous.
- 131. I don't see the point of this survey.....lame.
- 132. I think that if HSU is ACTUALLY enviromentally conscios and concerned then they should not sell excessive permits to people who will drive around in circles for hours looking for parking. This seems extremely inefficient and bad for the environment. A parking structure with solar panels would be a great investment as well as sustainable.
- 133. We need more parking accessible to students and faculty. The problem is not the transportation. Let's think bigger, like actually creating a parking garage to help many
- 134. There is not enough parking and trying to make it so people use more "sustainable" means of transportation instead of personal cars is ridiculous. It rains (so people don't want to walk), bike theft is a problem (and cyclists need to learn the laws of the road and obey them), and the bus is not on time. People driving themselves is the way that most get to school and more should be done to make parking less of a hassle.
- 135. Solar panel would be a great addition to the parking lots. I attended a community college several years ago that at first had terrible parking (very limited space, only one main lot). The college must have received a grant because they built two parking structures and added solar panels to the entire original parking lot. The solar panels allowed for lighting throughout the parking lot, which made people feel safer, and contributed to some self sustainability for the campus. This in turn made people feel better about parking there because they felt like they were contributing to a good cause. This might be of benefit to HSU in the future.
- 136. As a resident on campus it it utterly preposterous that I can not leave my "home" on a daily basis during daylight hours in fear that I won't be able to find a parking spot upon my return.
- 137. stop selling so many passes. THERES NOT ENOUGH PARKING FOR ALL THE PASSES

138. Parking at HSU is a extremely complicated issue. I'm not sure really how to fix it, but props to those working on this project. Good luck.
139. It is truly a huge problem
140. I have tried repeatedly to set up a Department zip car account using their website and I cannot get anyone to email or call me back to complete the application. There is also no one on campus that can help, kinda frustrating when our Dept. does a lot of site visits for internships and this option could be used to make the process better.
141. I can never find a parking spot. The system we have in place doesn't work and I'm wasting working minutes and hours waiting on a parking spot.
142. Decrease parking pass! Encourage people from in town Arcata to take the bus, walk or bike!
143. More parking spaces
144. Add more parking. Put on campus students cars in one located area, for more open parking
145. Yes! Limit the hour range on all parking locations. What reason can you possibly have to have permit areas until ten pm? By ending it at 6, you could probably get more students in the library and other study resources. Sustainability is important but HSU IS NOT ready to switch to improving the parking situation because the parking SITUATION is broken. Honestly look at it to make it a better way for all students before improving to sustainability. It's just not realistic.
146. My first class starts at 10am, I cannot find permit parking 1-2 hours before my first class so I have to use metered parking even though I purchased a parking permit. This is costing me study/sleep time and money, please fix this.
147. I am part time faculty and I don't qualify for a faculty pass. I can waste lots of time looking for parking if I have to come to campus during the day. I am grateful I teach at night due to parking challenges and I try to avoid coming to campus during the day.
148. There is no point buying a parking pass for the semester or year because there is not enough space to park. You have to get here before 8:00 am if you want that. Some of us work late shifts or have field work that goes late into the night and it becomes difficult (and unhealthy) to have to be here that early. Since I live off campus and not in walking distance, that fact that I have little to no chance of finding a spot after 8:00 makes a tangible impact on my schedule, and consequentially my academia. I am not willing to pay for a pass now, and will never be unless there is going to be more parking facilities.
149. I want there to be more parking lots, however I don't want any trees cut down to attain that.
150. What a way to treat employees! Make them pay to come work in behalf of the institution and students. Treat them as sharecroppers... Shameful.
151. Create more parking or charge more for designated parking
152. there needs to be more parking. i cant leave during my breaks to go grocery shopping or anything because i won't have a spot when i get back. it's incredibly inconvenient to have to wait until 6 or later so there's parking.

153. Please build additional parking
154. I believe there are many students using faculty and staff parking and nothing is done about it. I receive a parking ticket every time I do something wrong. I believe the system is skewed.
155. Build a fucking parking lot you cheap shits
156. Too expensive for a product that isn't always available. Imagine if you paid 150 for your spot in class just to see the class is too small even though it was continually offered.
157. Parking tickets are over-administered. My friend and I carpooled to a concert on campus at 8:30pm and we came out at 10:30 to a parking ticket. Even in San Francisco, few areas have meters after 6pm. Why does this small town and even smaller campus have meters in operation until 10pm? Preposterous. Also, we were having fun that night, but a lot of people parked on campus at that hour are still studying. Why do they have to pay so much, when spaces are not guaranteed, convenient, and the purpose is for academia? This campus has an irrational parking policy, in my opinion, and I walk to school 95% of the time.
158. I am convinced that HSU sells far more parking passes than there are spaces available. There should be more public spaces available in Arcata near campus, or there should be more space devoted to on campus parking spaces. It is a complete waste of money to buy a parking pass unless you arrive on campus at 7:30 every morning, as after that there are NO spaces available.
159. stop taking advantage of college students. stop selling more parking permits than spots. stop forgetting that many students don't live close to campus. stop overcharging for passes. its absolutely ridiculous. these surveys go out constantly and nothing changes, except now we have useless bikes. really good job guys.
160. Parking structure
161. I have a family and sometimes take kids to school which hinders my flexibility.
162. There is not enough parking for all those who have bought a parking permit.
163. make more parking spots near campus!
164. The closest bus route is miles from my home, thus my unwillingness to use buses. Biking is not physically feasible for me due to distance and physical issues. So I drive. :(
165. Many of us with children are unable to participate in the more sustainable approaches to transportation. We have to get our kids to school and childcare before work, which makes even carpooling or vanshare not practical, let alone biking.
166. I am a part-time lecturer who has had to juggle multiple jobs and getting my young child to and from school and child care, so the bus, bike, and carpool options seem inaccessible to me at the moment and in the foreseeable future. Currently, I pay for a guaranteed parking spot at a local church. It's expensive (\$100/semester), but I also can't afford the time or the stress to stalk people in the parking lots for 30 or so minutes to hopefully get to my own class on time. This parking situation has been a problem as long as I've been on this campus - since 1999! I'm just glad I found a way around dealing with it. It's always been so stressful and that's ultimately not healthy for anyone! Good luck with finding solutions! :)

167. bike life! Cars are lame!
168. I think there should be more spoken about programs supporting the carpooling idea because too many people want to feel like individuals in their own cars, but then have nowhere to find parking because they didn't carpool.
169. we need more parking for students who live out of town I drive from Hoopa It would be so much appreciated if there was a parking area for people who travel along ways to go to school.
170. More incentives for ridesharing, using public transportation, and commuting could assist in this cause. (such as food & bookstore discounts, etc...)
171. The only reason I get a parking spot on campus is because I am a student athlete who has workouts every morning at 6:30 or 7:30 am. On the days that I do not have workouts, if I get to school later than 8 o'clock I have an awful time finding parking and very regularly do not get a spot.
172. I'm glad you guys are aware and are trying to address the issue. Good luck, it sounds like a headache.
173. Please do something to improve the bus service and to increase parking options. These problems are affecting our community.
174. If you want people to feel like parking permits are not a rip-off build more parking. G11 is a giant lot and could be turned into a multi-story parking structure like many other CSUs that have many more students, but still have available parking. The reason I walk is because I know it is a waste of time to try to find parking. Catering to students is part of being a university and not even giving them a reasonable chance of parking their car on campus is violating that in my opinion.
175. Pretty much if I am not here by 8am I'm not going to find close parking on campus and if it's 9am I need to go find parking outside of campus and then I need to walk back and move it. Last term because of this I received 4 tickets.
176. In spite of teaching at HSU for 23 years, I am denied a faculty parking pass because of teaching too few units per semester...given my career commitment to the university I find this very unfair and inconvenient for transporting teaching materials.
177. Year after year you folks continue to ignore the need for more parking, and year after year it gets worse. The need is not going to go away, especially with this campus drawing so heavily from SoCal to seek enrollment numbers. A much needed parking structure isn't likely to cost less waiting for that perfect time. Stop delaying/obstructing a new parking structure.
178. I would strongly support a parking structure for the HSU campus because I feel that the people who live furthest way from campus would benefit most from the availability and not have to worry about an other stress while in college.
179. I hope that who ever makes the last decision is really considering the amount of money that is thrown away every day on parking citations and permits. It is not fair for students to have to invest on something without security of having it available when necessary.
180. it adds stress to work environment and quality of life.
181. make a parking 2 or three story parking garage then i would buy a parking permit

182. only faculty/staff vehicles should be allowed to park in faculty/staff parking lots
183. The attention to student and faculty transit is appreciated. I am not informed enough to know what the campus can and cannot do for transit to be able to suggest anything.
184. Hopefully the city and some students stop fighting you guys on expanding parking. Sorry about people getting pissed over not wanting to remove the fire hazard hospital the homeless moved into that should be destroyed since no one is taking care of it. Also, sorry for any anger people who get mad at your for doing your job. You don't deserve to be yelled at for things that are not your fault.
185. Although I can't afford to buy a parking pass, I have to find 4 hour parking surrounding the school. And usually I have to drive around in circles to find a parking spot and then move my car throughout the day, so that adds to Humboldt's unsustainability
186. Parking is becoming to big of a hassel for students and staff. Such a stress causes students to not attend class or participate in school activities. Also i'm not very happy that I pay so much for a parking permit and don't get my money's worth.. Half the time I can't find a spot or have to park at a meter and pay even though I have a pass. Another thing is when I do find parking it's either staff or 20 minute parking. It's not fair that I am paying to get my education and paying for parking I can't even get. Thank you.
187. Parking permit too expensive.
188. I would love to walk or bike to and from campus, but I am a single mother, and the housing in Arcata proper is stupidly expensive. I therefore live south of Eureka, since that is where I can afford to live with my children. Affordable family housing in the neighborhood would make a world of difference to people like me (and then I would happily walk or bike in)!
- The other, much easier thing I would like addressed would be negotiating with the City of Arcata to get rid of their 2 and 4 hour parking, at least for students (maybe we can get a semester-long identifying sticker with registration or something).
- I have on several occasions not taken classes I really wanted to, just because I wouldn't be able to move my car on time (and yes, I've gotten one ticket in my time here).
- If you want to be an environmentally sound school, helping to see that your students don't have to drive around looking for parking (which can take anywhere from a minute or two, to a solid 10 or 15 some days) or to turn on their engines and drive around only to re-park in 4 hour zone, for no other reason than to avoid a parking ticket. I personally would like to see "Jack Pass" end, and more funds to make sure that HSU has cheap (\$100 per year or less would be reasonable), always available, close parking. It is an enormous quality of life issue for your students, so much so that I believe it should be THE top priority for this school after academics, more important than clubs, sports, cultural centers, counseling, medical services, etc.
189. Please create an affordable or free doggie day care on-campus. Then I would carpool and drop my dog off. That would free up a parking space, help the environment by reducing emissions, and save me some money.
190. Even one more large parking lot would help greatly in providing more opportunity for students to access the school easily.

191. Parking is hard at most universities. It's like the weather. It gives people something to complain about. Please don't fix it - people might start focusing on real issues that should be dealt with.
192. I come to campus before 8 am, because if you come to campus after 8, then you will not find parking. I don't start class until 9 am and 10 am on the week days, but I arrive before 8 to park.
193. Seriously, the kids factor is no where in this entire survey... Students with kids, faculty and staff with kids, it's incredibly difficult to ride share or bus if you are also taking small kids to and from school, it's pretty much impossible as is.
194. Scan. I will never purchase a semester/ daily/annual pass
195. yes . the way we utilize space on this campus it deplorable. we have students living in their cars because of a lack of housing. We have a shortage of classroom space to teach . But we have parking lots everywhere.... that take up space that should be devoted to accomplishing our mission, which is education. There are locations in Arcata where we could locate parking hubs/centers, like we do at SFO airport, and the big city centers, which we could utilize the space more efficiently and encourage more biking and carpooling. this notion that by adding more parking spaces is going to solve our problems simply wrong headed. its resembles those positions about energy.....that we can simply solve our energy issues by adding more nuclear power plants to the grid its stupid, it lacks creativity, and it is simply not taking into consideration the real needs of the hsu community. my students don't have a hard time in the classroom because they cant find parking.....they have a hard in the classroom because they cant find housing, or affordable food, and don't feel connected to a community..... rip up the dam asphalt and put in some park space and places where people can sit and talk and connect. build up parking on the edges. build up....not out . i think building a 5 story parking lot in the library lot, as well as a 5 story lot at the edge of the 101 south, and a five story lot across from plant ops out solve the "parking " issue. the horizontal space we devote to parking cars needs to shrink- we need to go vertical.
196. Limited spaces, limited parking times make it harder to not worry about parking.
197. More parking in general is needed. After certain times it is virtually impossible to find parking on or close enough to campus.
198. It is not easy to get around a rural community and rent in Arcata is high so living elsewhere and driving is often the only option. Students have a lot of responsibilities and parking should not be such a challenge. It is a hugely negative issue for HSU and one of the main things students complain about. It keeps people away and makes them leave. Do something better!
199. Need more available spaces that accept the day pass
200. The parking situation is ridiculous. There are many places on campus where parking announcements are not clear and can be a very easy and expensive mistake to do. Second, HSU student population is growing and the campus obviously does not have enough parking spaces.
1. The university should set restrictions on itself to limit the amount parking permits they sell based on the number of parking spots there are available.

2. Build a Parking Garage, tickets are given on a daily, and I think all the money that the school is getting from those tickets should go towards solving students' concerns and issues on campus regarding parking.

3. City of Arcata should not be giving students tickets, we pay alot for tuition and The City of Arcata and HSU are just making it harder for students financially and academically. We are late for classes because of lack of parking, and we have to save about 300\$ extra aside from food, housing, and school supplies just to get a parking permit. It's sad that it's not only HSU that has this problem, and it really needs to be stretched and communicated with all the CSU universities.

201. Build a parking structure.
202. Parking is absolutely insufficient!
203. I wish I had more imaginative ideas, but parking is too expensive - period.
204. A grant needs to be obtained to actually create a parking structure on campus. I came here in 2008 and there was parking most all of the time. Now, there are more vehicles in the lots on campus. It might be that you need to consider restricting freshmen in the dorms from having vehicles, or having a lottery for the residential lots. There are many out of town commuters who work jobs and need their vehicle, its difficult for them to make that work lately. Staff lots are also severely undersized, and the priority should truly be for the people who make the university function (support staff, faculty, graduate students, students with disabilities) and then upper division students and finally the lower division undergraduates.
205. Often Have difficulty locating available Handicapped spots Near the buildings and given that the terrain campus is quite hilly and is inaccessible, I feel more spots should be provided. For example, in the faculty lot adjacent to HGH building, there is only ONE designated HC spot.
206. Please do not build a parking garage.
207. Accessibility is also still an issue at HSU.
208. There should be a limit on the passes given out.
209. If prices need to increase then maybe HSU should partner with the Arcata city police more and use money they make on 4 hour parking tickets to help with the parking on campus. that money is essentially all coming from students anyway.
210. The parking and transportation issues are related to the lack of housing in Arcata and surrounding areas, as well as, the issue of over-enrollment at HSU. Maybe fix these issues in order to assess the parking.

Parking insufficiency is by far the VERY WORST part of attending HSU.

It is so inconvenient that I regret choosing HSU and am so glad to almost be done and will NOT CONSIDER graduate school at HSU because of this constant inconvenience.

This is a problem to the point that I would tell students considering attending HSU to reconsider unless they can afford to and can find housing available near by HSU in Arcata.

211. We just need more parking spaces or less students.

212. nope
213. build a parking garage
214. I believe that B St and all internal roads on campus should be shut down to all motorized vehicles with the exception to emergency, and campus vehicles. There are currently zero on campus bike paths which is almost comical considering the campus' drive for sustainability.
215. I'm not sure if this would be legal, but there should be a policy stating that if you live within 1-2 miles of campus you should not be allowed to drive.
- Also, Freshman should not be allowed to have cars if they're living in the dorms.
216. Trying to commute here is terrible. Raising parking prices shows the school is being greedy as ever.
- I think you need a way to move people from one side of campus to the other without them having to get into their cars or get a ride. Going from BSS to founders hall is something I regularly do and I need a ride from my girlfriend due to my bad back. Maybe have a little tram or something? I always though a guy with a van running people across campus for tips would do well.
217. As I've stated earlier:
- "The local transportation is quite disgusting having rode on it before and living in Cutten, I'm forced to commute (carpool) with my own vehicle since taking public transportation would take far longer due to hours of operation and the number of transfers. Having to live so far away from campus to get away from all of the drugs and crime that plague Arcata and downtown Eureka and having little options for living even in Arcata is the primary reason for living in Cutten. Walking or cycling to school and back every morning/evening in my suit would take an excessive amount of time to complete and is therefore unrealistic."
- The drug problem is horrendously bad in this area and quite despicable. IF public transportation was good, crime/drugs non-existent, and there were decent housing options in this area, then taking the bus or some other method of traveling to and from campus *might* be considered. What makes this worse is the almost non-existent parking on or around campus. You know what's great? Having to drive 11 miles to campus because of the above reasons every day at 7 a.m. just to find a parking spot and then not being able to leave temporarily for lunch or errands during the day because good luck finding parking after 9 a.m.! Instead of a broken system of the retiree brigade of parking ticketers that drive around in their ridiculous golf carts because we're often forced to park in the neighborhoods during the day, perhaps we should actually consider providing students and faculty with PARKING STRUCTURES of 3-5 floors per lot to make up for the \$150-300 permit fee during the normal year and the summer session fee as well if you ever wish to work and graduate on time. Budget crisis? Remove funding from defunct programs such as our worthless sports teams (I'm looking at you football) and give it to building better facilities (including parking structures), better housing options and most importantly, academics.
218. Spend money on more parking lots on campus and maybe I would consider buying a parking pass
219. Its absolutely horrendous. I would rather take the extra 10-15 minutes to walk than it would take for me to find parking. I'm not going to pay the outrageous price of a parking permit because I pay my way through college and it is not at all cost efficient.

220. The parking situation is infuriating. The daily stress of planning around the lack of available parking is very draining. Having to arrive on campus early in the morning to find parking has significantly reduced (eliminated on several days per week) my workout time. I feel that paying for a parking permit and metered parking is unfair. I feel trapped on campus as soon as I park. I live in Eureka and, for reasons extending beyond my residence location, I cannot use alternative means of transportation (one of the reasons I purchase a hybrid car). I lose significant amounts of work time in the day due to the amount of time I plan around the parking situation, which means I often must come to campus on weekends and work late at home to make up the missed time.
221. We need more parking spaces on campus. Is there a way for you to create a Monday, Wednesday, Friday permit for students who have classes on those days. You might want to consult with other CSUs who have commuter students to gather more ideas on how to fix the parking problem. Also, you might want to look into a way to incentivize not bringing a car to campus. Granted, I know the incentive is not paying for parking, but a lot of students bring their cars up in the spring semester, and parking becomes even worse.
222. Don't sell more permits than there are parking spaces. It's a rip off to buy a parking permit and not even be guaranteed a parking space.
223. why do i have to pay to park where i work this doesnt seem legal
224. Make more parking. I am a 4th year student and never had a day in which I did not have massive anxiety over parking.
225. HSU needs a bigger parking lot
226. I have spent roughly 99% of my time living on campus and walking to class since arriving at HSU. I have made a few small excursions but that is all. I am not familiar with how to rent a bicycle, but I would be very interested in learning how to do so that I can finally begin exploring the area.
227. You can build all the parking structures you want but it really won't help parking being awful. I transferred from a much much larger university that had at least three or four parking structures and they were always packed and parking was always a hot issue. It might be easier on drivers for maybe a year or two after a structure is built but eventually the school will grow a bit bigger, it will strain capacity a bit more and everybody will be bellyaching about parking again. What would really help ME out would be if RTS decided to keep the CR - HSU route going longer in the day or if they ran another bus, but I doubt you guys have any power over that. Good luck with whatever you decide to do, I guess.
228. Definitely work on getting more parking spaces available for those who pay for the passes. I don't think parking tickets should be as expensive as they are on campus, and you should get more chances if you get one.
229. HSU keeps saying they won't put up a parking structure because it's ugly and would be too costly. I'm calling bullshit. We have the money, we just allocate it to useless things, not spending it well, and getting caught up in too much university system politics. Just give us a parking structure. It would save space, ensure parking for more, and be a hell of a lot easier on our students. Seriously, we need one. Just build a parking structure.
230. Too little of parking

231. Buses should run more often and later. The bus stops running too early and makes it difficult for those that get out of work late and their bus is their only transportation. If in other cities like Los Angeles starts running from 4am and stops running at 2am then others should too. If the bus was available more then I would have been able to work more hours to pay for my tuition. Another problem is that the bus take a long time to pass, sometimes I have to be 3/4 hours early to work because the buses pass every three hours on certain days.
232. I would like to be able to leave in the middle of the day and come back and not be forced to park on the opposite side of campus from where I live or off campus entirely.
233. Parking at HSU is a joke =)
234. My main concern is limited 4 hour parking spaces and no option of a day pass.
235. Parking is overpriced
236. There needs to be more parking for people who live 5+ miles away from campus who have busy schedules.
237. the bus is horrible. hsu needs a parking garage!
238. I don't know much about bike racks or bus stops on campus because I solely use my vehicle to get to HSU Monday-Thursday. I refuse to purchase a parking permit because they are too expensive, with little to offer. I would rather see decreased permit prices, a multiple story car garage, more work with the city of Arcata to put an end to parking spaces with at most 4 hour limits, or less expensive parking meters. I could be wrong but I sense that the majority of students who attend HSU use vehicles to get to and from school, I would like to see more compromise regarding their wants and needs.
239. I did not buy a parking permit because I was told I was not guaranteed a parking space so you're paying all this money and you might not even get to park. The number of passes should be limited, and if possible an app for when parking lots are full would be so helpful in shortening parking time
240. Bike racks on all ETS busses not just RTS
241. Make more parking spaces
242. more bike cages!
243. Buying a parking permit is just very expensive and many students cannot afford it. Plus it is very difficult to find a parking spot so it is useless at the end.
244. We pay so much money to go to school here, the bus does not come as often as it could. And there is a parking enforcement officer whose only job is to screw people over by handing out tickets to desperate, broke students who can barely afford to eat or buy books. Its messed up. Stop with the ticketing so much. Although parking is tough, do not build another parking lot. stop letting in more and more students every year and it will be solved! We dont need to cut more trees down for our carbon emitting wasteful cars.
245. It would benefit the students to increase the number of parking spots. Also consider only selling a small amount or no more permits than you have spots available, so that students who pay for parking can have assurance that they can make it to class on time. I currently have to arrive at least an hour early to

my mid-day classes and sometimes I am still late. The parking lots are full by 8am. I would rather pay more than have a feeling of anxiety every day that it will be the day I can't find parking. The inaccessibility to students is unacceptable, especially considering the majority of the time I have to idle for up to 45 minutes creating pollutants and wasting gas and money in order to catch a student who is leaving and ask them if they are and to give me their spot (which also adds unnecessary interaction between pedestrians and drivers that can cause a "safer space" for sexual and other assault). I should not have to show up to classes an hour early to have the possibility of getting a spot on time. It is a waste of my time I could spend being productive doing homework or working. Please work to make HSU a better environment for everyone.

246. I believe if we can, there should be a way we will be able to build at least to more levels of parking structure across they way from the sbs building.. if not find a location which we can allow far commuters to receive a parking spot. The very few students that cummute via car are those who live out of the way from the school. Locals are walking to school only because we have been having really good weather, but once the rain starts to come down.. more students are going to drive wether they are local or far. So it's only fair to create more parking spaces for people who paid to have a parking spot.
247. The bus really sucks because of all the drug addicts and people with mental illnesses. I have watched many bus drivers being verbally assaulted, a lady fall asleep on the bus so long that they thought she was dead, had a drug addict sing me an explicit Eminem song, watched a man smoke a vape pen with Marijuana and countless other incidents. Creating an HSU busing system that was safe and reliable could help with keeping students safe. I do not feel safe going to school some days.
248. Parking sucks after 8 in the morning. It discourages me to attend class sometimes. If I could afford to get a bike and equipment for transporting a personal bike, I would. But I can't afford it. I think those bikeshare things are interesting, but I've only seen it in one place and I feel like it's not convenient enough to even use it because I haven't seen it anywhere else but by the business building
249. Build a parking garage and do away with 4 hour parking .
250. The biggest frustration of my day is finding parking at HSU. Regularly, I have to go out of my way to make sure I'm ready for a whole day of classes by arriving to school 1-2 hours earlier than my first class so that I can spend anywhere from 10-50 minutes attempting to find a fucking parking spot. I see other cars doing this too... this can't be good for the environment or sustainability, eh?
251. I would buy a pass if I was on campus every day at 8AM to secure a spot 5 days a week. If not, I'd rather just walk from my farther parking space.
252. I do not have a parking pass becuase it is so expensive and there is never any parking on campus. It is a messed up system. I did not know that HSU does not get State money for parking, but with paying over \$4000 a semester to go to school here maybe changing where the money goes and making students happier, with accomodating to them would be better.
253. There is not enough parking on campus for 4 wheeled vehicles. I have been attending HSU for over a year and never had consistant access to on campus parking and often wasted upwards of 15 minutes looking for parking, Administration should consider building a multi-tiered parking garage or aim to re-allocate more curb space in the surrounding streets to accomodate for FREE daily student parking. It is not reasonable that anyone should pay 3\$ just to park a car near campus.

254. I understand that money is an issue but I see no other option than to create some type of parking structure. Trying to find parking is insane throughout the day and very inconvenient. HSU needs to provide a sufficient number of parking spots to keep up with the numbers of students entering the school. Not having the ability to find parking inhibits on people's education. Students are often late to classes and work because of the inconvenience of parking.
255. Add a second story parking structure above the one between College Creek and Campus Apartments.
256. I feel like we need a parking structure, maybe by the J. That is where there are so many cars just sitting. If we had more levels of parking, that would greatly increase the # of spots. Either that or renting a field not far off campus to have for students to store their rarely used cars. Charge more for closer spots. I suppose you could turn the library lot into a 2 tiered parking garage too. Its just wrong that we cant leave campus to do errands or go to MD appts in the middle of the day. I have very often then had to park at a meter and risk getting a ticket. Also the academic year parking for 10/12 employees should go to the date that we end which is sometime in June. It doesnt need to start Aug 1st as we dont start back til the 10th. Why should we have to scrounge for parking end of May beginning of June? That just seems wrong. Thank you for listening to my frustrations--sorry if I am a bit sick of this situation.
257. Where does the money for our parking permits go?
258. We need more parking spaces. This was rejected years ago because the popular vote was a parking garage would decrease the beauty of the campus. Now, people get to school at 7 am and won't leave until 8 pm because they are afraid of losing the few spots available, like me. If there were more spots, or less metered spots, that would justify the cost because campus would become more available to students.
- As it stands, in combination with the housing issue in Humboldt, many of the students, staff, and faculty must commute from Eureka, Bayside, McKinleyville and other local areas to Arcata. Then they have to park far away, sometimes essentially downtown, and then walk up and down several hills to get to campus. After all that sweat, does riding a bike up hills on campus (where many cars nearly hit bikes anyway) sound appealing? I don't think this is a solution at all.
259. Do not sell daily permits when you know the lot is full.
260. We need more parking
261. Though I buy a parking pass, I don't bother looking for a space between 830 and 1600. I just park off campus.
262. You have not considered all the local options. If we 'rented' spaces from the community center /Health sport (whose lots are generally 1/4 to 2/3 empty during the week) and had a shuttle from their lot to campus we could accommodate a LOT more. Other campuses don't allow students who LIVE ON campus to park their cars in the closest lots but have remote options for them. Right now HGH lot is ALREADY full at 7:00 am (I know b/c I am always here at 7) and that is nonsense. Over night/permanent parking on campus is silly. If they must have access then they should have to demonstrate that need. We also have too many meters. I know they may keep cars moving but who gets that income? That MUST be a money spinner at the expense of people on campus running out to plug the meter. You are also burdening the local residents. All of the surrounding streets have become parking lots and people who LIVE there can't move their car during the day b/c they worry they won't be able to get one when they

come HOME. Have you asked them about your parking failures?? I suggest you do so b/c you are just passing off your inability to sort this out onto the local citizens with all the potentially negative feeling that comes with students leaving trash - parking over night etc. Leaving totally dead cars on the street for weeks and months.

263. Harder to use buses when need to interconnect Eureka city buses with Humboldt County buses AND need to have all work well consistently on short commute windows.
264. Too expensive and not enough spaces!
265. When I did live on campus there was an issue with general parking passes using the residential parking lots. There were times when I would have to park across campus from my housing because there were no spots available and then wait until classes had ended to move back. That shouldn't be an issue especially if someone is paying extra for a residential pass and has no where else to store their vehicle.
266. Parking spaces are extremely limited on campus making driving to campus after 8 am nonviable.
267. MORE PARKING, OR STOP SELLING MORE PERMITS THAN THERE IS PARKING
268. We need a parking structure that will accommodate most if not all students on any given day. This will make less students late to class and give the community more available parking in front of their own houses.
269. WE NEED MORE PARKING! It's so frustrating that I come back to school from work and I have to drive in circles for over an hour to wait for a legal spot since I'm a resident.
270. I live in a rural area away from town and I like to get to school early, so biking or taking the bus are not practical and carpooling with people outside of my family is hard for me. I also cannot drive because I have epilepsy.
271. I would like to see expanded bus services in Arcata. I would like them to run later on Saturday, and have enough space for all students during weekdays. Maybe even another route that reaches more distant parts of the Arcata area.
272. Work with city to allow those with parking permits to use metered spaces around campus for free.
273. I don't use a permit because it's easier to find street parking and walk the 6 or 7 blocks to get here. It's actually much faster than circling lots with no spaces.
274. Although I do not drive to campus, I have a large number of friends who do and hear constantly how overpriced a parking pass is and that it is not worth it to buy one when they can never find parking. In my opinion, either the school needs to have more parking lots or more affordable on-campus housing.
275. Almost every day I can't find a parking spot forcing me to park off campus then I am not even using my parking permit that is overpriced to begin with. If there were more parking spaces then that would make parking on campus a lot better.
276. Yes, I do. I really dislike your overpriced, mostly useless, parking passes (yearly and daily passes). I also really dislike the "parking enforcement". We as students stop trying to nail us with ridiculous fines. I guess I can understand during the school year, but I was working ON CAMPUS all summer and was still antagonized by parking enforcement. \$ 40 for not parking completely within lines in a mostly empty

parking lot, seriously? Get a life. I'm a hardworking student who works for the school. I would love to know the reasoning behind these unnecessary tickets. EMA have a nice day.

277. Stop being garbage.
278. Build a multiple story parking garage...it's really the only way to fix the current state of things.
279. encourage City of Arcata to make more 24/hr parking spaces near campus
- 280.
1. There was no mention of the marine lab at all in this survey. Yet this is by far the most challenging campus destination to get to for faculty that teach there and on main campus. Walking or biking are simply not possible to get from main campus to the marine lab. Busing frequency is terribly insufficient. By far most of my commuter miles are between main campus and Telonicher marine lab. If I have a morning or mid-day lab and must return to my office or a class on main campus, it is unlikely I will ever find a spot on campus. This affects my productivity as I must delay meetings where possible, or simply show up late. Vanpooling at strategic times of the day (preferably when labs let out would be prudent for those of us that must teach at the marine lab.) That service could also be supported by user fees.
 2. Walking is actually more convenient for me than riding a bus. If there were incentive programs for walking in addition to busing or biking, I would consider doing so more often in inclement weather.
 3. Tiered pay parking system based on distance between home and university or frequency of travel seems prudent. Why someone like me gets to pay the same as a faculty member who lives in Eureka for parking is non-sense. I am willing to pay more for a balanced system and I would be happy to let the CFA know that (if there are collective bargaining issues in the way).
 4. Faculty/staff parking needs to be prioritized above student. That is plain and simple. I am coming to my place of work. I am expected to be there before my students to prepare for class without having to rush like a madman. I have responsibilities like taking care of kids in the morning and getting kids and spouses to work. MOST college-aged students simply do not have these responsibilities That fact needs to be respected and parking for faculty needs to be guaranteed on campus. Current system of faculty only lots is woefully insufficient. More parking needs to be marked for faculty on street side of various buildings and not just in tiny faculty lots.
 5. Parents with school age children are particularly impacted by parking woes. I could easily come into campus at 7:45 and find a spot and get down to work. But with a child in elementary school, the earliest I can take them to school is 08:10. As a result I can't get to campus until about 8:20 and already parking is challenging and sometimes impossible on campus. Again, a tiered system of parking fees seems appropriate where faculty/staff/students are given a break if they have school aged kids.
 6. On campus freshmen should not be allowed to have cars. Many universities already do this. Encouraging walking when they go into town is better for their health. Encouraging public transportation use is more in line with HSU sustainability goals.
 7. Eliminate meters on upper end of B street and at library. Why on earth do I have to drive around looking for a permit spot, while metered spots are wide open? If meters bring in big bucks to allow parking to be self-sufficient, start charging faculty and staff more per month to park and simply eliminate the metered spaces. Along the same lines, pay the city of Arcata to eliminate parking along the metered spots within two blocks of campus. Charge everyone more for parking to cover this cost.

8. Allow parking along LK Wood. Paint some angle in lines on both sides and you could add another 100 spaces easily. Eliminate the median in various places if necessary to accommodate the spaces.

281. Parking is horrible and very inconvenient due to punctuality. Please resolve this issue as soon as possible.
282. See my comment above to #28. HSU sells way too many permits given the number of spots available.
283. I spend almost as much time getting to campus or seeking parking as I do teaching my class on those days when I only teach class. For me as a part-time lecturer with off campus work and family obligations, driving to campus and finding parking are crucial to MY ability to teach on campus.
284. While the idea of taking a carpool or bus, or biking to campus is great. The reality of the housing situation is such that many people live outside of Arcata in remote locations and do not have access to a bus, a carpool, or its just simply too far to walk or bike. (I would have to drive at least 5 miles before I even get to a highway-- much less a spot where a feasible car-pool lot could potentially be).

Also, Humboldt winter weather can be quite wet and brutal-- this also makes it even more difficult for people who potentially could ride bike or walk to campus.

You really need to consider the reality of the housing shortage that forces people to drive in as well as the icky humboldt winters. It is unreasonable to think that everyone has the ability to use "Sustainable" transportation to get here, because that is not the reality. Desire to be sustainable has nothing to do with it.

I often arrive several hours before I teach-- before 8 am so I can find parking despite not teaching until late morning or early afternoon because I cannot stand the anxiety of not finding parking and risk being late to class. I also cannot afford the ridiculous price of a \$40 ticket for parking in an undesignated spot for faculty. Its disgusting to be charged more than I make for that one hour of teaching, or risk being fired for not showing up because I could not find a parking spot.

285. There seems to be plenty of parking around campus, but there needs to be more parking for residents living on campus. There is limited parking spaces, especially for Redwood and Sunset, that are somewhat near the dorms. Other parking spaces have the disadvantage of your car being out of site, which can be nerve racking; and also make it inconvenient to get to your car if necessary. Many on campus residents only have a car so that they may drive home when desired, therefore making the bus not a reliable alternative. Being said, it would be much more convenient to have more parking opportunities for on campus residents who have a car for the purpose of driving back home.
286. I believe that lack of parking is a serious negative consideration for our prospective students
287. I have witnessed students miss exams, field trips, and class because they have spent hours looking for parking. Students can't find a place to live in Arcata, and then cannot find a spot to park to attend classes. Parking is causing student to have difficulty being successful in college.

If we do build more parking, I would recommend a parking structure on the large lot next to College Creek Market and the SBS building. Ideally the top of the structure would be a green space that would be more appealing than the current parking lot view. It would become a nice common area with parking below.

Also consider tier system for how much people pay for parking. Please see models at other universities

288. Parking is limited on campus but we still allow students who live on campus to park there cars which hardly ever move. Yes, you make money but the available of space is not consistent. If you didn't allow students who live on campus to bring a car and park it all day/night, then you would have more availability. A frosh who lives on campus and possibly has a campus job hardly needs to leave campus , they can walk anywhere in town, or take use the Jackpass to go to Eureka. But for people who commute and need to find a parking space or who have to leave for appointments or to pick children up, it makes it extremely difficult to find a space, especially if you leave.
289. They should probably think about adding bus 15 mins apart during the morning hours to assure that no one gets left behind because lack of space on the bus.
290. The school sells too many parking permits--more than there are spaces. A cap on permits could help the situation. i pay for resident parking & I can barely find spaces for residents only if i was to leave during the day.
291. Fixing up the parking lot at Union and 14th Street this summer is a good idea as long as there is NO net loss of parking spaces in that parking lot!
292. I think that campus residents should not park on campus, there should be an off campus lot for them to park with easy access to their cars. Many campuses do this, in fact, there are many universities that do not allow freshmen to have cars. I think it would reduce the number of cars on campus and free up some of the limited parking spots on campus.
- Before I had kids in the HSU childcare center, I rode the bus and it was really great. I wish it were more convenient for me to do that with kids.
293. I'd rather ditch class than show up late with the excuse "couldn't find parking".
294. I have worked at HSU for 33 years. I stopped using a car permit years ago due to availability of parking. Now, I ride a motorcycyle when it's not raining but have had continuous and unacknowledged issues with the parking passes. I pay more in citations than I do for the pass. I hate Parking at HSU and the fines for the parking citations and the exuberancy the parking folks show in issuing the citations is disgraceful. especially for staff and faculty parking. Changes that are customer service related are past due and as a recruiter for the university, it's impossible to address questions about parking in any type of positive light.
295. The parking permits for on campus are far too expensive and the tickets for off campus parking should be lower for students or have more leeway due to classes getting out late and such.
296. Bus isn't frequent schedule
297. It would be sweet to have parking garages, although I'm not familiar with the foundation if it could support such a building. Parking meters should be void if the vehicle has a parking permit.
298. Crowd fund for a parking structure! More faculty parking. Guaranteed parking for carpooling faculty and students. Parking is the worst I have ever experienced anywhere.

299. There is no reason to pay for a parking pass when I can't find parking on campus; there is no reason to purchase a daily pass when I will only be at school for 2 hours.
- You should add change machines close to the parking meters (student services building, near the preschool, etc.)
- Lack of parking has forced me to be late to class on numerous occasions, even when I show up to campus 30-50 minutes before class starts.
- My life and responsibilities do not allow me to have the freedom to wait around for a bus/carpool or spend ~2 hours riding a bike to and from school each way.
300. The current situation is absurd. You can only reliably find a good parking spot before 8am or after 6pm.
301. A worthwhile investment would be to build a multi-level parking structure, especially if we expect that the campus will continue to grow. This structure should also be where students who live on campus park their cars. The lots nearest to the College Creek complex are always full because those students never (have to) move their cars. I think a place where they could park (further away) would free up those spots near other campus buildings (HGH, NR, etc).
- Overall, the situation really needs improvement and I'm thankful that this survey is being done. Basically, if I don't get to campus by 8:15 am (on most days), there are almost no spots left and that is ridiculous. I'd definitely be willing to pay more for a guaranteed spot; especially because I carpool with my partner on the three days per week that I come to campus. Thanks!
302. I get that y'all don't want to cut down more trees, but there's an empty campus events field that we only use like once a year or build a parking structure in the Harpst parking lot! It's big enough. It's not fair that parking permits continue to be sold to students when parking isn't even guaranteed.
303. Biking to locations around campus is somewhat unrealistic due to the elevation changes across campus. I think most cyclists park their bike when they get to campus and then walk to get around. What ever changes y'all make, you should keep that in mind. Cheers,
304. Don't give me a parking ticket when you don't have enough spots. You guys should only sell as many permits as there are spots, even if when you sell a permit, you are in a sense selling a literal parking spot with a number or some designation system.
305. I would pay for a parking pass and park on campus, but everyday when I walk from the 4hr parking areas I see multiple people who have paid for a parking pass forced to park out on the street. I am really glad I'm not one of the ones who paid for a service they can not use.
306. Electric Vehicles or "green" vehicles should be used as a shuttle busses from "park and ride" locations. UC Irvine has such a system, maybe looking into their start up costs and efficiency for students might be of help!
- If there will be "park and ride" locations how safe will they be? and they should not cost more than the on-campus parking. Shuttles should run almost every 30 minutes or so throughout the day from 8/9am - 10pm. Having those bike stations will help too for those students who might have missed the last shuttle so that way they can ride their bike to the "park & ride" lot to retrieve their car. Also I wouldnt mind

paying a late fee if there will be a LATE shuttle that goes past 10-11 so that students of color wont be hunted down in these streets. This is an honest concern for POC faculty and students.

307. Yes, bus transportation is terrible. Getting on a bus from McKinleyville to HSU is not direct, the busses typically have a large number of addicts and homeless making the ride uncomfortable, it makes a big tour of Giuntoli area AND the arrival times are very unpredictable. Have waited over an hour at times, typically 15-30 min for a 20 min ride. If there were dedicated busses with a direct route from a ride share in each town AND realtime update of location then there would be hope of using the bus as a primary transportation method.
308. I'd probably buy a permit if it were cheaper. I live about 20-30 miles from campus so automotive transport is really the only reasonable mode of transportation.
309. SURVEY PEOPLE WHO HAVE QUIT HSU AND ASSESS HOW MUCH PARKING PLAYED A ROLE IN THEIR DECISION TO LEAVE. GET OVER THE DREAM THAT PEOPLE ARE GOING TO RIDE BIKES TO CAMPUS OR GET SOME OTHER JOB THAT MAGICALLY PAYS ENOUGH TO ALLOW THEM TO LIVE CLOSE ENOUGH TO WALK (BECAUSE WE ALL KNOW THE ONLY FOLKS EARNING ENOUGH AT HSU TO LIVE CLOSE TO CAMPUS ARE THE ADMINISTRATORS). THIS IS MY LAST SEMESTER AT HSU IN LARGE PART DUE TO PARKING AND PAY-- MOSTLY BECAUSE HSU DOESN'T SEEM TO CARE ABOUT INCREASING PARKING BUT SEEMS TO CARE A LOT ABOUT INCREASING ENROLLMENT. BUILD A PARKING STRUCTURE.
310. make it cheaper
311. Need more parking spots on campus if you are going to charge over \$300 for a permit. If I'm paying \$315 for a permit, I would like to have a spot more accessible to me. Right now, if you get to campus around 8:30am or later it is almost impossible to find a spot.
312. I was forced to find an alternate lot near campus and paid for a reserved parking spot there because, after 3 years of fighting for parking at HSU, I became fed up. I would literally miss classes because I couldn't find a parking spot. Paying over \$300 just to hopefully find a spot is ridiculous. At least look into building a parking structure where an existing lot already exists so that we have more parking options. Everyone on campus struggles with parking, so this is an issue that NEEDS to be addressed.
313. 1. Bus riding: I would bus to work more often if the ETS and RTS schedules lined up better. I don't live anywhere near the RTS bus line and we're a one-car family, so leaving the car all day somewhere close to the bus stop doesn't make sense. See if HSU can leverage our size to pressure the transit system to reschedule local bus routes to better align with RTS schedules, which would reduce travel time. That is a main reason I don't ride the bus more regularly.
2. Carpooling with 3 or more people isn't always possible, but carpooling with 2 people could/does. Please allow flexibility with carpool parking to allow for 2 person carpools. That would go a long way.
3. I'd consider biking once the trail was complete from Eureka to Arcata. If that happened, I'd definitely want access to showers.
4. There are a lot of residents who park on campus who use their cars twice a semester. Consider off campus long-term parking and incentivizing freshmen to not bring a car by giving them a free bike. I work in Marcom (Kristen G) and have a friend who works for a folding bike company who'd be interested in talking about a bulk purchase deal. If we put funds toward a bike program in which students sign an agreement to not bring a car their first year, they get a free folding bike. Doesn't have

to be all, just the first 500, say. We might also need to do something else with giving them the first seats on the charter buses home on breaks.

314. More zimcars
315. A parking structure would be nice for student parking
316. Making accommodations for more vehicles, and not necessarily curtailing the use of vehicles, will cause more congestion and raise the risk of accidents on such a small campus, in comparison to other campuses. Building incentives to get HSU-goers to take public transportation or carpool would greatly reduce risks and congestion, as well as curb emissions put out by increasing vehicles that are brought to campus. If one lives within a certain radius of campus, and has the resources needed to get to campus (bike, scooter, able legs, carpool, bus, etc.), they should either pay a considerable amount more for a pass or not be able to purchase one at all; those that live beyond reasonable distance to use any such resources should have the less hindered ability to purchase a parking pass and actually get a parking space on campus. As we begin to exceed the housing capacity for Arcata, it is a wonder that resources are not extended into other communities that do not receive the attention they need to be able to use space that is potentially used by commuters whom live within close proximity to HSU.
317. The current situation has become unbearable, and I pay more each month for metered parking than I do for my parking permit on occasions when I cannot find any permitted spaces (that I pay for). Many of us have come to consider a class action lawsuit in response to HSU collecting fees for permits for spaces that they cannot deliver.
318. I think the biggest issue is less commute for me. Students need more housing closer to campus that is affordable and pet friendly. We need to live close to campus so that we can utilize ride shares, bikes, and walking. Until they open up a nice bike trail that connects all the cities and earlier buses to arcata/mckinleyville (e.g. 4am) I'm forced to continue driving.
319. Providing more parking would help students not be forced to be late to classes. Also providing cheaper parking passes would help as well. \$3.50 is a lot to spend everyday
320. Build a parking structure
321. If HSU really wants to become an exemplary school for accessibility and medium or low income students it starts with housing and ends with parking. I will not ever buy a parking pass at any facility that has a 3:1 car to space ratio.
322. Biking, walking and using the bus would be ideal for me, however I work in Eureka and Mckinlyville before and after classes on some days. I have to drive to campus because my time frames do not match others. It is frustrating to drive to campus and not find any slots available. I did not purchase the parking pass because I hardly was able to find parking pass when I had one. I often had to park in the 4 hour lanes away from campus close to 11th street to park. It does not make sense that us students are purchasing parking passes at the full prize when majority of the time we are parking elsewhere. I am a senior and I have met other classmates who also drive to work and are having the same issues. We usually are late to class too.
323. You shouldn't sell more permits than there are parking spaces.



324. I really would take the bus but since I come from Hydesville it is an hour and 20 minutes on the bus. So I would be commuting for almost 3 hours, instead of just the hour and 10 minutes that I currently commute for. I also wouldn't mind carpooling but I can never find any students who want to get up that early.
325. It is faster to walk from my house than drive because it is so difficult to find parking
326. Turn that field in the middle of campus into a parking garage.
327. The struggles to find parking make coming to school a hassle and it sucks to have to wake up so early in the morning to come to campus and find parking, and then I end up paying more on coffee or some type of energy drink to wake me up. I think a parking garage would be a perfect idea.
328. #12 did not specify positive or negative impact. I carpool to the marine lab in Trinidad. While living in Eureka I drove to Arcata and walked to campus because I could not afford the parking permit. An off campus (but within walking or biking distance) parking structure for reduced cost would likely appeal to many students.
329. The biggest issue with parking is availability. The bus can be inconvenient for people that live outside of Arcata, so many of them opt to drive. A parking structure would probably be helpful!
330. Bus routes do not run late enough into the evening. I often study and work on campus and am not able to take the bus home.
331. You guys really suck. People drive to school when they only live a block away because they don't want their bike stolen. Instead of buying bikes that students can share you should have invested in making the campus more bike friendly. Also, buses should be more frequent not once every hour. If a third world country can afford to have a bus around every 15-20 minutes it's hard to believe this school cannot afford shuttles to do so as well. Also, stop selling more passes than parking spaces available on campus. I understand you guys have to be self-sustainable but it's shady business having people pay for something that cannot be provided.
332. They should stop admitting students if they are unable to allow staff and faculty to park because of it and also students have no housing...
333. Bringing my vehicle to school is significantly a function of living fairly rurally - out between McKinleyville and Trinidad. No easy bus access.
334. I have several concerns: I am required by my employer to take a one hour lunch but I can not leave campus during my unpaid one hour because I will not be able to find a parking place when I return to work and will be docked from personal time and performance evaluation if I am late every day. I feel that this is impacting my personal life significantly as many services in our community close at 5:00 or 5:30 and business offices are closed on Saturday and Sunday. This is a very small rural community and not being able to do errands at noon to address life issues does eventually impact student services as I must now take personal time to do these things during work hours.

I now make all personal appointments in the afternoon so that when I leave campus I do not have to return. This has a significant impact on student services as several days of the week we are closed to services in the mornings. That is when I have previously taken my time off. But now I leave during the highest use times of the work day just to accommodate a parking crisis.

I do not believe that freshmen in the dormitories have the right to park on campus. One entire parking lot (out of 4) is filled with on campus resident vehicles. There should be an off campus parking site for vehicles that are stored, waiting to be used for bringing students home for semester holidays/breaks. Both my children attended California universities and the policy at these campuses was that freshmen were not allowed to have a car on campus. They paid privately for off campus parking if they wanted a car during their freshman year. On campus parking should not be used to park someone's Winnebago which hasn't been moved for 3 months.

Living in a rural county which has reduced funding sources for public transportation limits staff/faculty and commuter students from accessing public transportation. It just doesn't exist and the infrastructure for parking/bike lockers, bike lanes, adequate lighting are not the same as in an urban community. The local city also restricts where vehicles can park on city streets for more than one hour. There are not realistic choices for individuals who have to be on campus Monday through Friday from 8 to 5. Parking and driving ones personal vehicle are often the only choice in this small town.

335. I have witnessed the parking challenges at HSU for many years. Although there have been some improvements along the way it still seems as if there is not enough parking available (both general and staff). Specifically in the Gist Staff Lot (adjacent to SBS) staff members are not able to find a parking spot unless they arrive by 0800 hours or after 1700 hours. People that have alternate shift work are often frustrated because they pay a significant amount of money for a permit, yet can never find a parking spot.
336. As a student who lives on campus and has my car on campus most of this didn't apply to me. Though I think more resident only parking in the southern part of campus would be an improvement. There have been multiple occasions where I had to leave campus in the middle of the day and spend upwards of thirty minutes looking for a spot when I return because there isn't a reasonable alternative. As the southern portion of campus housing is usually older students there are more cars that students need to keep on campus.
337. Parking is an absolute mess. No way to really fix it without doubling the amount of parking
338. The RTS (Redwood Transit System) needs to implement an express bus (as exists in the SF Bay Area) that stays on the hiway and does not "loop-de-loop" around the small towns that at least doubles the commute time.
339. Parking passes are expensive and there is never a guarantee that you will in fact ever find parking, its atrocious!
340. It would be good to know how we compare with other CSUs in terms of parking. How much parking is available at each CSU per FTES/FTEF, factoring in commuter campus-related variables.
341. Make a parking structure in the main parking lot next to the Market Place and put solar panels on top.
342. I live to far away to ride bike. The bus stop for me is miles away. I live rurally. Driving is my only option.
343. I own a boosted board and was pulled over by police. They told me it is illegal to ride on campus. This is ridiculous because my board has breaks and can stop safely on any hill. There is no reason for a legitimate vehicle to be outlawed. I understand that hoverboards are not allowed on campus and for good reason, they are cheap and made in China. However Boosted Boards are \$1500 skateboards that

are real vehicles. It uses no gas and is very sustainable yet I am forced to drive a combustion engine to school. This is not a "sustainable" ruling.

344. When it comes to driving to campus, many people like myself rely on their car to commute from work. This addresses a major concern for much needed additional parking. There is the option of taking the bus to and from work, which is one of the only options for many, but taking the bus also limits the amount of time a student can set aside for work and their classes; especially if they work far away. I think, a bike sharing system on campus would be highly beneficial since most parking and drop off points are on complete opposite sides of the campus and campus terrain is highly variable. However, alterations to many travel routes on and around campus must be considered for a biking system to exist in order to avoid danger for both pedestrians, motorists, and the cyclists.
345. We need MORE parking as a student myself I have talked to upperclassmen as a freshman last year and the first thing everyone says is the fact that a car is very helpful to have here, but that its not worth it because there is not enough parking and the parking passes are ridiculously overpriced for that reason alone. I myself being here for 2 years now believe this statement to be true and am sure many new incoming students realize this problem fairly quickly. Transportation is not as much of an issue due to the fact that uber and the bus is available here, but on the weekends both of these services can be a hassle due to the fact that everyone need to go to eureka or other places and ubers are all taken up and the bus runs about every hour as opposed to weekdays. I would only use the bike share system if they were available in multiple places around campus as the convenience part of it would be completely useless if they were only available in 5 places all over campus in order to return them after use.
346. Find alternative parking for center arts shows and crews, other than general parking spots. Find alternative parking for department owner vehicles and trailers, other than service vehicle and general parking spots, that are parked for extended periods.
347. Consider parking garages? I'm sick of being late to class because I have no where to park.
348. Overall, there are not enough spots on campus to be an effective option to park. The streets surrounding HSU are also permitted and restricted. I would hope that there can be ways in which HSU works with City of Arcata to provide more options for students that do not live in Arcata/within walking distance. The amount of available housing in Arcata is slim also, so many students may want the ability to travel via car.
349. I would use the bus if I lived by a bus stop
350. Most of the time I miss class because I can't find a parking spot. I think the metered areas should be general parking. Also, if you carpool there should be a discounted daily pass fee and more spots available.
351. Rentable bikes
352. More bike paths on campus where the bikes do not have to compete with pedestrians
353. The gold route would be better if it didn't have to a loop and instead would be able to make a second trip to other areas rather than the Arcata plaza area.
354. The fact that roads are within campus influence the noise pollution for classes, and are a hazard to those trying to walk/bike especially at rush hours.

355. It's ridiculous that the permits cost as much as they do and most days you are still required to pay a meter in order to park. If the permits are no good then you should stop selling them and I think the students deserve a refund.
356. More places to park is a must.
357. more parking spaces, less meters
358. Your survey is really upsetting. I would like to not have to drive to campus, but the only answer options you provide make it sound like I'm unwilling. The bus stop is more than a mile from my house. I can't ride a bicycle this far for physical reasons and if I walked I would have to leave home before 6 AM and I wouldn't get home until after 8 PM. Sometimes I am even on campus still that late. Car pooling hasn't worked out because I work such long days that my schedule does not match what others are doing. There seems to be no recognition here that some people may not have some of the options you are proposing. You need that information.
359. People need to be diligent when thinking of ways to create a sustainable method for getting to campus. I can only speak from my own experience. So in my case, I live off campus but still in Arcata. I only travel by bicycle so I needed to create a way to take textbooks to school because I do the majority of my studying on campus, so I invested in a bike rack and a rear pannier (saddle bag) which holds whatever I need. I also bring my backpack that has my binder and notebooks.
- What makes a huge difference for me is that as a Forestry student, I have a locker in that building. This allows me to store some of my personal items and not have to carry around so much weight throughout the day.
- I think having a locker space makes all the difference for me. The university needs to provide locker space for students other than those in the gym. I'm not sure if there are lockers located in different departments around campus, but if not, the addition of a secure centralized locker location for students would prove to be very beneficial.
360. Parking is awful and horrible. I have to leave 30-45 min before class starts to find a spot. That is 30-45 min I could be using to study. I bought a pass thinking it would be helpful. It was a waste of money. I have to get dropped off and lug a huge backpack around campus with all the things I need for school or I have to use a meter parking (which is more money out of my pocket). The bus near my house is full of homeless people and crack heads and I feel unsafe at my bus stop. I also work on campus until 11pm and the bus doesn't come that late. I am a transfer student and HSU by far is the worst campus parking I have ever seen and the idea that everyone can just take the free public transit is a joke. Not everyone can! I have missed classes and been late to school from the parking even though I have allocated enough time to get there. Seriously something needs to change. I don't know how the campus can not try to fix the situation. We live in an area that rains a lot, has a bunch of homeless, and recently hasn't been the safest place. You can't expect everyone to walk, bike, carpool, use zip services, or pay money they don't have just to get their education.
361. I am a lab director, and we have subjects from a community for experiments, but subject complained because they could not find parking space to come to the lab. So we need some reserved parking spots for a community for this kind of issue.

362. I suggest a satellite parking area in Arcata in which there is a van or something that takes drivers to the university. It could run at times that would work for staff and faculty who are on campus for the whole day. This would free up parking so that other who don't need to be there all day could park and leave without the need to get to campus at 8am when they don't have to be there till 11!
363. I live in McKinleyville, which makes commuting to campus slightly more complicated. If I lived in Arcata or Bayside, I would probably ride a bike or walk to campus, as that would be much more convenient and give me some exercise. It is difficult to find affordable housing (for an adjunct faculty) in Arcata or the surrounding area.
364. HSU could use a parking garage, but I know the parking revenue is not enough to do so. Perhaps HSU should do some fundraising for that specific feature, and tap some big donors.
- HSU could obtain more parking areas off campus (but not too far away). Tear down the Annex and create more parking there. (But tear-downs also cost -- maybe ask Arcata Fire Dept to do a practice burn? That place is an eyesore.)
365. One possibility would to offer valet parking during the heaviest hours with keys picked up at a central location after valet parking ends each day.
366. I do realize that my ability to walk and bike to campus is due to my proximity, and I am empathetic to people who are forced to commute via car. I do observe many HSU students using the Arcata Mad River Transit Service. Having more frequent service and more direct routes would be a valuable improvement, and these improvements could cover commuters within Arcata. There needs to be better transportation options for students living in McKinleyville.
367. The lack of available parking places at certain times result in an increase of illegal parking.
368. As a 21 year old mother and fulltime student, the parking situation is a nightmare. I used to use the bus, but since moving there is no bus stop within a few miles of my home. I can't imagine my toddler being willing to ride the back of a bike either all the way from Humboldt hill to hsu 5x a week.
369. I find moving my vehicle/the lack of parking to be the most frustrating experience. I live in trinidad and would love to take the bus instead of driving, but it is a 2.5 hour ride on the bus to get to campus, which just becomes exhausting. The lack of outreach to trinidad is understandable due to a small population of students up here, but I am sure were are contributing largely to the carbon emissions of HSU students.
370. Increase red/gold buses to every 30 mins instead of hourly
371. In my situation, my obligations before and after (and many times appointments during work hours) keep me from carpooling, and using the bus system. I am open to both of these ideas once my small children no longer need me to be taxi :)
372. Parking on campus is insulting. I have to pay to come to work but only get a parking spot once a week (having to park off campus and walk in four days per week). I have gotten tickets for having my DMV registration sticker stolen, tickets for being in a meeting and unable to feed the meter, and whatever other crazy reason. I have a schedule is different day-to-day and makes it very difficult to try to carpool.
- I'd love to bike to work but the showers are located on the opposite end of campus and the walk to and fro (its not permitted to ride bikes on the route) adds 10 mins to an already longer commute time. I

would have to take two buses to work and that commute time would likely be even longer than biking, which is two to three times longer than driving. I would be extremely happy if I could ride my bike to work every day, but that's not totally realistic for a variety of reasons.

This survey was very poorly designed- many of the questions I was required to answer did not apply to me, and assumed certain things like being able to find a parking spot after 30 minutes of driving (it would take me far longer to find a spot and I never do find spots- in fact, I gave up trying to do so even though I pay for parking). Only about 25% of the questions were worded in a way or had adequate responses that made it possible for me to answer properly.

There were also no questions about why so many people who work on campus live so far away- it is exorbitantly more expensive to rent/own in Arcata than in other towns nearby. If you want more people walking to campus, how on earth will you accomplish that when people can't afford to live within 5 miles of campus? I'm willing to bike 10 miles to campus, but most people I talk to find that far too long of a trip and can't conceive of riding on the freeway or other roads connecting to other towns. So much of this problem is rooted in the high cost of living in Arcata compared to rates of pay. It's deeply disappointing that this wasn't part of the survey. I hope people working on this issue are aware of this fact.

373. If i pay the enormous amount for a parking permit i would expect guaranteed parking.
374. There are not enough parking spaces on campus to justify the cost of the parking permits. If you don't get to campus early enough, you will not be able to find parking AT ALL.
375. Making another parking lot this brings revenue each year and will decrease the number of space parking.
376. Please either reduce the staff so you can reduce the price or add more parking lots or spaces to ensure that we are getting our money's worth from our expensive parking permits.
377. Seriously. Please stop with the outrageous parking fees. Especially during summer and winter break. You guys are relentless.
378. Please really consider making the parking here on campus more feasible. The passes are over priced and you ARE NOT guaranteed a spot. This has been an issue for many years and it needs to get resolved. I really hope you all take the time to consider making a difference and helping the students out with places to park on campus.
379. It's absurd that we pay so much for parking, but if you try to park on campus after 8:30 in the morning, it's nearly impossible to find a spot. I have a semester permit, and I don't drive to school if I know I'll arrive after 8:00am, because I know I won't be able to park!
380. I have been extremely frustrated with the parking situation on campus. I have a pass for the entire year, but it is really turning into a waste of money. I would not buy a pass if I had it to do over. I paid a lot of money, but more times than not, I cannot find a parking spot on campus.
381. Better bicycle parking security/ surveillance! So many bikes are being stolen. It deters me from wanting to ride my bike to classes or events in the evening.
382. One big parking garage is needed.

383. Parking really sucks and the buses are sketchy. Need more stops, more often, and longer days.
384. I don't mind parking off campus for a reduced rate if there is reliable (every 10 minutes during peak hours) bus service from parking lot to campus. My husband & I are faculty and we switch which car we drive depending on the day's activity having a parking permit that is stuck to your windshield vs hanging from the rear view mirror is a barrier. If you don't arrive between 7:00 am-7:15 am you may not find a spot in close proximity to your office.
385. I would like more options for parking. I have to sacrifice my mental well being by giving up sleep in order to get here early enough for a parking spot. I don't have any other modes of transportation and I already carpool with others in McKinleyville.
386. There needs to be more effort put in to discourage students from bringing cars onto campus. It should only be allowed for students who live too far from campus to reasonably take the bus or who otherwise cannot take the bus.
387. Paying too much to not be able to find parking
388. Bikes are more inconvenient than buses in terms of transportation. You should really be pushing for better and safer public transport, maybe offer shuttles even.
389. Allow parking at the front of campus and across from it, wouldn't cost more than applying to city officials to change parking zones.
390. The general parking spots are always full and people are roaming, wasting gas, in order to find a spot. Dedicate GENERAL lots to people with the GENERAL sticker on their car, and make a general lot into a ONE DAY PERMIT lot.
391. Students park in staff parking is the most observed problem.
392. Please just build a parking structure. It is more convenient. Don't try to push us to carpool or ride bikes. We just want to ride our cars to school and be able to park.
393. We really need some more parking spaces. There are days that I do not go to class because there is no parking.
394. What I'd really like to know is, where is all the money that we pay every semester for parking permits going? Some of the existing parking lots on campus are in need of repair, and I've seen no improvements being made. If this money is going to pay the parking security officers' paychecks, then it's being wasted. I've had one of my vehicles damaged by another driver and the parking officers weren't able to help in any way identify who it was that hit my vehicle or assist in any way other than writing down that it happened. Other than that, the only thing I've seen them do is walk around looking for people to give tickets to.

The best solution to the parking issues at HSU would be to build a parking garage. I realize that the city of Arcata has turned down this proposal in the past, but they approved the building of the BSS so it's not far fetched to think that they may change their mind on the parking garage. Carpooling, buses, and bikes do not solve the parking problem because those are not feasible options for most students. If HSU wants to continue to expand their enrollment of students, then they need to add more parking.

Students at HSU are not the only ones that are negatively affected by the parking issues; the local businesses are impacted by students using their parking lots making it difficult for their customers to find parking. This is an issue that should be specifically addressed with the city as evidence that they should approve a proposal to build a parking garage. It would not only be in the best interest of the college to build a parking garage, but also in the best interest of local businesses who effectively pay the city's wages. HSU needs to develop strong arguments to go to the city with and propose the building of a parking garage.

395. There is a large exodus of vehicles leaving the campus on LK Wood during the end of the every day. There needs to be more traffic control during the 5 pm exodus. In previous years there would be a traffic officer at the intersection of Sunset and LK Wood. I thought that was a great idea and worked well. I would love to see that again. Is seems like it would only be for about 15-20 minutes a day.
396. Thank you for asking.
397. More parking spaces and lower permit costs are needed.
398. THERE IS NO PARKING AVAILABLE ON MOST DAYS OF THE WEEK. The student driving population vastly outnumbers the available parking permits distributed and leads to huge time lost searching for parking that doesn't exist. The infrastructure needs to either expand or limit/ assign parking for the commuting population. Very dissatisfied with the parking situation at HSU.
399. Parking overall is terrible on campus and at this time, I will not consider it as an option. HSU does a poor job providing services to commuters that are unable to use the other services provided. There should be guaranteed parking for distance commuters, with a pass of course.
400. The AMRTS red route is the only service to go to Sunny Brae, and it always comes late and makes all the students late for classes. Or the bus always fills up, requiring the shuttle bus to come and pick up students. I believe that we need to make the bus come more frequently to Sunny Brae, or we need to change the schedule and make sure all the students get to class before 50 minutes past the hour.
401. Please create more spaces. A parking garage would be a good idea.
402. My name is Jaclyn not Jack
403. This problem MUST be solved. It is unfair for staff to pay for parking that does not exist! We should not have to arrive at work 1/2 hour to park, unless we are compensated for that 30 minutes! Decisions of when to make off-campus appointments, run errands, and/or the ability to flex schedules revolve around the lack of parking spaces. Students are in a far worse predicament and this one situation affects the University's reputation. Raising the permit cost will be a HUGE hit to morale for all of us. That is NOT the answer!
404. Parking is the absolute worst. I'm a student and my husband is staff, so we share a staff pass. I drop him off in the morning for work, go to the gym, and then fight for a parking spot when I come in for class. He will refuse to drive anywhere during the day because he doesn't want to search for parking. This limits what each of us can accomplish during the day because we don't want to move the car.
405. More frequent bus times
406. None come to mind at the moment...

407. I think the less cars the better. I live on 14th street and a lot of people speed through stop signs or fail to notice that there are homes with children, and pets right across the way. I would never let my animal or child in the front because of how busy it is.
408. Honestly, not being able to park really sucks and has made me miss too many classes already. It kinda ruins the whole experience of going to HSU when you can't even guarantee you can get to your classes.
409. Able bodied people who live in Arcata proper should not be driving to school. Making a new parking structure is not the right direction we should be going. HSU should be promotting moving beyond the car and not promoting it. If people live in Eureka or unincorporated Arcata and surrounding area then it is appropriate to drive to school.
410. This survey has one question with set answers about the reasons people don't car pool. The survey does not ask for more information about why car pooling, taking the bus is unfeasible for many faculty members. With steady increases in workload and more and more crises on campus, our hours are long and unpredictable. I often work late into the night. Many of us live in remote locations where bus service is nonexistent or spotty (I can't even get the New York Times delivered to my house). I carry heavy books from place to place as classrooms are all over the place. I teach night classes that end at 9 pm. There is no bus service to my residence. Recognize that different bodies require different transportation modes (not everyone can ride a bicycle).
411. Thank you for your efforts to resolve a difficult problem and for asking for our ideas.
412. It is way too expensive to buy a parking pass for a parking spot that doesn't exist.
413. Don't let residence park in General, give them a limited parking. Majority bring back cars after spring semester and they take up parking spaces when they have their own parking space.
414. We need more parking, on and off campus! It's ridiculous
415. The main reason I miss class is due to parking, especially in the morning. Parking issues can be linked to lack of housing (especially inconvenient close distance to campus housing) available in Arcata for students.
416. WE NEED MORE PARKING! IT IS A JOKE!
417. This campus is in desperate need to improve parking, not just for the convenience but to lower the amount of stress students feel in finding a parking space.
418. More areas to park for students would help so much because there are students who don't have classes until the afternoon and parking is a major issue when arriving on campus around 11am-12pm.
419. HSU should build a parking garage for students on and off campus. It is extremely stressful to have to be on campus finding parking an hour up to two hours before your class starts. So far this semester I have had to go home three times because of not ebeoigh parking on campus and have had to miss class due to the fact. It's unacceptable especially because we already pay so much for a Parking pass. Why not use that money that I know thousands of students pay each semester to build a garage. It won't harm the environment if that's what is stopping them them doing it.

420. On an average day (monday-thursday) ALL parking lots are full by 9am. On an average day I will generally spend 30+ mins looking for a parking spot and will sometime miss class due to the lack of available spots. The 4 hour parking is inconvenient due to back to back classes and unable to move car. For some students like myself, taking the bus is not an option because there is no route out to where I live. Parking is a HUGE issue at HSU... we spend an average of 300 for a year of parking so we should be guaranteed parking. I do not want to buy a pass and not be able to find parking, or even miss some classes because of the lack of spaces. I know many other students also feel this way.
421. EOPS students should receive a break. We are here to better our lives, a lot of us have jobs and children or live in remote places. All 3 for me. We can't just carpool, our time and energy is crazy precious. Our money is crazy precious. It's pretty bull to ask for that much money so we can maybe find a spot.
422. Without looking at the reason why parking on campus is expensive, its rather expensive to park on campus and the parking pass isn't really worth it if your a student that is on campus 10-3 when you are pretty much guaranteed to not find parking.
423. Is it possible to make the General parking lot on Rossow Street a parking garage and close the rest of campus off to vehicle traffic? That would be ideal.
424. Have skateboard accessible pathways to move to and from classes without endangering riders, walkers, or putting skateboarders on the road with cars.
425. Parking is an issue at HSU, a parking structure would be ideal, when the lot was put in by college creek it should have been a structure with more parking.
426. Build another parking lot,
427. The parking situation at HSU sometimes causes me to be late to or even miss class.
428. I feel there should be another little lot available to park in preferably near the sciences and founders hall.
429. Bike sharing would be sweet or bike rentals of some sort.
430. The biggest problem with bikes is the overwhelming bike theft. I don't know anyone who bikes and hasn't had a bike or bike part stolen on this campus. If you want to encourage bike use, increasing bike security is the number one way to do it.
431. Many cities have introduced variable parking rates to metered parking (see downtown San Francisco). Rates fluctuate based on demand using sensors built into the ground, which could also be synced to a web app to find current rates and available parking spots. When parking is widely available, rates are reduced to increase demand to fill spots. When metered parking demand is increased, rates are increased to curb demand. This allows the "golden zone" of parking by having 10% of metered parking available at all times. See youtube video: <https://youtu.be/bzUGs02Zy40>
432. MAKE MORE SPACE FOR PARKING
433. I'm only saying I won't bus or bike to campus because I live on campus. I think both ideas are very good.
434. Life would be wonderful if rent was cheaper in Arcata, or if more landlords allowed a dog because that's why I have to live in Eureka and am not too close to the bus line. If Eureka had some park and rides I

would be more that willing to use those. I've ridden my bicycle to the bus on numerous occasions and it worked out well, but there is also the chance of bikes already being on the bus and no room in the bus. That's happened plenty of times.

435. It's ridiculous that as a resident I have to pay so much for a parking pass and often times I can't even find a parking spot, I've received a ticket because I had to park in the staff area because there were no spots
436. PARKING SUCKS AT HSU AND WE NEED BETTER WAYS TO GET AROUND (safer)
437. Make a parking garage!!
438. I don't live in a bus route area, with a 10 mile commute each way, and I need to be able to go to off campus gym several times a week after work, so mass transit and carpooling don't work well.
439. DRIVING AROUND FOR 30 MINUTES TRYING TO FIND A SPOT IS COMMON AND RIDICULOUS
440. I would like to bike but I work at the arcata pool it's hard to bring my stuff all of my stuff back and forth. It would be easier if I had a locker I think.
441. Your survey did not include an option for a year-round staff/faculty parking permit. I selected academic year, as that was the closest.

One thing that limits the ability to carpool or take the bus to work is that parents with kids often have one or more morning drop-offs and evening pickups at schools or child care. These do not work well with carpooling or riding the bus. It is not safe to ride a bike on the freeway to get to work, plus it's too time-consuming.

442. The parking here is horrible and unfair. I am here to get an education and I'm already a struggling student that pays rent and bills, why the hell are tickets given out like candy as if us students have this kind of money to waste. It's not like we're trying to park illegally we are trying to get to class on time without parking miles from school. It's not fair and everyone agrees. It's bullshit.
443. Look at other CSU for ideas- Some CSU's offer incentives. Also please relax parking for weekends and holidays other campus do not require a parking permit. Example: Two or more faculty/staff employees commuting to work together make you university carpool-eligible for preferential carpool parking. & also employees who choose to walk & ride their bikes. The carpool group must pledge to carpool a minimum of two days per week. Park in designated "Rideshare" spaces only on the day(s) carpoolers ride together. Single commuters cannot park in the rideshare spaces. Complete the Commuter Registration form and the Rideshare Permit Application.
444. It seems like there are often parking spaces that are reserved for other purposes, and that aren't being used efficiently. Every space counts.
445. Build a parking structure
446. I would consider satellite parking
447. There is not enough parking spots to bring my car to campus, especially during the afternoon.
448. I am very limited on how I can get to work as I live rural. I also am very disappointed that you pay for parking and can not always find a place should you have to leave for any reason.



449. The bus system between cities need more pickup locations and at least 3 buses every hour not one coming by every hour. Buses also need to run at a time in between cities that are earlier and later. Living in eureka, there's no way I could make it to and 8 am class. Also if I need to go to school on the weekend to study the bus schedule is almost nonexistent. If I didn't have a car, traveling to school would take up 2 to 3 hours out of my day, whereas driving takes maybe 30 minutes.
450. Need more parking spaces!!!
451. I think the center of campus should only allow vechicles for the mobility challenged, work vehicles, and emergencies. Bike routes all over town and campus should be improved. Bike cages would be awesome. More bike racks. Rental locks would be nice. Security cameras at bike racks. I'd like to see road improvements so biking was more friendly, especially in the Arcata bottoms, where I live.
452. We need more parking spaces because parking on campus has gotten ridiculous for those who live off campus and don't live in Arcata. We cannot ride our bike 10-20 miles 5 days a week and then another 5 miles to work.
453. I'm a parent with 3 children so the possibilities of carpooling are not very real. I would love to go and volunteer at my kids school during my lunch hour but are always afraid of not finding a parking space upon my return. Many times, I ended up parking at the meter and forgetting or having to go to a meeting about adding money and ended up getting a parking ticket? What about parents with children? What options do we have?
454. Do not add more parking spaces! Make other forms of transportation (carpooling, bus, bikes etc) more attractive to users.
455. The school should invest in a shuttle that takes students up the hill to Creekview. That's a huge hill & many people have fallen down. Also , Creekview needs more parking or at least a program that lets drivers know whether or not there's parking. Bc many times friends have driven up & then not find parking so they have to drive all the way to the general parking lot by the J. Fix it!!!
456. I honestly think it's so ridiculous that you can get here at 8:10 in the morning and have no where to park other than a meter. I think it's stupid that they over sell the permits so much. I should never have to look for parking for over an hour just so I can make it to class. Please do something about this it's been so bad every single year I've been here. Other Colleges make it so freshmen can't have cars on campus, maybe consider that as an option to reduce the parking fiasco.
457. The parking on campus is a joke and the parking passes funding should have been pooled years ago to create new parking structure. nothing is going to fix the problem but that.
458. Most of the questions really don't apply to me. I can't consider carpooling, bus or biking as alternatives - not because it's inconvenient but because it's impossible. I leave my house at 7:30 a.m., drive a toddler to daycare in McKinleyville, drop off a 7th grader at school in the Arcata Bottom and drop off a 2nd grader at Arcata Elementary. I park on that street and walk to my office. In my past lives, I have biked, carpoled and taken the bus to campus. It's simply not possible now.
459. I have noticed that may of the cars on campus are those from the College Creek Residence. There is no residential parking for these students, consequently two lots are impacted. Furthermore, I love the suggestion of bike riding. For many, this is an excellent solution. However, for those that have to attend

professional meetings (in professional attire), teach classes with a lot of materials, etc., riding a bike is not feasible. Thank you for the opportunity to comment.

460. Parking is not gerente
461. It sucks get it together we have been. Having this conversation for the 6+ years I have been a student hear with no action or regard for the present. Start construction on a parking structure and stop using the excuse it's going to ruin the beauty of anything
462. It is difficult for staff who have families and outside commitments to park on campus. We tend to deal with circumstances outside of our control and when we leave to deal with them we have no guarantee that we can return to work because we might not have a parking spot. This causes a lot of staff to miss work and use sick/vacation time to make up for the lost time. HSU needs to have more spaces available to accommodate the increasing number of staff especially since we live in an area where public transportation is limited.
463. I drive an electric vehicle and would appreciate preferred parking spaces for electric vehicles! Or maybe a discounted rate. There aren't any electric car only spaces anywhere on campus. Currently, it's not even worth it to me to park on campus because I would have to arrive 2.5 hours early in order to find parking.
464. To not have Residential parking so the people who live off campus and carpool can park. Over the 5 years I have been here there seems to be more residential parking taking up most of the general parking. This causes commuters not be able to find parking. Also, if residentials were not allowed to bring cars we would have more parking and a more green campus, as the residentials would need to walk, bike or use the rental cars. It would ease a lot of the stress it puts on commuters to find parking.
465. parking should not be the main concern of a college student. Not being able to get to school, or being extremely dettered by the challenge of commuting should not stop a student from going to class. College students should be worried about class, not parking.
466. The university does not take other-abled individuals into account. Walking and biking are not an option for many due to ability. With the cost and lack of availability of housing, many of us also live too far away to reasonably expect us to walk or bike to campus, even if we are perfectly able. The local bus system is also not safe. I have experienced extensive discrimination, objectification, and harassment on the buses while trying to get to and from class. This issue is larger than a simple lack of parking. It is a lack of access to necessary resources that puts students in danger. It jeopardizes our education on a daily basis. It far too frequently prevents students from being able to go to class and/or work. It is far too expensive to be considered reasonable access.
467. I only drive when I can be early to work between 7 and 7:30 because that is the absolute ONLY time I will have a parking space. If I leave campus mid-day, I plan to return on my bike because there are no available parking spaces from 10 am to 5 pm usually. I think the improvements to parking congestion will come from identifying more people WHO SHOULD BE USING other modes to arrive on campus, but drive because of convenience or lack of nearby shuttles.
468. longer bus hours
469. Why am I paying \$150 for a semester so I can drive around campus looking for a spot that doesn't exist after 8am Monday-Friday? I also have class at the Marine Lab and must leave my class before it early so I can walk home and get my car because I can't drive to school. So I am missing out on valuable class time

because parking space unavailability and I think that is very unfair, especially considering I purchased a parking pass for this specific reason. It's a waste of money.

470. There needs to be another parking lot solely for residences, which does not allow General use (i.e. non-resident students coming to school). It's difficult during the week to find parking if you have to leave for a emergency of sorts and then return to find nothing available. Either that, or a much faster way to get from one parking lot back to residences when you have a lot to carry from grocery trips or other.
471. It really sucks!!! The only good thing is the free bus rides, but a lot of people live in areas where taking the bus is super inconvenient. I have been looking for a new apartment and I have to rule out a ton of available apartments because it would be super inconvenient to be able to take the bus or walk to school and driving is almost never an option because of the lack of parking.
472. I really don't park on campus that frequently and when I do it is at the mail room for loading and unloading or at a meter for a meeting or training session. Longer term meters at more locations on campus would be convenient as many of the training/meetings that I have are more than 1 hour in duration and there is usually a walk to and from the location of the event.
473. I have ridden the bus by choice to HSU for nearly 9 years and prefer it to driving for many reasons, including cost, convenience, exercise, and sustainability. I currently ride RTS mainline from Eureka to HSU and walk approximately 1.5 miles to the bus stop. I have been uncomfortable at times at the bus stop in Eureka as there has been an increasing number of transients at the bus stop. Some transients are quite mentally unstable and angry at times, I have also seen discarded drug paraphernalia (caps and wrappers from needles) lately. While I will continue riding, this does make me concerned particularly when I ride with my young daughter.
474. Please find a grant to get a parking structure that is LEED Platinum or greater. Please use ERE students in a contest for this grant, they would probably design this in a customized class. Please add Buses, this last week I had my wife drop me off because the bus only rotates hourly.
- Please put postings out on the Lumberjack and various social media outlets to ensure the max amount of people can get this survey completed.
475. Parking sucks for on and off campus. A 3 leveled free parking lot would be great. 6 hour limit? No additional cost.
476. Build more parking lots. Build a parking garage. It is abysmal that your establishment could run so inefficient for so long. The administration seems to be distant and out of touch with their customers. If you are ever provided with compition I will relish in your demise for not being able to provide a quality service.
477. Add lots to HSU I feel like my parking permit is useless at times.
478. We need parking structure. Could be used for more than just hsu needs
479. We need more disabled parking up near Founders Hall.
480. The questions were very confusing and do not ask about family make-up. There are many people who's whole families come to HSU together, for example me and my partner both work on campus and have a child in the children's center. Is this carpooling?

481. Please build a parking structure, add more 4 hour zones off campus, or make availability more accessible
482. Parking is absolutely terrible. There is never enough parking, anywhere. There needs to be more spots to accommodate for the students, faculty, and staff.
483. Make more parking spots somewhere! Anywhere!
484. A better way to park when forced to leave the campus. I.e. The maribe lab
485. Parking here sucks and we need more
486. We need more parking spaces. We need buses to pass by more frequently and in different locations. I know some people that to walk a good distance to get to a bus stop.
487. It currently is not worth spending the money to buy a parking permit. When I lived on campus last year I wasn't able to find a place to park if I had to leave during the day.
488. I think all the parking meters should be removed because they tend to rack up really fast and we are already paying a lot to be able to get an education and that's just one more expense to a population that's not very wealthy.
489. You've already heard it from two decades of students who have attended or are attending here at HSU. Your parking system is a joke and it reflects poorly upon the school.
490. I carpool to school in the mornings and finding a spot for us in the morning is rather difficult. So promoting programs for rideshares would be more likely to save the environment, and save money on parking. I believe putting in another parking lot would be nice for those students who arrive for later classes, but should not duplicate the amount of cars on campus if carpooling can be encouraged.
491. I live in Trinidad, so biking and walking aren't options for me. I would consider using the park & ride and taking the bus, but the times are inconvenient for me to get to work. I would seriously consider a vanpool. And bus passes should be free for everyone.
492. WE NEED MORE PARKING SPOTS
493. Parking garage
494. It is one of the most stressful parts of the day. People who work here who are necessary for the operation of HSU should not have this daily worry that dictates their lives outside of work. I've come to work sick because if I waited 15-30 minutes to decide how I was feeling, and if I was well enough to work, I would lose the ability to park that day. This is not a reasonable way of handling employees. Our health and safety should be more of a priority and taking unnecessary risks just to get a parking space should not be encouraged. We avoid leaving campus for critical medical appointments because of the lack of parking during the day. We dread going to our children's schools for conferences because it's too hard to leave and come back when teachers are at school. The lack of parking has a significant affect on more than just coming to work. It trickles down into our lives and makes everything more difficult, sometimes costly, and extremely stressful.
495. Just build a garage already
496. GET A FUCKING PARKING STRUCTURE

497. We need alternative transportation, especially better bus service (time and route). If the university could engage with the city and county on basic issues such as these that affect us all, which there is not a great history of on key issues such as housing and transportation, this would be valuable to both the municipalities and the university. HSU simply has to do a better job of this.
498. We need more parking spots
499. My commuting options are complicated because I am also commuting my two children to two separate school sites which are over a mile apart and I drop them off 45 minutes before their school day starts and pick them up 2 hours after their school day ends. I also often need to run errands at the end of the day since leaving campus during my lunch hour is not an option for a destination I can not walk to or use a bicycle for (like getting a 50 lb bag of pet food). The times when parking is most frustrating for me is times when I arrive on campus after 8 am. Say I have had jury duty, a doctors appointment to attend for myself or child, or a car repair appointment, I have regularly spent over 40 minutes searching for a parking place - time when I could have been at work helping my coworkers in the clinic, not taking some of my paid time off searching for parking. Often, if time allows, I will park on the other side of the freeway and walk back to campus because I am having no luck in finding a space but that creates time complications for me since I have to get one child from after school care by 5:30 or get charged greatly for being late and I leave work at 5 (not flexible). Spaces that are not ticketed after 4 hours are a fair distance from campus so unless I am using one of these spaces that I can get back to within 4 hours, I have to park way far away. It is frustrating not being able to use my lunch hour to take care of life needs but I make due - the hardest part is when I have to do something as I mentioned above.
500. Don't over sell parking pass. It creates a hostile, stressful, and negative experience for everyone involved.
501. A parking garage or a space with more parking should be made.
502. I understand that it is not easy to build parking spaces or parking lots due to environmental reasons. But if the school knows there's not enough parking, why would they keep selling passes? They're extremely expensive and students half of the time aren't able to find parking. Of course, we can ride a bike or the bus to school but what about those that live in Eureka, or more than 20 min away? Either drop the price in parking passes or create more parking spaces. You can't maximize the value, when we are barely receiving the minimum.
503. it is very hard to find a place to park from 8am tel 5 or so.
504. It's extremely difficult to find parking between 8:45 and 1pm. If you pay for a pass you should be guaranteed a parking spot.
505. More parking spaces should be made.
506. I don't think this applies to me, because I never drive, carpool or bus to school. I always ride my bike and I am perfectly happy with that. I think people should get over the lack of parking, and make more use of carpool and the public transportation. Talk of a parking garage being built upsets me, and I don't think it is necessary.
507. We need more convenient parking. With my work schedule, I have to come and go at different times of the day and night. I teach at more than one location. It is not convenient nor preferred to consider

having to wait for alternative transportation. I also have an injury that prevents me from walking great distances. Trying to park off campus and walk/ride a bike is not an option for me.

508. I said it all above. Please let me know what your responses are as this plan moves forward and thanks for asking. I look forward to eliminating "Overbooked Parking".
509. There is a need to improve crossing for all modes of transportation at Sunset and LK Wood by a traffic signal. The City is discussing a round-about but that doesn't solve the problem of bike and ped safety nor the lack in gaps for vehicles to cross, causing tension between various users
510. Put in electrical charging stations for bicycles ?????!
511. Something must be done about the limited parking options.
512. MORE PARKING OPTIONS!!!
513. Overall, parking at HSU is a real issue that frustrates a lot of people. If you don't arrive before 8:00 pm, you basically have no choice but to park off campus. Parking off campus means that you have to move your car mid-day, or risk getting a ticket from the City of Arcata. This is the case whether you buy a permit or not. It seems like more permits are sold than the current parking lots can accommodate. Also, charging for parking is discriminatory to lower income students, who then have to waste time in the middle of the day to move their car, resulting in less time spent on classwork that students from higher socioeconomic backgrounds. The insistence on charging money continually reinforces the discrimination against the poorer, often first-generation minorities, that has been rampant in Arcata, Humboldt, and the United States at large since the founding of this country.
514. Maybe a parking garage(s)? Please do not just make smaller spaces. I hope my information was helpful. Thank you
515. The length of time to find a parking space varies widely with the (1) time of year and (2) time of arrival. During Fall & Spring semesters, arriving even just a few minutes after 8am can change the parking space search time from 5 / 10 minutes to 15-20 minutes. During the summer - super easy, lots of parking, come and go, arrive whenever and always able to find parking.
516. I understand that this campus was built on a hill and isn't optimally placed for more parking, however I do not fully understand the need for metered spots as well. If I am to pay 300 dollars for a parking permit that doesn't come close to guaranteeing me a place to park it doesn't seem fair that my next option should be to pay more for those spots.
517. I think it's ridiculous how many parking passes this college sells compared to how many spots are available. I carpool and get to campus a little after 8am and I have yet to even be able to park on campus. The pass was a waste of money and I'm very unhappy with the available parking spaces that are on campus.
518. Later bus hours that provide safety as well.
519. Most of the meters have a 30 min minute, but classes are an hour.
520. Getting to campus after 8:30 am means that most staff will not find on-campus parking, so the ability to utilize a flexible schedule is challenging at best. Staff are typically scheduled to work 9 hour days, and

often live outside of Arcata. Because of 9 hour work day schedules, 4 hour off-campus parking spots don't work for staff. During the winter season, parking off campus also has safety concerns since it is dark after 5 pm and many off-campus spots (especially ones that are for more than 4 hours) are not well-lit. Lastly, although bike sharing sounds great when the weather is nice, it's not as good of an option when the weather is rainy or when it is dark. (Do the bikes have lights?)

521. Why is this not a town hall discussion?

522. I hope HSU will purchase a couple of parking lots or build a parking structure so that more faculty and students can park their cars at HSU.

Honestly, I just think the fact that I have literally missed classes because of parking is outrageous. I'm already paying a fair amount to go here and park here. Once I got a parking ticket because I had to park in 4 hour parking or I'd miss a test and I had 4 back to back classes. I was 10 minutes late and had to pay \$40 on top of everything else. I'm not made of gold. I can't afford the expensive meters and parking tickets. I have a 5 hour gap one day and instead of going home and eating I stay on campus because I'm worried that if I leave I won't find parking and miss my class. I drove around for an hour and a half one day trying to get a spot. I leave my house two hours early just so I'm sure I can park and get to classes on time. This means I wake up early and I'm exhausted all day from lack of sleep. Not only am I a full time student, but I work. I don't have the luxury of going to bed early. I'm missing out on the full potential of my education all because there isn't enough parking. That's ridiculous.

523. There isn't anywhere on campus that's really so far away that walking once you've parked isn't an option. However, having to arrive at least half an hour ahead to search for parking, and then hauling all of your materials (as a faculty member) can make it difficult to arrive at your class looking professional. A campus shuttle route would allow parking to be increased off campus, and I think many would take advantage of a park-n-ride with regular "rides" to allow us to keep the flexibility of having our cars. The rural nature of Humboldt means that expanding bus routes really isn't feasible. Also, constructing a parking garage in place of lots like the one on Harpst/LK Wood or behind the library would dramatically increase parking.

524. I rode my bicycle exclusively for the past 5 years and it is only within 2017 that I have been driving. My rental house was sold and I could not find another affordable housing option in Arcata. The parking situation is a result of students being forced to find housing outside of Arcata. I now commute from McKinleyville each day. If I had been able to find housing in Arcata I would be more inclined to ride my bicycle or walk or bus. My solutions include: 1. Work with the city to increase the parking surrounding the campus from 4 hour zones to 6 or 8 hours. There is plenty of parking in town but most of the zones are 4 hours and most students are in class for 5 hours or more. 2. Deal with the housing issue. If the local housing economy cannot support the students then there must be a cap on enrollment. 2. Address Arcata's "bicycle friendly" plan and fix issues with the map and road cleaning. There are several death traps that need to be addressed, for example the criss cross lanes headed south on H st. and the constant debris on West End Rd. 3. Pave a parking lot by the skate park or on unused University property. 4. Pay the city transportation to run their smaller shuttle more frequently, twice an hour instead of once per hour. The busses are completely filled in the rainy season, I have seen passengers turned away. More buses more often. This could be achieved possibly with a Park and Ride with a small, frequent shuttle (every 10-15 minutes instead of once per hour) somewhere else in town (the skate park area for example). 5. Pay the City for parking that already exists. I would park elsewhere in town and walk but most of the city parking has a four hour limit.

525. MORE SPOTS!
526. Thank you! Overall you guys rock Beautiful campus amazing staff. I'm so in love and happy. Parking is extremely frustrating. I understand you want to be economical but not all students can walk or bike or bus.
527. While the intercity bus can pick me up after 7pm, I'm usually stranded at the Bayshore Mall. The Eureka City Bus routes stop service after seven. More service in this area would be helpful and increase my likelihood of using the bus at night.
528. I have bought a parking pass but still I can not find parking for class. This is a constant struggle everyday and being late to my classes and possibly missing my class happens often due to parking.
529. There definitely isn't enough parking. I think one or two garages in areas where the lots wouldn't kill any trees. One could be by Jolly giant and one could be in that new lot by the soccer field. They could be six levels or so and have a green roof on top with a park-like setting for people to enjoy lunch or studying outside.
530. I really like the bikeshare idea. It would be great if the city of Arcata and HSU start a program like a bike share. I would like to see the city of Arcata and HSU work together on parking and the impact it has on the community. The bus routes need to be improved and offer more frequent stops. HSU parents could utilize the bus system better.
531. Better communication to whether or not parking is being forced during breaks and holidays and the regular times in general. Such as what's the times for street parking versus lot parking.
532. Why buy a pass when you wont have a spot????????
533. Do not increase the costs of parking. It is not affordable already. Instead of building more parking lots, make all bus lines in Humboldt County run more frequently and create more routes. Bikes are a good alternative but not rational when it rains. It is unbelievable that as the population increases in Humboldt county, the resources become more scarce and impacted. It does not make sense to only have two lines in Arcata that pass by the hour. Increasing frequency and routes will alleviate the number of people driving to school and taking up parking spots because people will be able to take the bus.
534. finding parking is becoming more and more difficult. Arriving early to work still doesn't guarantee a space and having to take kids to school makes me dependent on a specific time frame. It's a race to get a space.
535. The parking situation at HSU is awful. I have to drive over an hour to get to campus then circle for at least 45 minutes to park, its outrageous. Definitely negatively impacts my day. I hope something will be done soon.
536. I have fully adapted my daily schedule around parking. It governs when I wake up, the tension level in my house while I am getting my children ready for school, my exercise schedule, and the shoes I wear. At a few times a semester, despite having a parking permit and arriving at school early (by 8:15), I get a parking ticket.

537. I think electric skateboards/bikes/scooters/one wheels can be a great solution for many students. They are environmentally sustainable, don't require a parking spot/permit and can overcome the challenge of getting up steep hills that may prevent some students from walking/biking/skating.
538. Parking is terrible. If I arrive later than 7:30am, I cannot find a spot and am forced to park off campus. I live a considerable distance from campus and there are no direct bus routes to the town I live in. Biking and walking are not an option for me because of distance and safety. If I lived closer to campus, I would happily bike or bus to campus.
1. This should have been addressed years ago!
 2. Don't oversell parking passes - it's created a huge problem.
 3. At least disclose how bad the parking situation is on campus and be forthright before people buy expensive parking permits. This is really frustrating as a commuter and it adds a ton of stress to my day.
539. My schedule varies greatly -- e.g., I begin teaching at 7:30AM and end at 8:20PM on Tuesdays and Thursdays. My office is in the BSS building, which overwhelmingly houses faculty and staff BUT HAS NO FACULTY / STAFF ONLY PARKING! I frequently carpool (and am usually the driver), walk everywhere I go on campus, and even off campus if time permits. I have taught here for close to 30 years and have never seen things this bad. I have to regularly spend a half an hour and more on days I come in later than 7AM, while students drive from the dorms! My students and I both have to be here, yes, but they come and go and I cannot reliably find a way to be a work to serve them unless I get here before 7:30AM (which I regularly do to "solve" the problem). PLEASE SUPPLY MORE FACULTY / STAFF PARKING ONLY on campus. I don't care where it is as I always walk to get places on campus.
540. I used to walk or bike most everyday, but to get 2 kids to their schools, I now have to drive. The kids' drop-offs also make me arrive when all campus parking is full (except Friday), so I just park at the kid's school that is closest to HSU and walk.
541. The parking for the hill buildings is very limited at best.
542. I understand to some degree the importance of being eco-friendly and wanting to decrease the number of cars used. However, people have to commute. And we all have very different schedules. Buses are nowhere near as reliable as your own means of transport. And bringing more bikes on campus potentially could mean a lot more accidents. Bikes, for whatever reason, do not believe they have to follow road rules, which makes getting around campus when walking or driving pretty hectic. I don't have any answer to solve this solution without compromising one of the points mentioned above. But, what I do know is, the current system is pretty bad. I always arrive at least an hour early before a class to make sure I can find a parking spot. I do not think parking should be the focus when students are trying to receive a higher education.
543. I hope we can figure out something because parking is so expensive! I don't have an option to not park on campus because I live here, I can't leave my car at home because my home is campus. \$360/year is ridiculous. We are the 3rd highest cost in the CSU system (I'm APC unit 4, I think other units may pay less).
544. I used to buy a parking permit but I could rarely find a parking space. I was constantly late for class or just parking at a meter and paying. I should not have to drive around for 30 minutes and stalk parking

spaces so that I can park in a place that I have already paid 350 dollars a year to park in. It's absolutely ridiculous. I get at least two parking tickets a semester. Parking is a nightmare and my biggest barrier to education at this point. HSU needs to do better. They should not ticketing students and making money off of them. I am trying to learn and I shouldn't be preoccupied by paying the meter or moving my car every four hours. We need more parking spaces, better transportation options, and reduced parking ticket fees. When people ask me about my experience at HSU, I always bring up parking as the most negative aspect.

545. Finding parking spaces at HSU is the most problematic problem for me (and probably to many other students). If you do it arrive by 8:30 am then you are practically not guaranteed a parking space at all if you come any other time after that. A parking permit is roughly over \$300 per academic year, which is extremely expensive especially for students like me who commute 20 miles to school forth and back, and NOT guaranteed a parking space whenever I get to school. I ALWAYS arrive 1 hour - 2 hours early before my classes start AND I still won't find parking till the last minute, always running and rushing to class. Everybody is always waiting in the parking lot to see if other students are leaving and then try to rush to get that parking, which makes it even more difficult to find a parking at all when everyone is fighting for a spot. I think that if I spend over \$300 just for a parking permit, I should be guaranteed a parking space no matter what. Last year I had to park at meters EVERY single day even when I had my academic year parking permit! It's insane how much money I've spent just for a parking space. HSU really needs more parking spaces, and HSU need to better realize this extremely problematic issue for all students, staff and faculty and fix it.
546. Not enough spaces. Exorbitantly priced. Inconvenient. Highway robbery
547. The price for parking is much more than its worth, but for those who have no other way of transportation like a bike, it is difficult to find an accessible and comfortable alternative
548. 1. I feel that Parking could do a better job of outreach. The parking problems make sense once explained, and I'd encourage ongoing, active outreach to ease the tension created by a lack of information.
2. *Resident Hall permits should simply not exist*, or at least be strongly discouraged with first-year freshman. If they're going to occupy spots for days/weeks at a time, consider moving them to an off-campus overflow lot with a shuttle. Or raising the price.
573. Since parking spaces have decreased over the decades due to accommodate new buildings and student enrollment has increased, multi-level parking structures should have been developed. Paid meters on-campus SHOULD be maintained for visitors.
574. I think that alternative methods of transportation, and bike shares, are great ideas. However, we must keep in mind those people that are unable to use any of those methods due to having a family. Dropping off/picking up the kids must be done within a very small window of time, and leaves almost no time to get to work, never-the-less finding a parking spot that is almost always unavailable, or carpooling/bus/bike. Maybe if prices were to increase, there could be an option of paying more to have a guaranteed spot. Not sure how the logistics of that would work, but I could see people paying more money to have a guaranteed spot in a special lot or section.
575. Housing in Humboldt county is hard to find especially in Arcata, so we can concur a lot of students are living in adjacent towns, not all of which have a bus route directly to HSU. The bus system that exists is

not always reliable. Recruiters were even looking for bus drivers at the HSU job fair less than a month ago. From that we can infer that many students drive to campus. The student parking lots are overfilled during times when most classes are issued. Humboldt county has put incentives to prevent drivers from parking near campus like parking meters, "do not park here" signs, and "2 hour parking signs". The issue affects attendance and time management, which younger students are notoriously learning. Please invest in a parking structure. It will extremely help with these issues and improve efficiency.

576. It sucks when you have to go to class, and you do not find any parking space at HSU, so you give up and decide to go back home instead.
577. Please consider above recommendations. Please consider every student's struggle to get to & from campus. Please consider the fees that students are already paying, such as IRA fee, and effectively allocate those funds to improve parking & transportation at HSU. Thank you.
578. Installing more spaces should not be a priority option considered, rather maximizing off-site parking for residents, with a shuttle service, and higher permit prices for those living <2.5 miles from campus should be priority options.
579. Please build a parking structure, there is no reason one should not be in place. Possibly near the J. Also the parking cost for campus residents should be substantially discounted, I lived on campus and that is the only option.
580. The parking situation is horrible and giving out more parking passes than parking available is not fair
581. Increase bicycle awareness on drivers. Make drivers aware that bikes are second in importance after pedestrians.
582. I would like to see the hours for having to pay for parking change to end at an earlier time. It seems unfair to have to pay full price to pay for a parking permit when you get there towards the end of the day (after 4:50pm). As a grad student, all my classes are in the evening and I think it is unfair to have to pay for full price. I also would like to drive to study on campus after work (after 6pm) so I feel safe instead of walking alone late at night when I finish (9pm as late as 1am), yet again the price makes this difficult. Alternatively when this occurs, I consider riding my bike, but this option is unsafe and scary considering the intense intersections I have to ride though at night (the sunset street intersections).
583. There can be not a lot of parking option on campus and therefore allowing the city to ticket student. I think that this is a problem that the city doesn't do anything about (probably because they make money off of students and it is kind of the schools problem) and therefore I think the school should act in a way to help student not get ticketed. Either by providing other ways of transportation or larger parking lots or any other way that helps.
584. dont charge for a parking pass when there isn't even guaranteed parking spaces, let alone guaranteed convenient ones either.
585. Thanks for putting effort into improving parking! I know it's a tough task.
586. more parking at HSU, specifically resident parking.
587. Seems like you know what my complaints would be and are working on it thanks.

588. I love the idea of an on-campus bike share program, but there's so many stairs.
589. the parking at hsu is awful. hsu gives out too many parking passes for the significantly small amount of parking spots. make a parking structure across the street from the marketplace. its not that hard, every other state school has them.. if you dont know how to get the money.. start selling beer at football games. every other school in the COUNTRY does it.. get with it
590. Build a parking garage please.
591. You should have a section in your "survey" on disabled drivers and their experience and needs. If I hadn't discussed it, people in my situation wouldn't even have a voice in your "survey". This is marginalization exemplified.
592. The parking pass is way too expensive for just one semester, especially for students who live on campus and have no choice but to buy the pass. Please do something to lower the cost, even if that means leaving parking the way that it is.
593. There needs to be a parking garage for all vehicles and a rail system to get people and things around campus for those who do not want to walk. There should not be any vehicles on campus.
594. There needs to be more general parking lots. They are extremely hard to find, and they're limited off campus parking available as well.

Build multi-level parking structures next to the J and Student/Business Services. That seems like the only solution to me. I should not have to get to school at 7am just to secure a parking spot. I shouldn't have to waste gas circling the school and be late to class. Parking is ridiculous.

There also needs to be a better system of assistance and communication between the city of Arcata and HSU. Last semester I had a meter on the street near the children's center take my money. When I called the HSU parking number I was told no one could help me, it's a city meter. When I called the city I was put on hold. I had to borrow change from a passerby. Needless to say, I was late to class that day. This is a common occurrence for many students. There needs to be incentives for carpooling.

595. The parking passes are a ridiculous price for the availability of spaces to park at. Build a parking structure in the main parking lot. I refuse to buy a parking permit, and I sooner park far away and walk 15 minutes up those horrible hills to get to campus.
596. It is a mandatory component of my job that I be on campus but I am not paid enough to be able to afford housing in the neighboring community which would allow me to walk to campus. I often have books or other materials that I must cart back and forth from campus to home, which would make walking/biking not possible. How is it the law that campus cannot use state funding to supply a viable means for me to be at my job when I am required to be there? I need to be educated on "the law" (i.e. where is this statute or CSU policy located? What does it actually say?).

There are many spaces assigned to students who live on campus. The university should provide an alternative lot for those cars off campus, with shuttle or bicycle options to those cars to open up those spaces to commuters.

597. I am interested to see how long the rental bikes will last.

598. do better
599. More frequent busses or perhaps a shuttle system to different parts of town. Build a parking garage or somethin
600. I appreciate the bus system.
601. I feel that a parking garage is needed and that HSU is such an environmentally thoughtful college that something could be worked out to make it beautiful, functional, AND ecologically beneficial. Stop being greedy.
602. Safety should be top priority! Also, a bus program for students should be implemented.
603. I hope that you can incentivise public transportation, and other non-driving methods for others.
604. Get rid of parking meters! And having bikes to share on campus is a great idea.
605. Yes: Reimburse students with passes who have a record of paying for metered parking because they can't find parking. Forgive one ticker per year.

Oh, and one morning when I couldn't find parking and the change machine in the library was broken, I went to HSU cashier at the administrative building to buy quarters and she told me to go to the bank to get quarters. Talk about adding insult to injury. 1) My bank wasn't even open yet, 2) Even if it was, I would have to miss one of my classes to go buy the quarters, 3) If I moved my car I probably wouldn't be able to find a parking space when I returned, 4) I also have a physical disability which makes it difficult to walk long distances while carrying my school supplies, 6) AND I already paid you for my USELESS parking permit. In some ways that kind of treatment contradicts HSU's mission statement because it threatens mu student success instead of supporting it.

606. Parking is probably the most frustrating part of going to HSU. I have to miss instructional time to feed meters or to move my vehicle. If parking could be addressed or alternatives to transportation to campus it would greatly reduce my stress and increase my ability to focus on my program.
607. I think a parking structure should be built before any other building on campus.
608. I think that HSU should build a parking structure. You built dorms and as far as I can see, there are no additional parking places for the increase in on campus housing. The lot by Harry Griffith Hall is pretty much always occupied by the students housed on campus. It's ridiculous.

Please consider adding 4 or 5 spaces to the lot across from the Police Station and Business Services - there is a dead zone at the end of the lot near the MarketPlace that could easily accommodate a few more cars. There is also a spot marked no parking in that lot that appears to be for access to a parking lot light post - that could easily be made into another spot.

Thanks for asking - I really hope you guys just put in a parking structure. Should have happened when the housing went in.

609. Build a parking structure at the site of the main parking lot, separate day use from permit pass areas, and include in the structure safe areas, from traffic and in general, to store bicycles.



610. There is not enough faculty/staff parking on our campus. An initiative to discourage car ownership by students dwelling on campus should be explored, perhaps at least for freshmen and sophomores. Either that, or a parking garage is needed.
611. students and professors need to get to campus before 8am to find parking. I have found that many of us will get there that early just to find parking, even if we do not have a class until 4 hours later. Often I park far away from campus where parking is not timed, which means I have a 30 minute walk to campus and a 30 minute walk back to my car at night when I get out of class at 7pm and 9pm during the week. This is not safe, especially for a young female. If parking permits are going to be so expensive, we should at least have somewhere to park.
612. Sell a limited amount of parking passes. Give priority to full-time students. Give priority to students who spend 4+ consecutive hours on campus. People who are on campus for 4 hours or less should park in the 4 hour parking areas.
613. Yes, build more parking lots for staff and faculty! The scarcity of parking right now is shameful. It makes it nearly impossible to leave for a short time during the day for off-campus appointments.
614. It is outrageous that students pay hundreds of dollars for HSU parking permits and can rarely find easy and available parking after 9:00 pm.
615. I understand this is a large, expensive and difficult issue to solve. But again, locals-don't drive.
616. I really appreciate this questionnaire! I look forward to seeing where it leads!
617. My grades shouldn't suffer from your parking situation, if I pay such a high price for a permit I should be guaranteed a space
618. I don't buy parking passes because i can never find parking. One of the biggest issues i have is when i can't find parking, have to pay a meter, then pass by tons of "resident" spaces free. Residents should ONLY be allowed to park in the "resident" lot. There should be only a certain number of resident parking permits allowed. I got so mad seeing half of the "general" lots filled with residents, then half of the resident lot being empty. It's not fair.
619. The availability is the biggest issue here. People don't want to buy passes for spots they are not guaranteed to get.
620. The time interval for arrivals are in one hour increments. I indicated that I arrive between 7am-7:59am. I wanted to narrow down the time frame a bit. If I arrive before 7:50, I can find a space in the Staff areas by Housing relatively easy however if I arrive between 7:50am-8am I am forced to park in General Parking. There are spaces available in General Parking but every Staff member in General Parking is one less Student in General Parking.
621. Parking is a serious problem I deal with every day I go to class, and it is really exhausting parking a mile from campus and walking just to make sure I won't get a parking ticket or have to pay \$4 a day to maybe be able to park on campus.
622. I don't mind to drive and buy a parking permit every semester, the huge problem is that I never can find a parking spot available in campus. I wasted my money for the last two semesters, I bought the parking

permit for the entire semester and I always have to park out of campus because the campus parking lot was always full.

623. Build a two or three story parking structure connecting to the J!
624. There is never parking, ever.
625. Level the Trinity Annex once and for all and build another damn parking lot! Sheesh.
626. Built more parking lots!!!!!!!
627. There really needs to be either more parking or cheaper permits. It's ridiculous that you pay as much as you do for a permit and there's never any place to park.
628. Perhaps put a cap on selling parking permits to only the number of spaces available?
629. I have to get to school at 8am just to obtain a parking spot. There are absolutely no parking spots if I come later than 830 am. We need another general parking lot
630. It is a long ride from my house to school and I would need to be in much better shape to ride my bike to school. Weather is also a factor as it rains many days which can cause biking to be much more dangerous. I don't normally like to carpool because I don't like to impose on others to have them adjust their schedule to work with mine. I wanted and tried to take the bus but it adds so much travel time it makes it difficult to take care of my pets and to grade papers and prepare for work.
631. I am lucky to live within a mile of campus to be able to walk/bike/bus, but if I did live or moved further, I think it would be unfortunate to have such limited parking options as HSU has, however I do understand that this is an issue with most, if not all, college campuses. I would like to see at least more small lots surrounding the campus, such as the few I've seen around the neighborhood south of campus.
632. -Parking at HSU is impossible after 8am.
-Suggestion: freshman aren't allowed to have cars at school through their first year. This is done at other universities.
-give a tuition break incentive to students who choose not to have cars on campus.
-a parking lot somewhere else with a shuttle that drops you at the round about.
-those zip rental cars are way too expensive. They cost more than an hour of work at my job per hour.
633. Parking is a HUGE source of anxiety for me. I try to schedule all my personal appointments (doctor, dentist, etc.) at the end of the day so I don't have to leave and come back to campus. I literally chose my doctor because his practice has Saturday hours, which allows me to get medical care without having to deal with HSU's awful parking situation. My doctor wants me to get bloodwork done and it has to be first thing in the morning for the particular tests he wants. The lab opens at 7:30 in Eureka, not enough time for me to do bloodwork and get here by 8am to get a spot. I am waiting until spring break to get the bloodwork done so I know I will have a parking spot when school is out of session. I also have medical accommodations that would allow me to have a flexible start time in the morning. HR has approved that accommodation, however I cannot follow through with it because if I did, I would not be able to find parking if I got here after 8am. The parking situation is a barrier for me to take care of my

medical needs. There have been several times when I've had to park off campus and walk a mile in the rain (not an exaggeration) to get back on campus for a meeting. Looking for parking can easily take 45 minutes, which is time I could be using to work. I have heard students who commute from rural communities say that they drive over 40 miles to get to campus and when they can't find parking they give up and return home and do not attend class. Parking is one example of infrastructure that has not caught up to the growth of campus. Please consider that we live in remote, rural area with limited public transportation systems that do not connect with rural routes that many of us live on. The topographical features of our rural area include hilly, wooded and mountainous terrain, unpaved roads and rural routes that are often closed due to landslides. That makes walking and biking more difficult for those who don't live near the university. For those who live in any of the rural communities, it means not being able to get to campus at all when the weather is severe. There is only one way in and out of campus and that is HWY 101. If the two rural routes that connect to the 101 are down, or if 101 is closed we are locked in with no alternate routes for travel. Finally, HSU is located in a coastal climate. We get rain between 6-8 months out of the year. It keeps the redwoods hydrated, but it is not conducive to some of the forms of transportation (like bikes or walking) that were explored in this survey. Please build a parking garage. We need it desperately.

634. It is very hard to find parking spot. As a student who commutes 1.5 hours, it can be discouraging when you purchase a parking permit for the semester and then have to struggle to find a parking spot.
635. MAKE A PARKING GARAGE SO WE CAN ACTUALLY PARK SOMEWHERE.
636. It's definitely a nightmare. Unfortunately the bus is getting overcrowded too.
637. Biking is not a good way to commute here in Humboldt. It rains too much and is sporadic. I buy a parking pass because I don't want to bank on taking my bike when it might rain 90 % of the time.
638. We all know HSU has the money for most anything because of Rossbacher's salary indicates as such. (\$400,000 a year). Parking has not changed very much over the last 4 years, everyone in power is completely ineffectual or is intentionally useless. Replace all of the HSU leadership. Make them get a real job.
639. Parking sucks at HSU. I have to park off campus most days even though I pay for a year pass. Either build a parking garage that can accommodate all of us or even better, give each of us an assigned parking spot. I appreciate this survey and all attempts at using some alternate form of transportation than driving. But I live in a rural area too far for me to consider these alternatives. If I lived near town I would definitely consider different modes such as biking or bus/van.
640. I think there should be more faculty/staff parking spots available on campus. For students, parking is a temporary inconvenience while they're at HSU, and most will have enough breaks in between classes where they do not have to be here for 10-12 hours a day like a lot of faculty (especially if we teach night classes but have to get here by 8 a.m. to find parking and can't leave during the day unless we want to drive around for a long time looking for a parking spot). For those faculty/staff who plan on spending a long time at HSU, this inconvenience is part of our everyday lives indefinitely.
641. A parking structure would be expensive, but still should be considered especially if parking permit fees are increased. Years ago, we were told that plans were being made to build a parking structure which would also include a transportation/bus center. I haven't heard anything about that plan in years.

642. Given the space available on campus, promoting and incentivizing rideshare seems like the most viable solution.
643. HSU needs more parking spots. The transportation in arcata is awesome, it definitely could use some help/more stops in Eureka.
644. I really how that the parking situation gets handle immediately and effectively because I think that over the past two years I have stressed more about where I am going to park my car than my school work which is absolutely absurd.
645. B street should be a pedestrian centered street with wider sidewalks on both sides and no car parking between Laurel and Harpst. It is ridiculous that the massive flow of people between classes are confined to two narrow sidewalks that are obstructed by parking meters all for the sake of preserving 25? parking spaces on the street. Why is the main pedestrian conduit through campus still constrained by on-street parking? This is like something from 1950's Los Angeles.
646. Coming to school three hours before class just to find a parking is not ok. Parking at this school is extremely stressful. There are many days where I am on campus for more that 12 hours because I know if I leave I won't be able to get to my class in time.
647. numbered parking spots so you are guaranteed a spot. its a fucking joke, like hunting deer or fishing
648. I've noticed that a lot more people have vehicles as our campus continues to grow and I think it's important that we educate students on how to find more sustainable modes of transportation.
649. It would be great if there were more parking places on campus or a parking structure. Or separate lots for semester parking passes vs. Day use lots.
650. Build a structure
651. Have the buses run later!!
652. This is a problem that could have been solved decades ago. You NEED to build a multilevel parking structure.
- I know that sounds hard, unpleasant, or difficult, but we as a school need you to buck up, instead of kicking it to the next generation of faculty.
- 300 dollars for a parking pass I can't even consistently use? Screw you.
653. Please consider painting parking spaces in on B street. Too many people park sloppily and take up more than one space when they pull in.
654. The parking situation on campus is horrible. I always have morning classes but I still havhave to make sure to get to campus no later than 8am to guarantee myself a parking spot and I avoid leaving campus as much as possible because there is a high chance you can't find a parking spot later. After paying so much money for a parking pass I feel that all General parking on campus should be free aka metered spots along with General lots. I mean yes still have the meters for those without passes but those with passes should be able to park at meters without having to pay an additional fee, the pass should be a waiver at meters.

655. I walk or bus because I do not own a car. I live with only one other HSU student, but our schedules are not compatible to ride together.
- The bus and the walking commute work best during fair weather, and when I don't need to bring as much personal/school supplies in my backpack. A knee injury makes the walk painful on certain days.
- I stopped regularly biking to school because of the aforementioned knee issues, but also I have had my lights stolen off my bike, and I have also had my tires deliberately flattened. HSU's bicycle infrastructure needs better security. I am also not balanced/practiced enough to skateboard commute.
- I believe there should be more parking restrictions on on-campus dwelling individuals because I have witnessed on-campus residents drive from a dormitory parking lot to another on-campus location, in fair weather!
- I also support the general proposition for a multi-level parking structure on campus: so as long as the roof of this structure can be developed as either a rooftop garden, or solar energy collection station.
656. We need more housing in Arcata so people don't have to drive from Eureka and McKinleyville. It would be helpful to have more in-town bus routes from 0800-1100 and 15-1730. Please consider accessibility to places like the Health Center. I was very sick earlier this week and had a miserable hike from 11th street to make my appointment. Make a parking garage! Find the money!
657. The amount of parking spaces on campus is egregiously limited, and given how expensive it is to get a year-long or daily permit, HSU is severely underserving its student/staff/faculty body. I think HSU should construct a multi-level parking garage in the GA lot by College Creek, and reduce the permit-required hours in GA lots. While the latter is less important to me, the former is very. Although it would be a large project, costly in time and money, ultimately, I think it would make a huge difference in making campus more accessible to more students, hopefully (eventually) cutting down on permit costs, and in doing so, reduce the strain put on students and help us to engage more fully into our studies.
658. Just give me my diploma so I don't have to worry about parking?
659. PLEASE HELP. We need more parking. Also more places to lock up our bikes.
660. Not enough parking!
661. Provide adequate parking. The school has already rerouted a stream for aesthetically pleasing on campus housing, so we know the environment is not truly a concern for the administration. Neither is the safety of the students. Just give us more parking and make sure it can be assigned.
662. I pay for a parking pass and this semester I haven't been able to park on campus once. I have found it easier to park off campus because it is not worth the time and frustration of finding a spot to park.
663. This campus has limited parking, but it is riddled with cars. This is the first campus that has more roads for vehicles than space for pedestrians that I have ever been to.
664. I've heard from many sources that HSU sells more parking permits than it has actual spaces. This dilemma seems to be true. Especially considering that if a student comes to campus anytime after 8:00 AM Monday-Thursday the chances of finding a spot are exceptionally rare. HSU could solve this problem by only selling a select number of permits that match to how many spaces there are. Furthermore, HSU



just needs more parking spots to equate the number of students who live off campus. It also seems as if many of the residents of HSU park overnight in general parking spaces. So there needs to be more parking strictly for residents as well. I decided to not purchase a permit this year because it simply is a waste of money considering my classes start at 11 AM and there are never available parking spots at this time.

- 665. FREE PARKING. It isn't that hard to implement, we pay the State thousands of dollars every year to go to school. Free Parking should be a part of that tuition paid.
- 666. Just create a larger parking ground for everyone to use. If that doesn't work, then limit the number of passes that are bought to only the people who have cars in the system already. It's hard to find parking at this school especially if you later classes and want to go home before them.
- 667. I think their need to be dedicated faculty/staff lots where students cannot buy daily parking permits. I once had to cancel class because I could not find parking after a doctor's appointment after an hour of looking for parking. Either a parking structure needs to be built (by HSU or a private corporation) or fewer parking permits need to be given out to students.
- 668. Good luck in solving this issue. I have been struggling with this since I started at HSU. It seems like there should be at least as many parking spots available as there are permits sold. In my opinion it is simple. If you buy a parking permit, you should be able to park on campus, and that is rarely an option from 7:45am-4:00pm.
- 669. I would be willing to buy a parking pass (even at a very high cost) if I knew I would be able to find an available spot. There are too many students who buy parking passes, but are not able to park on campus.

HSU resident students use their cars maybe once or twice a semester, yet get the closer parking lot, and are allowed to use general. I pay \$300 to park on campus because I live way to far away to walk to school, yet almost everyday I have to park more than 30 minutes away from campus. Unless resident students have a regular job that is not walking distance away, there is not a single reason for them to even be allowed to buy parking passes. They should be the ones to park 30 + minutes away from campus and walk to their cars for all 2 times they will get used during a semester. If you live spitting distance from your classes you have no business parking even within view of the campus.

The easiest way to be guaranteed a spot is to show up by 7:30 am, even if you do not have a class till 10 or 11! As more people find that out, the less spots there are even that early. And HSU wants to bring in more and more students...keep the school small!

The joke between students is that they sell you a hunting pass, not a parking pass. I get that HSU wants to have a good image when it comes to sustainability/eco-friendly, but I'm not sure that that is possible. We would all be driving around less if there were spots that were easy to grab. If student housing was guaranteed (and cheaper), then more could live on campus and hopefully park only in resident parking. HSU could save money by encouraging lights to be turned off in classrooms that have many windows, and by turning off the ac/heater when it is not needed.

My department has only 7 full-time professors because there is not enough money, the majority are low pay part-timers... We can figure this out!!!

- 670. It's impossible to please everyone, there isn't enough space.

671. We NEED a parking structure! Multi level at least 3 levels
672. Please consider covering costs for students to use the Blue Lake Rancheria bus routes similarly to how the JackPass covers costs for AMRTS and RTS. There are a plethora of students who use the Blue Lake bus system to travel to and from school/work.
673. This survey leaves out the student/faculty/ staff that have children and need to park near the childrens center. Some of us need to drive our kids and how about the pregnant students? This survey leaves out a small population of students.
674. Please expand parking in Creekview. I am a CA in the dorms in Creekview and I hear that from SO many of my residents. Whether the means tearing down the gazebo- whatever it takes. My residents would love that
675. Parking sucks. Build more of it. Don't take in any more students until you do. You can't handle anymore students parking without more parking. So the final thing is we need more parking. Public transportation is not convenient enough. Build more parking.
676. Build a parking structure!!!
677. We should have a parking garage.
678. It sucks.
679. There's got to be a better way!
680. The parking situation on HSU Campus is unreasonable. We absolutely need at least a 3 tier parking structure. And possibly reduce the amount of parking permits that are allowed to be sold per semester.
681. I believe parking at hsu is an absolute joke. Each year more and more students are let in and no more parking spots are made. Dorms can only hold the same amount each year and so the overload every time usually must use cars or need to commute to school. I have to arrive to campus an hour or more before my class in hopes to find parking which does not always happen. A parking pass is laughable unless you get to campus before 8 or after 5. 4-hour parking is constantly full everywhere and the meters are full as well. I already pay tuition to go here and can't even go to come of my clashe's because I have to drive to school and instead pay more of my own money in gas driving around trying to find parking. It's absolutely ridiculous and has only gotten worse over the last four years.
682. HSU must improve the parking situation for its students. The current situation of parking at Humboldt state is frustrating at best. Expensive parking permits and meters add extra stress and expense to students who commute to school by vehicle. Many students who commute to school in this manner, including myself and many of my peers, are directly and negatively impacted by HSU's neglect to better accommodate its students, and this directly impacts our abilities to succeed in our studies and other activities. I would hope that HSU has no plan to further inconvenience its commuter students.
683. Encouraging automotive primacy on campus goes against the mission of the university, and creates a situation where poor students are encouraged to drive. The average US family works 1 day per week to pay for their automotive costs. HSU should encourage public transportation and walking/biking. The key is working with the city to increase affordable housing near the university. The sensible policy is to advocate for a reduction of parking minima around the university and an expansion of metered parking

to stop inevitable parking overspill. By increasing on campus parking costs, reducing spaces, and then remitting the revenue to pay for shuttle services, bike shares, and ride sharing the university would promote safe, cheap, and active transportation for all of its community.

684. I've lived here for more than 30 years and it just keeps getting worse. Most of the time I need to leave campus for meetings because I cannot ask people to come to campus to meet with me--some of the folks are major donors. I had a donor who agreed to give us \$250K get a parking ticket--yikes! Now I go see them at their office in Eureka and just work from home until late in the afternoon when I can find parking again.
685. PUT IN A PARKING GARAGE
686. On a typical Mon-Thurs morning, if I don't have a space by 8:30 I assume I won't find one and start looking for city parking about half a mile away. (If I spend time looking for campus parking and find none, nearby city parking will be taken as well.) City parking involves occasionally moving the car and/or parking tickets, and is therefore undesirable. Our family of 4 (two kids, two HSU employees) already fills our car--not sure how else we can help lighten the load on campus parking lots.
687. Provide more parking
688. Only sell as many resident parking passes as there are designated resident parking spot. Residents fill more than half of all general lots
689. Please make more parking spots
690. There should be an electronic meter system where you can pay your metered spot from your phone. Maybe I should invent that and become a billionaire and I would never worry about paying for parking again because I would travel via helicopter.
691. Give reserved parking for those of us who can't carpool, walk or bike. Those who travel from more than 40 miles.
692. Covered bike racks and real-time bus schedule apps (with more frequent and direct service to McKinleyville and Eureka) would be most beneficial in supporting change in social transportation habits. Increased parking permit fees would be acceptable only if additional spaces are created (i.e. multi-level parking structure).
693. The parking situation should be one of the number one issues being dealt with by HSU at the time being, if it isn't already. The number of times I have seen friends and other students not be able to attend class because they can't find a spot, and having to leave 45 minutes early to school to be able to find a spot is a big issue and hasn't changed in the slightest in the three years I have been here.
694. the painting parking limitations in the 17th street are meant for large cars. I have a small car and I am sure we can fit 3 smaller cars in two of those spaces. Now we park less cars in the same street
695. Make a parking structure. Stop saying you want to expand how many students are here without consideration of how to accommodate them.
696. finding parking on campus for a general permit is like trying to find a needle in a haystack, near impossible, coming from eureka then not being able to find a parking spot with the one semester permit

I paid about 150 for is one of the most annoying things about going to hsu, I spend about 30 minutes looking for parking at around 8 because all the spots are taken by then, I waste gas going from lot to lot trying to find a spot, please work on this problem and fix it fast.

697. It seems very silly that you have to wait until 10pm on weekdays to park with no permit--this should be closer to 7pm. Campus is already pretty deserted at that time. There is generally no parking available to permittees (I've had one in the past when I lived in Eureka) between 9:30am and 2pm, so perhaps less parking permits should be sold.
698. Guaranteed parking area for persons driving farther than 15 miles to work. Guaranteed parking area for Hybrid/electric cars. EV Charging stations.
699. Stop allowing freshmen to bring cars to campus... other universities do it and it allows for better parking for the rest of the university
700. There is never any parking available. Parking passes cost an insane amount of money, and spaces are not guaranteed. The areas around campus are not available, and there are very few handicapped spaces on campus.
701. It sucks!
702. I mean all I see from this survey is some intention to go a "green" route; avoiding the fact we need more parking on campus. We dont need carpool programs and all that shit. We have more out-of-the-area students, we have Arcata overcharging rent, we have limited parking on campus so little desire to buy passes...
703. Thanks for all you do!
704. People feel uncomfortable taking the bus so they feel forced to drive if they live far away. The bus systems here aren't perfect but they do work, however, not everybody can be convinced to take the bus and even if everybody was convinced to take the bus, there would not be enough busses to transport everybody. HSU and the county infrastructure needs a good mix of people bussing, biking, walking, and driving.
705. I get here at 8AM to find parking for a class I teach at 10AM. I got here at 8:28 one day, and drove around for 65 minutes before parking at a meter, which I had to move later, and drive for another 22 minutes to find a spot. It ruined my day. I am teaching three classes, the last class ends at 4PM. I have so much stuff to carry, the bus is not feasible. Please make a parking garage.
706. Week passes? The option to choose how many days we need a pass, but there still needs to be more spots to park in.
707. There is no safe and direct way to bike from HSU to McKinleyville. The hammond trail to farmland route is indirect and much longer of a ride. otherwise would have to ride bike on the freeway. buying a parking pass is a waste because it doesnt count at the parking meters where most parking is available. The only time I can get parking in the non-metered spaces is if I come to campus before 8am.
708. These alternatives to parking on campus that were given during the survey are frustrating. It's like slapping a band aid over a bullet wound. I personally don't live far enough away that using the alternatives to parking to be considered a hassle, but they still are and I still like the freedom of having

my own car and safety of having my own car. Arcata may claim to be a bike friendly place but it's not, waiting for the bus means I'm waiting where I could be almost home and sometimes they don't run late enough at night to get me to where I need to be, and on top of all this walking, though good for you, is miserable in the rain. If anything my vote is strongly towards fixing the parking situation so more students have access to parking on campus.

709. Parking is horrendous here. People have to move their cars constantly and many students stay on campus most of the day. And they get tickets for a problem the university has. Not all students live in Arcata where they can simply walk or bike. They need their cars. Busses are already packed on school days and only have a limited amount of bike racks for those who have bikes, forcing students to wait another 30 minutes or so to catch the next bus, who hopefully can accommodate their bikes.
710. The parking at HSU is pretty bad. If you want a parking spot, you have to get there around 8 AM, otherwise, most spots (if not all) will be taken.
711. I don't know how to ride a bike but if I did I would consider biking to school. I have to move my car during the day after getting to campus because of 4 hour parking limitations around campus and not being able to find parking on campus or being able to afford parking.
712. Build a parking garage, or more lots so students can actually park on campus without having to get there hours early
713. Maybe students with day passes can pay a prorated value based on how long they stay? So they have to leave or be ticketed if they don't pay for a full day. Removing some parking meter locations to be general paid parking would also be useful. Maybe also offer disabled parking for students registered with SDRC but who do not have abnormal handicapped parking. So a handicapped pass only valid on campus. I have a condition that can cause me to need to suddenly park and seek medical attention or to stop so I can fix what is wrong and stay safe. With limited parking it gets scary for me sometimes because only disabled spots are open and I qualify for SDRC for major medical disability but it's only able to physically disable me at sporadic times.
714. Need more
715. If there is a way for you all to communicate with the city to stop taking away 4 hour parking to meter parking or to no parking that would be great. Also to have the busses run earlier than 7 am because some of us have 8 ams and we barely make it on time.
716. Parking at school and transportation to and from it are two essential elements of inclusive and available education. But I do not think this is an issue of transportation to and from campus. I cannot count the number of classes I have been late to on account of the lack of parking on campus. HSU is way over capacity, which means there are no available rooms on campus, and very few in Arcata. That means students have to move to Eureka, McKinleyville, in order to survive. They can't walk from those locations, they've either got to drive or take the bus. But with an inconsistent and limited bus schedule, it does not work in everybody's favor. This is, of course, a multi-faceted problem that has many right answers. But I feel like the first correct step is giving these student drivers the ability to make a choice-drive or bus-by providing parking and park-and-rides, then letting them decide what works best for them.

Also stop thinking it terms of money and how to receive from the students to then give back to them, and instead think of how to accommodate the egregious numbers you've been accepting.

Thank you, and have a nice day.

- 717. Limiting the number of parking permits sold will be beneficial. Not enough parking so students are forced to go to the 4 hours parking areas
- 718. There aren't enough spaces to park. A lot of the time you have to park very far and it doesn't feel safe walking to your car in the evening. Parking permits are way to expensive for not guarantee of a space and the meters are a hassle.
- 719. Provide more parking spaces. Build another parking lot. This survey was meaningless by not asking about the real issue of parking and transportation, which is the fact that HSU does not provide enough parking spaces for the amount of students attending.
- 720. Riding the bus isn't safe. It isn't even close to safe. Nor is it clean.
- 721. Eco friendly cement made from a student thesis project....parking structure!!
- 722. Parking sucks and is frustrating and gives anxiety
- 723. There is never any parking. By 7:45am all parking lots are full. HSU never stops selling parking permits year round even though there are no more slots to be sold. Both students and faculty are heavily affected by this struggle for parking because being late is prevalent. Far too many resident parking permits are sold so freshman will park their cars in general spaces and leave them there for days so everyone else simply has even less options. A resident and general pass cost the same, yet not both can park in the same places. Revert carpool passes to the way they used to be!
- 724. I care more about keeping the football team, then I do about parking. Thanks.
- 725. Build a parking garage
- 726. Perhaps making the street lighting and the surrounding area of campus safer would encourage people to walk. The sketchy ness and lack of lighting makes it unsafe and promotes me to drive more.
- 727. If HSU only has a limited amount of parking spaces then they should only have a limited amount of parking pass that they sell. Tear down the old Arcata hospital and make more parking spaces or build a parking garage at the J parking lot.
- 728. We need more parking. Multi-level lots or underground lots, anything! I will pay more, lots more, for guaranteed parking. I hate having to get to campus no later then 7:45am to find a spot and not being able to leave in the middle of the day for fear of not finding a spot when I return.
- 729. when i was living off campus, my roommate had a hard time finding parking since there was a very limited amount of spots and the passes were expensive
- 730. Make a leveled parking structure.
- 731. I do not live in Arcata so I cannot walk. I have 2 small children that I have to transport to and from school in the morning and afternoon/evening, so I cannot bike or use alternative forms of transportation. It is



frustrating to NEVER be able to find parking at your place of employment (after 6 years it is incredibly frustrating), even with the purchase of a parking permit. Something needs to change!

732. Whether it's a parking garage or a new lot across the street (where all those new apartment buildings are being built on Alliance) something needs to be done. There's no park and ride for the arcata bus so it's hard to do that and there's not enough parking on campus after 8am. & all the neighborhoods across the street threaten tickets if you park there! Also I would love to have a shortened bus run on sundays even from 12-5 because I'd like to do my homework there but it's almost a 2 mile walk. Saturday's are hard to do homework because you just did so much work the whole freaking week you need one day off!
733. More parking spots
734. Not enough parking. All the spots are taken by 7:30am, if you do not go at least at 6:30am, you will not make it to your 8 am class.
735. Improve meter parking: allow HSU students to use credit cards and debit card for payment. Cheaper parking pass. More parking space
736. Build a second story parking structure to maximize spaces (no trees are harmed)
737. Please consider building a parking garage on G11. Or, provide students/staff/faculty with both a free bus pass and a few free parking passes but only if they agree to NOT buy a regular parking pass. It gives them incentive not to drive, but would allow them to drive a few days a month if they miss the bus, need to stay late, etc. At a previous university, I believe I got 30 days worth of passes for a year.
738. Bike lanes on campus!
739. Only sell as many parking permits as there are parking spots.
740. I Live in Creekview and there are not a lot of spaces in general for all the people living here, also because people park illegally so I (who have bought a parking permit) cant find a spot and have to walk up a big hill with books and groceries a lot of times.
741. FIND ROOM FOR BETTER PARKING.
742. More parking spaces in the residences buildings.
743. I live in eureka so I have to drive a half hour every day to class. But I have to leave for class over an hour before it starts so that I have at least a half hour to look for parking. HSU is a great school, but it's parking availability is not great. I have found myself having to schedule my classes around the possibility of parking during those times, instead of based on the classes I really want to take. I would really like to see the parking situation improve somehow, perhaps with a parking structure(s) but I know that takes time and money, so I don't really know what other suggestions to make. I appreciate the fact that this is being looked into though. Thank you.
744. It would be nice if there was a shuttle service at least once a month that could take students to the mall/Target/Safeway and back. Even though I do like to take the bus and walk to places, carrying a lot of grocery bags in the bus and on rainy days would be very difficult to do.
745. Good luck and hope improvements can be found



746. Yes. Please consider having slightly more parking spaces on campus. For example, the parking lot by the J and College Creek/Campus apartments adding an extra story would be super beneficial. Not only would you have enough parking spaces for the amount of permits sold, but you also would not block the views. The one by the J, if you add an extra floor and have a third open floor, it wouldn't block the view of the Bay and residents and staff could have enough parking. The same with College Creek and Campus apartments, residents, staff, and other students would be able to make it to classes on time without having to worry about finding a space and making their day more complicated. It would be less pressure on top of the many other stressors in a college student's life.
747. You should consider solar panels covering parking lots. Then you could collect the energy revenue from them after they pay for themselves. For the parking lot west of the student services building, you could build a parking garage and keep re-installing the panels as you go up in levels over time. This would conserve valuable campus parking real estate and free other parking spaces for other uses. I'm not sure how you could do the accounting for this real-estate but it is bound to save tons of money in the long run for the university and hopefully returning parking space to university use could count as parking revenue.
- I'm in favor of the bike availability on campus and all the proactive green solutions too for others. I just ride my bike here everyday so I don't need it. Several of the questions you required me to answer in the survey were really NA for me because I always ride.
748. Offsetting the cost of tuition to account for increased prices of parking passes could keep total costs reasonable for car owners while creating incentive for students to not bring their car to college.
749. If I did not have two young children to take to school everyday I would probably bike or bus it. Shower facilities would be nice for cycling students.
750. More resident parking by the college creek apartments.
751. More metered parking with longer time limits, please. It's impossible to find metered parking if you don't have a permit, especially on Wednesday afternoons, and I've already missed class several times because of it. It's also ridiculous to have to worry about getting a ticket in a 1 hour zone during a 1.5 hour class when its the only space you can take if you want to be in class for an exam on time.
752. It's awful! Everyone knows it. And yes it can be managed for people who live close and don't have anything better to do. For people like me who live in eureka because rent is cheaper there, and have full time jobs while going to school, It's ridiculous. Something seriously needs to be done. And if someone could look up the stats of how much arcata makes in parking tickets a year.
753. I think the best plan is to keep working toward more on campus and near campus housing so students/faculty can walk and ride bikes. If I had my way I would live on campus all four years. It is the best for environment, traffic and flexibility I do like the zip cars and bikes on campus for longer trips.
754. Parking spots are limited and permits are too expensive.
755. I vote to make B street from the bottom of the hill by the CNRS building to the stop sign at the top of the hill at Laurel a pedestrian-only paved sidewalk. I am frequently late or almost late because there is way too much traffic there between classes. Bikers, skateboarders, cars, people stopping in the middle of the sidewalk to chit-chat, bikers and skateboarders flying down the sidewalks, pedestrians dart into the street without looking...I know theres a parking shortage but its such a hazard to save the ~12 parking



spots it provides. Make the road in front of Child development a child drop off loop/outlet for the police station. If you designated a part of the suggested paved B street section to be bike traffic only then I think it would make getting to class easier for bikers and pedestrians.

756. I've gotten 2 tickets because of the meters. I couldn't get back in time because they are a max of one hour.
757. In regards to parking on campus, the limited car spaces for the amount of students that drive to school is quite unfair, especially for those that buy a permit yet, cannot find parking which they are paying for. Also, those that cannot find parking tend to park on the bridges above the freeway which is also an unsafe space for there car and the student if there are leaving campus late at night.
758. I'm okay with paying for a parking meter when I need to. I have a parking permit and can find regular parking with both my permit and parking meter and get to my classes within 5 minutes. I work 30 hours and depend on my vehicle to transport myself and my family. In between work and classes, I am transporting my child to and from home and school before I attend my classes.
759. Please get more spots
760. Like I said before, this is dramatically impacting the quality of my education. I can't take exercise classes because they start at 11. I tried last semester to take a swim class. I had to DROP OUT because I could never find parking. That's really sad, HSU.
761. Stop issuing permits if there are not enough spaces. I LUCKILY live close enough to campus now that I would never consider driving, however I had three years where I had to park on campus to get to class. I would get to campus AT LEAST an hour before my classes started and I very often didn't have enough time to find parking.
- There are not nearly enough parking spaces on campus to charge students the amount that is charged. It should be easy to find parking. Students should not need to arrive to campus an hour early just to find parking. The parking situation on campus is the reason why I made absolute sure that my next home would not require me to drive to school. MAKE MORE PARKING SPACES!!!!!!!!!!!!!!!!!!!!
762. Plant trees/ other plants on top of the parking garage roof to offset carbon emissions of cars and that will please all the hippies that dont want to see an ugly parking structure ruin the look of arcata. Also think of all the space to paint on
763. HSU must add more parking. It is outrageous that students are unable to go to their class because there are no legal parking spots anywhere near campus. Something must be done, and that is to add more parking spaces.
764. Due to the difficulty in finding parking, I often leave my vehicle on campus and avoid going anywhere during the week, even when I need items for class. Walking to errands isn't always feasible on a short time budget and in the evenings when establishments close and/or it's getting dark and unsafe to walk alone. Driving to conduct field work or to facilitate field trips (because the department can't afford busses) has made me unable to drive for trips on many occasions when it was needed and for the trips I drove it made me very late in arriving to my next class. At least if parking conditions were reasonable I wouldn't be so frustrated by the cost as it would be easy to see where the funds were going and what they were utilized for.

765. Perhaps separate parking for on campus housing.
766. I know other campuses that designate certain parking spaces for commuting students. This guarantees that students that rely on their cars to get to campus can always get a space. This also prevents residential students from leaving a car parked longterm in a parking space close to a building and sending a daily commuter to a farther lot.
767. I am an athlete so most of the days I am at campus by 7:30 in the morning for softball related things, I don't have class until 10 and cannot leave campus in between in fear of not being able to find a parking spot when I return.
768. I have to wait in the parking lot and hunt people down for their spots when I arrive. I would prefer a parking structure that way I can have a guaranteed spot.
769. As a faculty member, what I experienced with the parking is absolutely awful. I have never seen another institution who is this ignorant of an existing/ongoing problem. There have been a lot of times where I was not able to find a spot, and I had to go back home in McKinleyville and ask a household member to drive me to the campus and then come later to pick me up. Or there have been many many times that I was only able to find a spot on the other side of the campus up on the hill and then had to walk back to my office, not to mention that it is pouring out there! So, by the time I get to my office I am completely soaked in water, and then I have to go to class, meet with a student, attend a meeting, etc. The mental distress caused by this is beyond words can describe.
- I need to mention that I don't see this as a reflection of "oh, but we are a green campus." The campus is located in a rural area with minimum public transportation. Everyone needs to use their car. Talking about sustainability and green campus, I can only see all that gas that is burnt on a daily basis on HSU's campus for just finding a spot! It is anything but sustainable!
- Finally, I have to say that this is not just an issue that faculty/staff have to deal with (although if a faculty is unable to find a spot, a class must be missed which in my case 48 students are affected! However, if a student misses a class due to parking, the effect is not as disastrous, unless there is an exam going on on that day), I had a student who used to say that he has to work a night shift and by the time he is done at his work there is no parking at the dorm, so he sleeps in his car!!! and then goes to an 8 AM class. I can only imagine the performance of the student...
- I hope this matter gets fixed. Rather sooner than later.
770. Tell everyone to ride a damn bike or carpool. Damn near every single car on campus has 1 person in it. Ridiculously inefficient, wastes time, money, gas and resources.
771. Lower the cost of parking permits. Don't allow cars to park and drive through the middle of campus -- this makes it very unsafe for pedestrians. Build/acquire a safe parking lot for commuters in Eureka to take the bus. Lower the cost of parking permits. Create more parking spaces. Add an additional bus stop on Union and 17th. Oh and maybe lower the cost of parking permits.
772. The parking lots are way too small and confusing.
773. The bus stops near campus need to be better lit for safety at night. there should also be more security near the library circle because the homeless/tweakers loiter there or try to sell drugs.

774. IMPROVE THE QUALITY AND QUANTITY OF PARKING
775. MORE parking options for vehicles would be good. I am not willing to purchase a permit when I do not have a guaranteed parking space.
776. Please do something to fix the parking situation. Build a parking structure above the J and Market lots. We need more parking!!!
777. I understand that a parking garage is unpopular because it is "UGLY" however the need for parking is greater than the opinions on aesthetics from administration.
778. perhaps build a multi-level parking garage
779. how much money is made from parking each semester and what is currently being done with that revenue?
780. Build a parking structure. put solar PV on top. Just do something
781. It is really a problem.
782. Buying a parking permit seems fairly useless as there isn't any guarantee you can find a parking space. Waiting for someone to move their car when their class gets out five minutes before your classes start isn't a viable choice, your grades get docked for being late. Guaranteed parking, as driving around for twenty minutes and parking across campus at metered parking negates the desire to buy a parking pass, as it becomes useless.
783. More parking please, or convince the county to run busses on old arcata road
784. Put a cap on the number of permits sold; open up the Housing parking lot by not allowing freshman students living dorms to have cars on campus (require them to use public transportation) as some universities do
785. Parking is horrible, I live too far to bike or walk, and too far from the bus, and it rains too much to be exposed on the way to school. Driving is the only way most of the year here unfortunately. I am a student that won't pay for a parking pass, ever. So I am constantly going back out to my car to erase tire chalk. Which takes time away from my studies and class time. I will leave class to erase tire chalk if that means I won't get a ticket, and that's pretty shitty but that's the way it is! Thanks to HSU parking.
786. Most students that do drive either have classes that take them off campus in the middle of the day or they live in Eureka, McKinleyville, or even further. I personally do not have time most days to be able to move my car to a new spot if I was forced to park in four-hour parking. I have run into the problem of getting back from class at the marine lab and not being able to find a place to park and have to drive home and walk back to campus in the middle of the day and then walk home at like 10-11 at night.
787. more parking needs to be added, perhaps a parking garage structure that could have solar panels on the roof. right now I feel like I am throwing my parking pass money away
788. All I have to say is there needs to be more parking spaces. Residence hall parking is VERY VERY limited along with ALL other parking.
789. I honestly hate coming to school cause I can't find parking.

790. Too expensive, not enough parking space
791. I think that freshman living on campus should not be allowed to bring a car to campus, their cars sit in the parking lot taking up space and rarely moving since they usually do not have jobs off campus anyways. Parking passes should not be sold in such excess that those that purchase them can not ever use them, either spaces should increase, or passes should not be sold after a certain point. Additional buses or an app saying where the bus was in real time would be a great improvement on the current schedule.
792. I don't park on campus because of the expense. I park four or five blocks from campus and walk the rest of the way to school. I enjoy the walk. Have you considered putting a parking lot or garage a short distance from campus for those of us who live a little too far away, but still would benefit from a short walk to campus? Are there park and ride lots for commuters to use in Eureka and points south, or Trinidad and McKinleyville?
- I would ride my bicycle to school, but I live at the top of a very steep hill. I worry about falling off going down it and it is difficult to ascend with a bicycle and backpack, and it is just plain dangerous when it's dark. I also own a Prius, so I feel like I've already done something to mitigate my environmental footprint.
- I'm curious about what other people's concerns are, especially if parking, the bus, bicycle, motorcycle, scooter, walking, and skateboarding options are working for them. Please let me know. James Haug, rjh463@humboldt.edu
793. If the price for a permit is going to be so high then there should be enough park spaces for every one with a pass or lower the price if there aren't enough spots
794. The carpooling questions were difficult to answer because technically I do carpool everyday from Eureka to Arcata. I drive my two children and another child to school each day and then arrive alone to campus. I do consider myself a carpooler, but I wasn't able to reflect that in my survey responses. As for riding the bus, there is no bus service anywhere near where I live and the jack pass only works in Arcata.
795. Just be reasonable with the pricing and don't gouge the students/staff. Parking fees/permits are part of being a RESPONSIBLE car owner (like having insurance). If a student wants to save money, they can use a bike, walk, use a bus etc. -- but if they want to use a private vehicle then they should be able to have the convenience to do so. Have you considered preferred parking for students who are willing to pay more for convenience to park closer to campus or in parking areas that are in high demand? Install more mobile parking passes and give the option for students to self-report parking violators. Simple to do with any cell-phone camera and anonymous reporting procedure. This will help save the University money by reducing the need to higher parking staff but also encourage students to purchase parking plans since it is the fair and right thing to do.
796. The JackPass is an amazing program and the new bike-sharing program in front of HGH seems like it will be similar. There are some small and large things that prevent more personal use of alternative transportation. The largest being the lack of affordable student housing in Arcata. Commuting from outside the town means you have to be lucky enough to be one of two bicyclists on any given bus or leaving your car in unfavorable places for 10+ hours.

797. Later running bus hours, and more frequent busses. Because the bus stopping it's run from 8-10 limits the amount of time I came be on campus as well as limiting hours to meet up with groups or clubs off campus when carpool is unavailable. As well as creating a safer way for students that go out on the weekends to get home safely. Later bus hours means students driving under the influence will decrease greatly. Maybe a bus specifically for after hours to give students a ride home, following the same or similar route as the AMRTS.
798. A parking structure and better patrolling of bikes so that the University can promote a safe bicycling atmosphere were you don't have to worry about your bicycle being stolen.
799. More parking!!!
800. Just please build another floor of parking
801. Build a parking garage! It would really help all the congestion and lack of parking choices
802. Parking on campus is always a hassle, I wish it didn't cost so much to get a non-guaranteed parking spot!
803. There is a huge parking issue at HSU. As someone who is been at the university since 2013, I have walked, biked, driven, taken the bus, and ubered to campus by far the worse was the year I decided to buy a parking pass. Clearly something needs to change as the university accepts more and more freshmen each academic school year.
804. I think the parking situation on campus is horrible. I spend about an hour a day, sometimes more, looking for a space.
805. -HSU is one of few state universities that doesn't have a parking structure. HSU should build structures using sustainable materials at the main lot, the lot between College Creek & B St., or the JGC lot.
- HSU should provide a program that allows students to purchase bicycles at a discount from local retailers.
- HSU should provide bike racks, locks and repair facilities throughout the campus.
806. Please provide a evening bus service at least on Fridays and Saturdays and some form of bus service on Sundays. Stop punishing students who park near campus because there is not enough parking provided on campus. We are poor we can't afford parking tickets.
807. Starting at the beginning of the 2016-17 academic year, the parking situation on campus became a daily source of significant stress. I have on multiple occasions spent an hour or more driving around and around looking for parking. Consequently, I have frequently been late to meetings and sometimes missed entire meetings because I couldn't find parking.
808. Parking at HSU is a mess! I've worked for and attended several colleges. I've never had to pay for parking and then had to park four blocks from campus and get tickets throughout the year when I don't get back in time to move my car. Even as enrolments have dropped significantly the past year it is still getting worse.
- My building (BSS building) is both the largest building on campus and the only major building on campus without a designated faculty / staff only parking section. That pisses me and my colleagues off. Make a section of parking near BSS faculty / staff only parking. Why are we not treated equally?

I know this is longer-term, but is anyone applying for construction grant money to improve parking? I keep hearing there's no where to expand. Not so. Apply for grant money to build a second story of parking on the largest lot on campus (across from the new dorms).

809. Worst parking at any college I have ever seen! SUU has \$45 parking per year, and there's always spots open...
810. If HSU, by law, can't use tuition or state dollars to administer, maintain, and construct parking, then where is HSU getting that money from? Is this why the cost of parking is so high? When people talk about HSU, the terrible parking situation is the first thing that they refer to, even the staff themselves. As a freshman, I was daunted by the fact that I didn't know how to get to my classes on time because I could never find a place to park. Also, it does cost quite a bit to park, \$3.50 just for the day, and I'm already paying an arm and a leg just to go to school, excluding the cost of book/supply fees. Furthermore, the academic parking pass, which is about \$300 for one academic school year and \$175 for one semester, doesn't guarantee parking. This means if a student bought a \$300 academic pass for the year and couldn't find any parking places that require a permit, they would be paying even more money to park in another type of parking location. Metered parking is a first come first serve basis, and the ten hour metered parking is already filled up before noon of any given day. The only other metered parking is for a length of thirty minutes, so the student would park, feed the meter, and go to class. In a half hour, they would have to go back out to the car to feed the meter again, but what student will want to leave in the middle of class just to feed the meter? Isn't the class itself more important to the student? If they don't, they receive a parking ticket of \$30! So the student is paying \$300 for the general parking permit, plus the metered parking per hour, and the \$30 parking ticket. In another scenario, the student could try to find a four hour parking area off campus, which costs nothing, but then they would have to leave campus in order to move their vehicles so they aren't cited. Students should be focused and concerned with the classes they take and coming one step closer to getting their degree, not worrying about inconvenient parking. This is the true testimony of the student, and after all, the students are what make up the school. However, ripping students off is all the school seems to be about.
811. More parking spaces.
812. Buy more plots of land and build multistory parking garages.
813. parking sucks after 9 am
814. I live and work in eureka, I have family responsibilities as well as other responsibilities and cannot consider alternate means of transportation. Also I cannot rely on anyone else to get to school I dependent and will continue to be that way.
815. Build a parking garage with multiple stories high.
816. Yes!! FIX THE PROBLEM.
817. HSU sales way too many parking passes than there are available. I should get a refund for my permit that I'm not able to use because there is NEVER any parking available.
818. The parking situation is crap, and I think buying a parking pass was my worst decision yet. What's the point.
819. Get a parking garage

820. Please make the bus available to students on Saturdays and Sundays on the regular routes!
821. I stress again, free parking after 5pm. CSU East Bay has free parking in all lots after 6pm. Safety for all in the dark. Especially when there is a man grabbing women on campus.
822. In the morning, before 8am, it is fairly easy to obtain a parking space. However, once the day starts to begin, it becomes ridiculously difficult to obtain a parking space, some students drive around for over 10 minutes to find no available lots open. Making us late to class, being unable to go to class, and consuming gas.
823. I am very frustrated with the parking situation here. There have been times where I have circled through every parking lot and there have been no available spaces. This affects my timeliness to class. I think if we are required to pay so much for parking, we should have a higher rate of finding a space. I get frustrated that we have two parking lots on 13th street, that are so small with vacant buildings that occupy them. I think an efficient way to offer more parking would be to build a parking structure in that area. In my situation, I don't have public transportation and I don't live in a heavily occupied area (for carpooling). My car is possibly my only option to get to school. If I had public transit on Fiddle Hill I would gladly take it, but that is not the case, and it is too far and strenuous to walk or bike ride daily.
- I hope HSU works on more options for parking for those of us who depend on it! If we pay 300\$ for a parking pass, we should be able to rely on it to find a parking space more often than not.
824. If HSU would put up a parking structure that looked nice (maybe some art mural opportunities) and it featured a number of sustainable aspects like recycled material use, eco friendly material, and solar panels. The parking structure should also feature a parking space availability meter that lets people know if there are any parking spots available in the first place. I think we would have a good solution to our parking crisis. Also increasing parking passes on student residents to decrease the number of cars lingering in the general parking might be helpful to increasing parking space availability. I often use zip cars to get around and I also usually rent enterprise cars for getting back home. Perhaps there is opportunity to partner with enterprise or hertz to offer student discounts. I also noticed that zip car added a 5th car to the campus which is great! I just wish the pricing didn't flex so much, perhaps there is too great of demand and additional cars should be added ?
825. Better mark the motorcycle parking. I once received a ticket for parking in a motorcycle space but there were no lines on the ground or posted sign. Asinine. Utterly asinine.
826. It's a awful experience to find parking please find anyway to add more parking.
827. I wish there were more parking spots for students, especially near the founders hall. Also, a drive allowance for students who have to commute from far away.
828. There is not enough on campus parking. The bus is fine. Everything is fine, EXCEPT the lack of parking spots. Or sell less permits so people are more likely to get a spot. It's not fair to pay so much money and not be able to get a parking spot
829. Rainy days are why most of us drive to school instead of riding the bus because of the inconvenience. Being wet is not comfortable and that is why driving to school is best. The buses are also heavily impacted on rainy days and are always scheduled to arrive on campus at inconvenient times.

830. My biggest issue has to do with the availability of parking spaces. If you show up around or after 8:30 a.m. good luck finding a parking space that isn't on the edge of campus and even then you might not find one.
831. I live too far away to ride the bus, or bike. There is NEVER any parking on campus, so I always have to walk really far too. That makes my commute about 45 minutes one-way. My parents were willing to pay for a parking pass, but I told them there was no point because there's never any spots. I'd just end up having to park off campus anyways, then be late for class for trying to find parking on campus.
832. Parking is a problem, the price for a ticket is ridiculous and should be lowered. One year I payed \$120 for parking tickets for minimal mistakes. I usually avoid parking in HSU at all and just park in Arcata, then move my car around to avoid any time issues.
- Also, the meters need some sort of a notification about when the police stop checking the meters. At some point they seem to stop patrolling and it would be good if they put a time that the meters are free.
833. Build a parking garage.
834. BUILD A PARKING GARAGE. .join the 21st century..
835. As a final note i would say that I'm fairly dissatisfied with the purchase of a general parking pass. Because of my schedule I usually get to campus at a busy time and cannot find parking on campus. I would estimate that I've been able to park on campus less than 25% of the time. It would have been nice to get some kind of warning or explanation about the parking situation before I purchased a permit. If I could go back i would have skipped the permit purchase and parked in city parking since that's what I have to do most of the time anyway.
836. What if I had a business with a parking lot of 100 spaces. 25 for workers, who have to pay me for a spot. 75 for customers, who have to pay me for a spot. AND I enforce parking and collect fees too. This is your racket. Why give it up.
- HSU is too stuck in the 1950's to trust employees to work anything but 8-5 and sit in stupid lines of cars all trying to leave at 5pm. We waste our time and gas and dump carbon into the world.
- So unless HSU can overcome it's "industrial revolutoin" attitude toward employees then why keep asking this question every few years.
- We waste hours and hours a year driving around, missing work, missing class, missing meetings, stressing out.... get the picture?
- So making everyone come and go at 8am and 5pm is step one.
- Best wishes,
- ps I'll bill you for the consulting fee ;)
837. If possible turning one of the bigger lots on campus into a two or three story high parking structure. Of Course since parking is self funded I know it probably wouldn't be affordable. If the meters on campus can be properly labeled whether they are HSU or Arcata meters and also the time limit that they max out on.

838. I would like for there to be resident only parking lots at all hours.
839. Parking is often professionally problematic on campus, as I cannot reasonably expect to be able to meet off-campus for a meeting (which is a consistent requirement of my position, as I teach community-engaged service learning courses with community partners) and get back to campus without allotting considerable time (generally as much as an hour) to wait for a bus, walk from un-metered streets in town, or search for often simply unavailable parking in the University's lots.
840. MAKE A GOD DAMN UNDERGROUND PARKING STRUCTUER UNDER THE MARKETPLACE PARKING LOT AND J PARKING LOT SO PEOPLE CAN GET A DAMN PARKING SPOT!!
841. Bikes are great but weather is a huge thing to account for. riding a bike in the pouring rain sounds like a nightmare. Also riding a bike up all the HSU hills might be something hard to see to students as well. Carpooling is great but realistically difficult because of varying schedules and responsibilities. Buses work well if they are on time, and more frequent. It also helps if they can actually finish their job. Yesterday I was on the bus and it could not complete its route so I was dropped back off at school. Now I'm sure that this has been proposed already, but there is a nice almost level parking lot across from the marketplace that looks like it could be build on. A "small" parking garage could be build with no more than two or three levels. Now this could be expensive and obviously the town would need to approve for building but it would add a significant amount of parking. I think sales of parking passes would go up because it would be more likely that a spot would be available so it would seem like a waist of money. You could also sell parking passes in the garage for more money because they are covered removing vehicles from the weather. Daily passes could also be sold for a slightly more expensive price. OR you could honestly make it fro staff parking. you could also slowly increase the cost of passes over the next couple of years to try and save up some money to put into this thing. or do a fundraiser I bet you could get college students to go out and drink at a local buissness for a brand new garage that will multiply parking spaces. people might freak out about building this giant thing because it may not be that sustainable, well you could add solar panels to the south facing side or other sides in general. Garages can get a "green" certification so looking into that might be worth some time.
842. It is not reasonable to ask professionals with multiple jobs in various cities to ride bikes, take the bus, etc. I would love to carpool, but I am certain that there is no one with my complicated schedule. There is simply not enough parking on campus, and there is not enough staff parking on campus. Would HSU consider a shuttle that circulates around the campus and other parking/transportation facilities? One of my undergrad schools had a tram (the Poly-Woggen at Cal Poly Pomona). It didn't matter how far away one parked, there was an easy way to get to and from the car to classes.
843. I paid for parking HSU took money under the money under the (false) pretense of providing me parking. I personally have had to pay \$120.00 in parking violations because the campus parking was full. If the stats class could petition the city of Arcata to provide the number of parking fines they have issued over the last seven years (statues of limitations) due to the meters expiring and lets hypothesis that 35% of these fines were issued to HSU students who had purchased a HSU parking pass but was forced to park off campus we should be able to calculate the amount a jury would award to those adversely affected by agency's actions or by HSU accepting money under false pretenses, irreparable harm, irreparable in that no award could make up for the confusion that has already occurred, as the data would be less than .05 percent and significant meaning HSU would have to accept the liability and refund HSU parking pass holders who received parking tickets the fined amounts



844. Staff/faculty are not the only people affected by tight parking due to caregiving responsibilities outside of work. Students who care for children, parents, etc...are also affected. I believe a lot of traditional students living in apartments in Arcata drive to campus who should be taking the bus, or using alternative transportation. That simply isn't an option for those who have to use car-seats or meet school/care schedules at other locations. I believe student addresses should be scrutinized when issuing parking passes and those within a few miles of HSU should be required to use more alternative modes rather than driving cars and filling up the campus lots.

I went to undergrad and grad school in UC Davis. The Unitrans student-run bus system was excellent as was the bike system. There was no need to drive a car to campus for my entire schooling. I didn't start using a car until I moved 45 minutes away and even then I used a carpool, vanpool, and university shuttle from Sacramento to Davis. It is not my preference to drive a car now, but I have in-flexible caregiving responsibilities.

845. It would also be useful to have some kind of app to find open parking spots quicker.

846. Covered bike route to school would be sweet. Not necessary though.

847. Metered parking on campus is asinine when we're charged for passes. At least at the ratio that we have now of metered to unmetered parking

848. HSU should only be able to sell 10-20 % more permits than there are given parking spaces. Right now they sell all the permits they can knowing that there isn't anywhere near enough spaces, yet this doesn't concern them, it's just a way to increase revenue. There could be just 5 spaces yet 300 permits would be sold for those spaces.

849. What might help would be creating one day only passes or parking lots where students can park without hasseling for meters. Also, upgrading a couple parking meters to accept debit/credit cards might help.

850. Yes. In the answers I provided, I was not able to explain that I do not go home immediately after leaving campus for the day. I have very early and regular arrival times (too early for carpooling I'd guess), but more importantly, every day I drive to a different location immediately after leaving campus (errands, gym, etc), so carpooling would be far too logistically complicated. I also have a very long day and a busy schedule (Mon-Fri 7:00-6:00 with after-work obligations) so bike commuting is not very convenient. And, I worry about bike theft and the inconvenience of riding in bad weather and then having to clean up for class (at 7am).

851. HSU accepts more students to this school yet the availability of parking and housing is extremely low. Don't admit more students if there aren't enough spots for students to park in (especially since many students have to live in Eureka due to the high prices of housing in Arcata). Simply, there needs to be more spots. maybe look into a parking garage or something.

852. It is week 5 of the school year and I have already missed 2 classes due to not being able to find parking in time. And it's not even a matter of getting here early enough. This literally happened yesterday: I arrived on campus at 8:30am to begin searching for parking for my 10am class. For 2 hours I searched, driving around and nothing. I even drove in to Arcata searching around all the majority of those parking spaces were taken as well. I had to park on Diamond street, a 20-25 minute walk away from campus AND I didn't get to attend class that day AND I wasted gas and caused more pollution for driving around for 2 straight hours.

I am not the only student this has happened to. My Political Science teacher was 15 minutes late to class last week because HE couldn't find parking. I have several friends who's teachers have even canceled class this semester due to not being able to find parking. Others and myself included have either been late or have missed work shifts due to being unable to find parking/ spending more than 30 minutes searching for a spot.

If HSU is going to continue admitting more students and hiring more staff and faculty, then they need to accommodate for these growing numbers.

853. Please take my idea into consideration.
854. Parking on campus is a nightmare. There is so little parking it is almost impossible to find a space and get to class on time. Even when carpooling, it has been difficult to find a parking space. A staff member I know personally has extreme difficulty finding parking as well. Parking should be available, accessible, and convenient for those at school. We all have much more important things to worry about than parking, so why should we all be so stressed about it? Please make more parking spaces, there are not nearly enough for the thousands of students and important staff that go here. Thank you.
855. At the time, with children and car seats and different school/teaching schedules, carpooling, bus, bike etc are not options. I do not mind walking once on campus but do need to drive. moving my car in the 4 hour areas can interrupt work significantly. I believe a "free" park and ride bus system, especially for students, would be ideal. A lot somewhere off campus with a bus shuttle, similar to Oregon State University. The lines have helped but odd that the parking lines on the road are as large as they are.
856. More parking would be awesome!
857. Need more parking!!!!!! Or at least certain parking lots for people who get to school early and then leave early or have a system where you can only park in a lot for 3hours or something like that. But i think making a parking structure would be best or talk to the city about making some streets HSU parking or available for students.
858. I think there would be more bicycle usage if the racks were covered from the rain. Wet seat is no fun. Maybe a rack with a pull down cover?
859. Finding a parking spot should not be this difficult. The general parking lot is FULL by 7:45 am. I commute from Humboldt Hill and taking the bus would take over 2 hours each day. Carpooling sounds nice and all but I would end up being the one picking people up along the way because of my location. I'm okay for the time being but I worry when my classes won't start in the morning and I will have to continue getting to campus early because of parking.
860. make more parking spaces!!!!
861. Buses should run on Sundays
862. The buses need more late-night options for students.
863. I think a parking garage would be extremely helpful. It typically takes me 2hr+ to find a parking spot on campus, anytime after 7:30am. If not, then I think the number of day passes being sold and the number of students who have purchased a semester/yearly parking pass needs to be taken into consideration. It's not fair to be selling hundreds of parking passes when you don't have that many spots.

864. Build a parking structure!!!! Please! More students have been accepted than before and there are not enough parking spaces. Even with people biking, carpooling, etc, there are not enough parking spots for those who need to drive their own cars. Even with carpooling, there's no where for that one car to park. I understand that HSU is trying to be environmentally sustainable- but I have personally skipped class because I couldn't find parking within a 30 minute walk from campus. And I know other people who have skipped class because they can't find parking. That is unacceptable. I will reiterate myself. More parking spaces. Build a garage. You have the money.
865. Personally ,since I drive a rather low sports car, I feel that some of the parking lots are excessively damaged by root growth from trees making it worrisome to park without damaging suspension or other underbody components of my car.
866. Carpooling is a great idea, but when carpoolers want to ride with a solo driver who pays for a year-round permit and the convenience of driving to and parking on campus, the carpoolers who claim they're being green, and are receiving a significant cost savings in exchange for convenience, should be more generous to the full-paying permit drivers who provide free rides to them. Yes, they may be using less parking spots, but they should not take advantage of full-payers, without compensating them.
867. Build a parking garage.
868. I would say build more bus stops that are closer to riders. The closest bus stop for me to the college is a pretty good walk and it rains a lot here. I was pretty much raised in NorCal and know how the rain doesn't just come straight down. It comes down sideways and gets people soaked.
869. If you arrive on campus between 8am and 2pm, or need to leave campus during that time, it is sometimes impossible to find a space. Needing more parking spaces on campus has been the conversation since I graduated here in 2003. Cars have only become more common on campus. We need a parking structure or more spaces. Possibly a parking lot near campus that is less expensive?
870. In my opinion based off facts and science, HSU is a disappointment. We make a pledge to be sustainable as students, yet, the university simply continues to have the largest carbon footprint in the area with no end in sight. Money must be spent on new sustainable technology..
871. Maybe a parking lot for students who live out of Arcata, and actually need to drive to campus.
872. I LIVE on campus. If I come back from work or practice and I still can't find parking WHERE I LIVE, there is a problem. I spend an extra \$10 a day on gas and 2 hours trying to find parking just so I can go shower and eat food. Don't sell to residents what you can not provide. I've had to park off campus about 3-5 blocks away and run to class from not finding parking after 2 hours of looking for parking multiple times before. That is NOT OKAY.
873. Please have the parking meters and lots on campus close at 8pm when classes end. Some students like myself that have to work on schoolwork on campus until very late at night and sometimes until the early morning should not have to pay for nor worry about parking after classes end at 8pm. Current meters and parking enforcement lasts until 10pm which makes it very inconvenient for us cash deprived students who are just trying to work on our school work and earn our degree.
874. build a garage!
875. MORE PARKING, also the meter maiding is very authoritarian and doesn't fit with the culture of HSU

876. There is very little parking. Maybe a parking garage or structure would help .
877. Don't let everyone who lives in the dorms bring their cars with them to school so those who have to commute can actually get a parking spot
878. The current state of things makes things miserable for those who commute and have to arrive hours before their classes and negatively impacts people who live near campus and have extra cars on their streets all the time. It's also absurd that a third or more of each lot is full of cars that never move because the drivers live on campus.
879. Lack of parking is an extremely detrimental issue affecting the students. Parking passes are a completely unnecessary expense, especially when parking is not guaranteed. I think the least that should happen is the elimination of purchasing a parking permit as it is just an additional financial burden on students.
880. Time for a multi-level parking garage!
881. Note: there is bike repair on campus that should be more recognized - the bicycle learning center
- Overall: there need to be more parking lots. Even if I had a permit I doubt I could easily find a space, especially by the BSS. It does get frustrating in the winter, because timewise riding my bike is the only feasible option since parking is so difficult.
882. Nope
883. Yes. I would like to see the parking meters along the roads that run directly through campus taken out to allow the creation of a bike lane. This would increase the safety for bikers and pedestrians because there would be no more students driving around on campus. Student drivers are dumb and as someone who bikes around campus a lot, I hate dealing with them.
884. More bike racks would then have to be created.
885. It appears to me that there are more parking permits being sold than there are spots for cars. This doesn't make sense to me, and is a big part of the reason there are so many unnecessary traffic hold ups. Sell the number of parking permits that match the number of parking spaces.
886. Promote biking as the number one transportation option, Arcata is small enough to bike around, comfortably. Tell freshman to bring bikes or at least buy a bike once they get here.
887. My final comment, the one I find the most opposition for, is that I believe if a student lives in Arcata, they should not be allowed to purchase a parking permit. It's extremely ridiculous to me that people are driving to school everyday when they live only 5 minutes away. This would reduce the amount of driving that's being done, and give way to alternative options.
888. If someone had a disability of any sort while still living in Arcata they would qualify to be able to purchase a parking permit. Staff and faculty are exempt. With the reduced amount of driving being done the open parking spaces could be turned into something more sustainable, like a garden.
889. Current parking spaces provided are significantly below peak demand and getting worse.



- 890. As a student, it's frustrating paying for a parking pass and not being guaranteed a parking spot. Students must then use parking meters which require them to pay more money or park off campus which defeats the purpose of buying a parking pass.
- 891. I think HSU needs to put in a parking garage in order to maximize parking spaces without sacrificing too much space.
- 892. I'd like to see financial transparency in how much money is brought in through parking (permits, tickets, etc) and what are the expenditures (staff, maintenance, etc) to understand what the money is going to and why it is needed.
- 893. HSU really needs to find the funding to build a parking structure at the Mai Kai lot. I know the feasibility studies say it is too expensive, however it needs to be done.
- 894. Collaborate with City of Arcata to make 4 hour parking into 8 hour parking. Collaborate to make parking permits for students through City of Arcata. We pay \$157 for parking spaces that we cannot find and use for general parking and end up spending more on average, for parking meters and 4hour parking through City of Arcata. It's a monopoly.
- 895. Many students leave their cars in the parking lot at the J. HSU has off campus locations where those cars, some of which are used very infrequently, can be parked. Students living on campus do not have to walk far to get to most places. If they need their car to travel longer distances then it is will be close by, but not on campus. They could pay a reduced parking fee. There are no buses serving the area where I live and if I get into the car to drive to the bus stop, park and wait for the bus I might as well drive. I also have errands and appointments for which I need a car. Buses are not convenient, nor are they practical, in this area.
- 896. The aesthetic of the campus must not be prioritized over campus accessibility. If students can't get to campus and park then it is pointless to worry over the aesthetic of the campus. Maximize accessibility and there will be more room for more students to put more money into the system to then worry about beautification.
- 897. Please give us more parking...possibly a parking garage!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- 898. Parking structure would be most ideal, and can make the school money over time.
- 899. HSU needs more parking spots
- 900. Only sell the amount of permits as you have spots or at least very close.
- 901. Build a parking garage already. Parking has been an issue since I first arrived on campus in 2002 and few spaces have been added. Certainly not enough to accommodate increased enrollment. The issue is the number of spaces. There is not enough public transport or nearby housing to mitigate the need for personal vehicles.
- 902. I am disappointed that campus parking is so expensive and that there is very little free parking. I know this is probably a city of Arcata problem but the free parking by the BSS is 4 hour limit between 8-5 pm. 4 hours is not enough time to go to a days worth of classes. I often have to move my car during the day. Also there is no lighting up on that hill so I do not feel safe at night if I'm walking to my car.

903. We need to stop accepting more students than we have room to house and have parking for.
904. PARKING LOTS SO MANY PARKING LOTS OR A PARKING STRUCTURE THAT GURANTEES SPOTS FOR EVERY PERMIT BECAUSE YOU GUYS TOTALLY OVERSELL
905. I already said that you should definitely offer incentives to people driving electric vehicles.
906. This semester, I spend about 40 minutes a day walking to and from my parked car to campus for class, this makes it challenging to juggle school and work as I am frequently late to both due to the amount of time it takes to park and walk. This is one of the biggest issues I deal with in trying to work and study. I wish there was more parking available that wouldn't involve harming the environment.
907. I really hope this problem is resolved quickly, effectively, and at no extra cost to the student.
908. Where does the funding for HSUs parking program come from?
909. Parking is crap
910. Hsu over sales parking passes, there isnt enough spaces for the amount of passes theyve sold. Had to return pass within 2 weeks bc never got parking. They also only gave me back 75% of it. Instead of a full refund
911. As someone who works part time, and has two small children, and lives in a different city, I am really not able to rely on a bus, however I would really consider it if the bus was student and staff accessible only.
912. I really hope change actually happens, because I've been here for 5 years and I have taken similar surveys and nothing has changed.
913. The parking here sucks and HSU is doing nothing to acknowledge the increase in students. The buses are so packed that some students are unable to get on. There is a problem.
914. Parking sucks. Everyone should ride bikes or walk.
915. There are no spots. Even when you buy a permit you're forced to use metered parking. It's simply not worth it to buy a pass any longer.
916. I don't mean to be rude, but I think it is absolutely appalling that students can show up to campus at 8:00am and STILL not find parking. Several times a week I have to park over a mile away because I have back to back classes for 8 hours a day and do not have ample opportunity to move my car from four hour parking. I also think it is unsafe to let students walk in the dark if they stay at the library very late. Just yesterday I had to walk to my car that was over a mile away at 11:00pm; I had arrived that day at 8:05am and could not find parking. The parking problem is a serious issue and very much affects students and takes away from the focus on studies. I know some friends that won't stay at the library late because they need to move their car and walk to their cars.
917. Please build at least one level above the main lot. Even just one more level of parking would help the parking situation immensely
918. Parking is such a joke. I don't even bother trying to park on campus because a) can never find anything and b) the permits are way too expensive.

919. The new bikesharing stations around campus look promising.
920. I know this campus is trying to be ecofriendly but finding parking is extremely stressful. It rains a lot up here and it isn't always fun walking or bicycling in the rain. There needs to be more spots available especially if we are paying a lot of money. I paid over \$300 dollars for the year pass and I still have to park at least a mile away from school or put more money into a meter. It is abusive to ask for so much money out of the students and not even have a spot for us.
921. The reason that I come to campus at 8am to teach at 11am is so that I can park. Therefore the fact that I find parking within 5 minutes is really not meaningful. What is meaningful is that I am not doing service related activities in the community because I need to park or can't leave and come back. It is also incredible inconvenient.
922. Students like me who pay at meters often have to cut down study time or worry all day because of parking. I get a ticket every semester and it's stressful.
923. I have had to miss several classes due to unable to find a parking spot
924. I don't think carpooling is realistic for anyone who lives in arcata because campus is so close. I would spend much longer waiting for late carpoolers than it takes to drive myself and park nearby off campus and walk the rest of the way.
925. Make a different section for "4-hour" parking so that students/faculty can have more options! Please!
926. There needs to be more bus times to and from Trinidad
927. In all honesty, you have to be reasonable as to getting people to use other modes of transport. Most of it is out of convenience and becomes a frustration later on. If I lived more than 10 miles or so away, I would be driving too. I live not far from campus, so I can save myself money on gas and time by just walking it. Granted, helps to time yourself as well.
928. In regards to riding the bus: My first semester, I rode the bus couple of times. In those few times, I felt so unsafe because of people who ride the bus. It is a safety concern. I would walk to campus, if rent wasn't too expensive to live walking distance to HSU. In addition, there is not enough housing walking distance to HSU.
929. Parking at HSU is worse than any other school. While fewer students attend HSU, there are considerably less parking spaces available than any other school.

-Daily passes should only be allowed for a certain limit of time into the semester. After the allowed time, the students should be required to purchase semester pass or find parking solutions elsewhere. It is unfair for those who purchased a semester parking pass to have to find parking off campus. It is more than the inconvenience, it is the feeling it impresses on you. There is nobody reimbursing me for having to park off campus when I have a parking pass displayed in my windshield. This experience has changed my mind in regards to this system, it is already broken. So rather than paying for another pass, I will just use the tricks I have seen others use. This is detrimental to the parking system as it doesn't provide future funding. I am sure that I am not the only one.

930. parking at HSU is not the most convenient. If a student pays 300 dollars per a year to park, parking should not be a hassle. Having to park and walk to HSU makes me late a lot of the times and I arrive around 830. This issue must be resolved.
931. If the bus ran more frequently and for longer hours (up until 11:00), I would be more likely to use it.
932. I like the shared bicycles on campus. I would love an express bus from outlying areas (Fortuna) to campus - both in the morning and afternoon. Another problem is my partner has no bus access where she works in Arcata - United Indian Health Services, Potawot Village, otherwise we would most likely suffer the longer commute and ride the bus. So if HSU could work with Redwood Transit and Arcata and Mad River Transit to put together more comprehensive bus services, we would stop driving to work.
933. While I understand the space is limited on campus, most of the time a parking pas feels like a waste of money. Many times I have to park blocks away from campus in the "free 4 hour parking". Leading me to move my car multiple times per day, depending on my class schedule and extra curricular activities.
934. Parking sucks. It is a drain on my life and resources. I feel like the university has no concern for me as a student because of how parking is currently executed.
935. Parking is horrible. It's ridiculous that we pay for a parking pass and there's not enough parking spaces for the amount of parking passes sold. I think there should be a parking garage built in the large parking lot by the market place. That would help tremendously.
936. the solution is not to build more parking. one of the schools goals is to be more eco-friendly and sustainable, and that could be achieved by more a more accessible and frequent bus system and also by making parking already available prioritized to staff and students who come from further.
937. They are terrible. Even if you spend money on a permit you will never be able to find parking. You have to drive all around a park fairly far from campus just to attend class.
938. Parking meters need to be updated so people can use visas or an app to pay for meters, that would make my life 1000 times better
939. I feel that the price for parking permits is far too high, I encourage other people to not buy them because why spend \$180 too have to park off campus and risk getting fines by APD.
940. Blows luckily I'm out after this ??
941. Thank you for this survey, it's definitely needed
942. Parking is a daily issue. People come into the office, or walk past the office, talking about where they found parking for the day, or the next 4 hours, or until they add money to their meter. People also come into the office asking for change for a meter to get them through class times or office hours times. Faculty members have cancelled office hours after searching for parking for 45 minutes. It is hard for faculty members to assist students or advise students when they can't find parking. It is also hard for offices to open by 8 am when office staff arrive on campus at 7:45am and can't find parking close enough to be in the office by 8am. Parking behind the field house should be staff/faculty only due to limited parking around the KA/Forbes/SRC area, and due to safety issues. Students drive way too fast up Union Street and past the KA/Forbes/SRC area. Very often they do not yield to pedestrians crossing

between the KA and SRC. At the least there should be speed bumps in that area for safety of all campus personnel.

Students and staff/faculty members' moods are light if they find parking, and down if they don't. It is discouraging that something as simple as parking can make or break someone's day and their ability to do their job.

943. Not everyone that lives in Humboldt has the option of biking, carpool or bus because of where we live in rural areas.
944. I was born and raised in Humboldt and I live in Eureka. I have classes 5 days a week and every day I have to get to HSU at least an hour before my first class starts. This is inconvenient because I already have to leave my house about 20 minutes before then, due to traffic. So, the last thing I want to deal with is circling around several parking lots just to find parking that is somewhat close to my classes. I would deeply appreciate it if you made more parking spaces available, since I paid a hefty fee for a permit that I don't always get to use, since some days I have to pay a meter. Thanks for doing this survey!
945. I come to work early so that I can find a parking space in the library parking lot. I feel like I am a prisoner here on campus during the work day, because I can never leave at lunch (or any time during the day for appointments etc.). No matter what day of the week it is, if I leave for lunch, I never get a parking space in the lot when I return. Other options (if you are lucky enough to have an option) are usually a space very far away from my office or a one-hour space that you need to spend a ridiculous amount of money on and you have to keep leaving work to feed the meter. The parking situation here is ridiculous and has a huge negative impact on many people!
946. I am generally happy with parking but do need to be better about taking the bus when my schedule allows me to...
947. Yes, State money was used to remove and build structures where previously there were parking lots. One lot provided over 50 spaces! If you factor in the cost employees spend looking for parking it is a loss of productivity and cost, for me it can be as high as 4 hours a month searching for parking. Perhaps not allowing freshmen to bring cars to campus.
948. I'm glad you captured the major hurdle of parking on campus - since I get here early and leave late (and can park in faculty/staff lots), finding my initial spot isn't a problem. The real issue is leaving and coming back. If I have an errand to run or a meeting, there's very little chance I'll find another spot when I come back. And asking people to meet on campus is tough, too, because guests have even worse times finding spots. This is an even bigger problem for field trips. Our department relies heavily on field trips, but field trip budgets are also being cut. So one suggestion has been to ask students to drive to/from the field sites if they're nearby - that's fine except the students who drive can't make it back to their next class on time because they won't find a spot when they return. It's a serious headache. I really wish/hope that HSU would consider instituting a distance-to-campus pricing scheme for parking passes (allowing for accessibility).
949. The lack of parking availability has affected mine, and my fellow classmates ability to get to classes in time and has a real affect on our performance in classes.
950. Even off campus parking is too crowded but on campus parking passes are not worth it since the price is too high for not having enough convenient spots. The entire parking situation is very frustrating. I feel



like HSU should do more to ensure that there is reasonable room for students to park and be housed. It seems irresponsible and a disservice to current students to accept more students than the local area can accommodate. Even if HSU cannot solve local housing and crowding issues alone they ought to be doing something. The university owes it to its students to be involved and should be working with the surrounding municipalities to find solutions.

- 951. The survey was not using the correct questions in my opinion. It asked too much about carpooling and other forms of transportation. The main issue is available parking for students and faculty. That is what needs to be addressed.
- 952. The parking situation is the primary reason i would NOT recommend HSU to anyone. As a theatre student there are days when it is necessary for me to stay late to finish design work. On these days i could not take the bus due to safety concerns. To be able to park on campus i have to arrive up to 3 hours before my clases begin.
- 953. Last semester I bought a pass, almost never got a spot, then had to park at a meter. A lot of people I talk to share the same experience.
- 954. Offer incentives for carpooling to increase available parking. Furthermore, bus transportation should be more frequent (if possible). A single bus is better than 20 vehicles in circulation.
- 955. Public transportation is abysmal. It should not take 50+ minutes to travel 11 miles. We need more frequent busses, and especially better weekend times.
- 956. Its not ok for the school to sell parking permits to students when they are not guaranteed a parking spot. My first class starts at 9 AM everyday, and if I don't arrive at the school by 8:15 AM there wont be any spots available on campus. I am then forced to park on (nearby) streets if I am running late. All street parking is 4 hour parking and I am then forced to move my car at least 1 time throughout my day at the school. I have to walk across campus then an additional 3 blocks or so, then walk back for my next class. From 8:15 AM to 4PM its basically impossible to find a spot on campus.
- 957. I've heard a lot of discussion within the community expressing a need for more parking at HSU. One common idea that I've heard is to build a multistory lot in the main parking lot at HSU.
- 958. I usually just park my car in a near by lot and leave it there and only goo out on evenings/weekends so i dont have to worry about parking spaces
- 959. I have to drive to campus - if I don't get here by 8am, I can't find a space. I schedule all my drs appointments for afternoon so I don't have to return to campus due to lack of parking.
- 960. They need more disabled spaces, and need to better advertise the free parking pass for disabled students. It was a pain to find, no one knew what I was talking about and I had to go on a wild goose chase to get it. Even after all that and my placard, I still can't find parking some days.
- 961. I was told when I came here not to bother driving my car unless it was before 8 am. However, there is no bus route anywhere near where I live. I live up a huge hill with no bike lanes and am afraid to ride my bike down it. I was left with two options: drive to school before 8 am or walk. So far I have enjoyed walking, but I am concerned about the winter and inclement whether. It would be great to have a bus or shuttle option in these cases.

962. For me, it is difficult to transport myself any other way than driving by myself because I hold such a tight schedule and have to carry a lot of gear for school and roller derby. I plan to bike more once I have modified my bike and set up a means to not tote so much stuff around.
963. Parking needs to change, we need more spots or there needs to be a limit on permits sold so everyone can have a spot who pays for one. For those who buy day permits, they should be moved to meter parking only or a day permit lot. Those who pay for a year permit should be guaranteed parking every day.
964. Need more parking space. There is a very limited amount of space for the amount of students here at HSU. Which makes it very difficult for students to get to class on time and/or even showing up for class. (as ridiculous that sounds)
965. By 8AM most parking spots are gone, so I get here by 8AM everyday. I never have class before one. This makes it hard to find a job that fits into my schedule.
966. I car pool most of the time and even then its so hard to find parking. I drive myself to work when I have to go to the doctor, dentist or groomers for my pet. When I get back from either of these, its so horrible to find parking again. I spend more time looking for parking then at the actual appointment. So far 80% of the time this year I have ended up at parking meters because I cant find parking. This is so frustrating because what am I suppose to do, not go take care of myself or my pets, most places of business operate during our same working hours that are peek for parking. I know as well and remind myself that if I choose to leave campus for any reason, its going to be hell trying to find parking.
- I do choose to walk to work from time to time as well, but when the weather gets bad, im not going to expose myself to getting sick. I appreciate the push on being sustainable and "bike shares" and buses, but when it rains it is impossible to do! If you walk or bike to school you will be drenched by the time you get to campus. The buses get packed with students and I have personally seen the bus drivers turn away students because they cant fit anymore during these weather conditions. The students end up missing class. How can we even try to offer this as the main solution when it really isn't convenient for this community. Have you taken the bus when it rains, have you tried walking/biking to work during the rain season. Its not doable to keep pushing this. And what if someone has a a disability and cant.
- Our parking problem here on campus has gotten out of hand, Ive been here for ten years and their is always talk about trying to improve it and nothing has been done. If you increase prices guarantee a spot, if not then reduce your prices. I have spent more time/money/gas trying to look for a spot then going to the actual location.
967. Build a parking garage
968. Build multi-level parking garage. And do it fast.
969. Add a story onto the parking lot near the Marketplace. Make it into a garage and more people would buy semester/year passes. I spend \$3-4 per day on the parking meters because there is never parking in the lot.
970. I'm lucky enough to have been able to walk to work for 6 years now. However, my partner and I are considering buying a house, and the first thing I think of is needed to use my car to drive to work and parking troubles. I would most likely adjust my schedule and arrive early to ensure getting a spot. I'm not excited about paying the high parking fees (we're one of the highest in the CSU system).

971. In the question about what time I "typically" get to work - the division between answers made the answer challenging. If I arrive no later than 8:10, I can park right next to my building. I try to arrive shortly before 8 so that parking is easy. By 8:15 I'm parking a 5 minute walk away....and by 8:30 there's nothing. Getting in late due to an appointment, or leaving campus in the middle of the day is the HUGE problem. That's when I get frustrated and end up at a meter, then get busy *doing my job* and end up with a parking ticket.
972. I have made my schedule around parking on campus, I work at 7am Monday-Thursday (Friday's don't have a parking issue) so I can get here early enough for a parking space. Another option to reduce parking stress is increase on campus housing because then students are not forced to drive to campus because they can walk to class.
973. Better designed parking lots by Creekview would be nice.
974. I say make the daily parking pass cheaper
975. Fix the "overselling" please. I understand the reason for selling so many passes but there have been countless classes I've had to miss due to not being able to find parking even though I'll get to campus 30+ minutes before my class. Also, if the focus of this survey was sustainability, invest more money and energy into biking options. This community will respond better and appreciate it.
976. Parking at HSU is an absolute nightmare and I hope we can remedy this situation.
977. Thank you for the effort to build, deploy and examine the results of this survey! Parking is a REAL issue impacting student success and faculty/staff morale!
978. I think another parking lot would be the best option. Or less hills in Arcata.
979. There was an EIA done when the construction of the BSS building was being done and I am sure that the school was aware of traffic congestion and the limited parking space available, and they did nothing about it. There should have been an enclosed parking lot built years ago- it makes the most sense. Instead of having ELEVEN parking lots scattered all over campus (which increases the amount of driving needing to be done by students to search for spots ~ more emissions and traffic on campus, increases the 'noise') we could have one, or two multilevel lots that would provide sufficient parking for all of HSU commuters.
980. I live really far from campus and I don't know anyone who commutes from my area. If I did, I'd carpool more. That said, the lack of parking on campus is infuriating and the fact that pass holders don't have reserved parking is the reason I don't buy a permit
981. Parking stress has a significant effect on my ability to serve students. I've gotten parking tickets off campus because I stayed an extra five minutes to assist a student in crisis. It also interferes with my ability to attend community meetings that are key to my work, if those are scheduled mid-day.
982. Build a parking garage. A big one. not being able to find parking should not be the reason to miss class. Parking should be available to everyone who has a permit.
983. I think that we should model what some other universities do and that would be for incoming freshman/ being your first year here, you should not be allowed to have a vehicle during your first year. i think that

that would or possibly could reduce some space. Also being a resident should have some limitations to having vehicles with the free transportation and alternative modes of transportation.

984. Many people hold a parking spot down in residential parking and have never moved their car. This uses up available space without any efficiencies. If it is possible to require cars to move or park in the main lot instead of hoarding spots i.e. in Creekview.
985. Put in a parking structure. It doesn't even have to be tall. Just a few levels in the J lot and maybe one in the marketplace lot.
986. There needs to be more parking on campus. Not one person who drives to school is satisfied with the parking situation. It's a constant battle to either get up two hours early and find a spot hours before your class even starts, or get there at a reasonable time and be late to class trying to find a spot ANYWHERE on or off campus. I have missed countless important classes for this reason alone. I have resorted to paying for meters every day because permits are so unreliable unless you have 8am classes every day. The meters on 14th street are limited to 6 hours whereas the meters on B st are 10 hours. Since the meters on B st fill up after 8:30am, I have to park at the 6 hour meters. However, I am at school for ten hours, and have to walk all the way across campus between classes just to put more money in the meter. This is ridiculous. The 6 hour meters need to be replaced with 10 hour meters so I don't have to be late for my classes in fear of getting a parking ticket. There also need to be change machines near the large meter sections on and around 14th street. Sometimes paying for ten hours of parking in quarters can get hectic and it isn't reasonable to carry ten rolls of quarters with you at all times (which I currently have to do). There needs to be SOME WAY to guarantee parking on campus. I pay so much money for my education and often times am late or have to miss classes due to the woefully inadequate parking situations. I am transferring schools next year partially due to the terrible parking situation at HSU. I refuse to ride the bus because I would have to get up three hours earlier than necessary just to arrive on time. Riding a bike to campus is also not reliable for me due to some medical issues (anemia). Please, find a way to ensure that every student, especially those who drive to school, is able to find parking.
987. The parking situation is really bad and needs to have attention paid to it.
988. The questions did not allow me to indicate that they did not pertain to my situation, which limits the information you receive.
989. The only time I'm able to park on campus is if I get there before 8:00 which is unreasonable with my commute and schedule. I ended up having to park far off campus. I often need to have to car to get quickly from school to work.
990. Need more parking in general. Parking garage
991. I'm in a "special category" - I am over 60, but not OLLI. I take one-two classes each semester, most often in Art History and Studio Art. I'm retired and the Redwood Transit System works well for me. There are usually a lot of students on the bus, and I wish more students would use the bus system. I did house an HSU student a few years ago who insisted on driving her car to campus. Oh well. Also, I regularly buy Center Arts tickets and also attend faculty and student music performances. I buy separate parking passes for these events. Thank for thinking about the transportation/parking issues. Sad to say, I believe a lot of students just prefer to pollute our environment by driving their cars.

992. Ask Jacoby Creek School to add a bus stop on campus so it's easier to get my kids to school in the AM. Then we could all ride bikes to campus.
993. I think it is ridiculous that I pay for parking each month and I can't leave for a doctors appointment without worrying about whether I will be able to park. It is also a waste of resources because I have to schedule not only around the appointment, but also around the possibility that it will take me a while to get a space. Working on campus costs employees money because of parking. If I switched jobs to anywhere else locally I wouldn't have that fee.
- I appreciate your creativity in looking for solutions. I like some of the proposed ideas very much.
994. I have paid parking fees as a student and staff member each of the 16 years and have been told that there will be a parking structure built to create more parking spaces. I want to know when that is actually going to happen. I can't believe that all the money that myself and other students/staff/faculty pay has not been enough to make that construction project happen in the last decade and a half. I would like to see a plan with specific details and deadline laid out for additional parking being financed by myself and other members of the HSU community.
- I would be interested in a study being done that looks at the number of permits sold each year, the number of spaces that are available, and the revenue that is generated. If the study could show how many General, Resident, and Staff/Faculty permits are sold and the corresponding spaces that are available that would be nice. It would help consumers be educated on what they are actually buying and what their chances are of having a space available.
995. Bud system in satellite community are not convenient enough to be useful, works fine in arcata but nearly useless elsewhere especial early/late. I've been at humboldt 4yrs and never heard of rideshare app linked in
996. There's not enough parking spaces to fit the amount of students the school is taking
997. Parking is horrendous. There should be a limit on permits because you sell permits to more cars than you can fit
998. I provided some detailed comments on another question. I would LOVE to see an incentive program and/or the ability to use a car for emergencies and/or University related business (such as when I have to lead a field trip off campus, so must drive). If I was allowed to use zipcar or a University vehicle for field trip travel, I would NEVER have to park on campus. It would be much less of a hassle for me; because dealing with parking on campus is a huge pain. Even being able to purchase a parking permit the day before (or just giving me a set number of parking permits for the semester if I agree to walk/bike all other days) would really be great. I'd love to hear the results of the survey, and I'd love to get more involved with transportation issues on campus! Kerry Byrne (kb33@humboldt.edu)
999. Over my time here at Humboldt, I've noticed that parking has been getting increasingly harder to find. Just last semester, I would be able to still find parking at around 9 in the morning, albeit a little inconvenient, but this semester, I'll be lucky to get a spot at 8:15. Students who are also a part of the marine bio program find themselves heading to the marine lab in Trinidad quite a bit, and coming back to find parking is a pain, especially if the student has more classes later in the day. Travel time is already high, and couple that with low parking, and some of my classmates have come into class almost 20 minutes late.

1000. My suggestion: Assigned parking designated by zone & do not allow freshmen to have cars on campus. More desirable parking spaces (closer to buildings) have a higher price value than spots that have a farther walking distance.
- I have to come to campus 1.5 hours early just to find a spot to ensure I get to class on time and then I cannot leave during the day because I won't have adequate time to find another parking space when I return. As a paying student, I feel it is unjust, absurd, and reflects extremely poor organization on behalf of HSU when you can't provide enough parking spaces for even half the amount of students you have.
1001. Do let students park long term (seven days a week 24/7) in the Student & Business Services Building. Parking permits for 24/7 parking should cost much more. This revenue could be used to build a 2-3 story high parking lot
- There was supposed to be a 2-3 story high parking lot built on the west side of the Student & Business Services Building at the time the College Creek Apartments were being built.
1002. These NEEDS to be morning parking spaces on campus. The current amount is no where near enough
1003. I ride the bus 98% of the time. I only drive if i have appts or need to run a personal errand. With that being said if i have an appt in the morning and i try to drive to campus there NO PARKING ANYWHERE and I have to look for a place or park at a metered spot and leave area a work which is very busy with student activity to fed the meter. Until lunch when i can move my car to a staff spot that is open. Again though I ride the bus normally but with the times about 30 to 45 mins apart makes it a little difficult to get to work in a timely manner
1004. MULTI-LEVEL PARKING STRUCTURE!!!!
1005. I unfortunately live close enough to campus to make rideshares etc rather pointless, my problem lies in a tight work and school schedule that requires getting to places quickly rather than walking for 15 20 minutes before commuting to work.
1006. Better biking options would be great (bike lockers, changing rooms, allow bike in building for security).
1007. About bus red route : bus arrives at :55 of each hour on campus. How do you expect us to get to class in time? Especially when we have to go at Founders. My participation grade is impacted.
1008. Yes, the parking situation is garbage. HSU continues selling parking permits even though there is not nearly enough parking spaces. The members of HSU act like they care about the students but things like this make it clear that it's all about the money for the school. If there is not enough spaces, why continue selling permits? I'm sick and tired of having to drive around for large chunks of time to find parking. I will not walk or bike as it is too far and the bus schedule is not convenient enough for my immensely heavy school and workload. This is something I'm confident most students can agree on. Either expand the amount of parking, or limit the amount of parking permits sold. Does HSU not care about its students? I can't even imagine how it is for the students commuting from farther distances than I am.
1009. You have engineering classes, take advantage of the learning opportunity for your students and figure out better parking. Maybe an earthquake in mind design for a parking garage

1010. Provide free Jack Passes for staff and faculty. Don't allow freshman to bring cars to school (a lot of universities do this). For on campus students (soph, jr, sr) create a lottery for a certain number of cars or if students want their cars make them show proof of a job off campus in which they need a car to get there.
1011. Please add more parking in a garage, maybe by the J and the Canyon dorms, I think that would be really beneficial. Also, I think that parking should be allowed for more than 4 hours off campus.
1012. It's expensive. There should be a slight discount if 2 semesters are purchased at once.
1013. The parking at HSU is probably one of the most frustrating issues that I deal with in regards to my employment. As a busy single Mom of three, it would be really nice to be able to utilize my lunch hour to run errands; however, if I leave at lunch, I am never able to find parking unless I park at a 1 hour meter. If I happen to have an afternoon meeting and am unable to move my car at the end of the hour, then I get a ticket, which is an additional \$40 to \$50 dollars, on top of what I already pay for parking. I do not want to lose my independence by not having my vehicle at work. If there is an emergency, or if I have an appointment, I want to be able to leave when I need to, and not have to wait for someone else to get me where I need to go, or wait on a bus schedule that may have many stops between campus and where I need to go. Building a parking structure is the only option I can think of, and I would happy to pay a higher parking cost to off-set the cost of building.
1014. I've been here for 2.5 years and the parking has been an absolute nightmare. I've accumulated over \$700 in parking tickets due to the lack of spaces, and in order to make it to my classes that I've paid buckets of dollars for. Those incoming transfers and freshmen should not have to endure the hassle that I and many other students have experienced. This issue must be addressed.
1015. Just build more parking already.
1016. I understand that parking is limited on such a small campus, so I often consider alternatives regardless of the politics of parking spots.
1017. I already feel it's unfair to have to pay to come to work.
1018. The price of permits must be too low because demand exceeds supply of parking. Increase price of parking to build parking structure and incentivize alternatives. I would also be happy to use a commuter lot a mile or two from campus with a shuttle bus and/or bike share.
1019. More parking spots and allow longer meter times. 1hr parking is not enough, especially if you need to speak to your teacher after class, or class runs late. The tickets are way over priced and I've seen meter maids wait until the second a meter times out to write a ticket while A student is running to their car yelling for them to wait, and they don't. Extremely unprofessional and puts many students in a financial position they can't afford!
1020. I don't have class till 11am, and I get to campus at 7am every day to find parking. Everyone hates it.
1021. If there was an off campus lot that we could park in and take a university provided shuttle to campus, I would be interested in that.
1022. My permit is none of the listed types - it is ongoing.

1023. Days on campus are normally M-F, however certain times of the year also include Sat and/or Sun.

Q17 Generally find space because i try to arrive early enough to have spaces available. However, just last week I had one day I arrived a bit later at just before 8:05a (I was driving in the parking lot I normally park in and looked at my watch - it was 8:05a). I went through several other lots nearby where also no parking was available. I did find a spot in a lot at the edge of campus and arrived at my office at about 8:25a.

I don't relocate/repark mainly because I would likely have problems finding a spot. I try to make my appointments and such as close to the end of the work day as I can, so I don't have to return. However, many others do this too, so sometimes those appointment times are not available (especially if it is a reschedule).

Q30 The biggest item for me is not listed - it would be a way to get home if cannot make the designated time. I guess bus could be a solution, but that is often quite inconvenient.

When I lived in Arcata, I rode the bus or walked quite a lot. The availability and convenience of the Arcata bus is good. The HTA requires much more planning and you really can get stuck if you don't make the time you were shooting for. Where I currently live it would be about a 15 minute walk between home and the nearest bus stop (equivalent to the full commute time by car).

Bicycling would add quite a substantial increase in time to the commute. Also, I certainly would not ride bike in the dark and rain for an hour in the winter time. It is about 15 min door to door from house to work by car and it would be about 1 hour for bike. This would mean waking up an hour earlier in the morning and it is already difficult at times - would definitely require a lifestyle change. Also the commute home would be increased even more if needing to run errands in town after work. Typical work day (including commutes, presuming arriving at work before 8:00a, leaving office about 5:30p) would be about: Current - 7:40a-5:45pm. Biking - 6:40a-6:50p (Biking may be a little longer than this as I did not factor in potential need to shower/change clothes). Bus - 6:45a-6:55p (if you don't make the bus it adds another hour to the commute). Carpool - ??? (It seems you would be screwed if you need to stay later than the carpool is scheduled to leave)

In all the time I rode the bus in Arcata, I saw lots of students, some faculty and staff, and no administrators ride the bus. In all the time I've worked at the university, I've seen more administrators getting private spaces, which to me indicates they recognize there is a parking problem and they are just fixing it for themselves. I often think there should be no private spots, so those administrators would feel the crunch and would need to work at fixing the problem for everyone if they wanted it fixed for themselves.

I understand the impact on the environment, and I support the suitability effort at HSU. I also understand the benefit of bike share/ride programs on campus.

However, my convenience and my duty to my family members is more important than anything else.

1024. HSU parking issues must be solved. Not by more meters, but by constructing either more spaces or a parking structure. I do not mind paying more for a parking pass, but I should be able to use my pass if I get to campus after 8:30 am for my 10 am class. It is outrageous that students have to adjust to city of Arcata parking regulations because HSU can not accommodate the number of student vehicles. Students

that need their cars should not be told "oh, just carpool! Just take the bus!" No, HSU should solve the actual issue instead of making excuses.

1025. It is terrible and ticket too much
1026. The challenge of finding parking after 8am significantly restricts business operations for a number of units on campus, making it hard or impossible to hire part-time staff that start mid-day when demand is higher or shift work hours to align resource availability with student demand. Some departments I believe spend enough human-resource time with staff searching for parking that paying for dedicated spaces would reduce effective costs in some cases.
1027. I am a staff member at HSU. If you do not get here by 8am. You do not find parking. I do not leave campus during the week because I know I will not be able to find parking. The only time I am not worried about parking is when summer session is in.
1028. don't increase the price if you don't have enough parking spaces. At least sell only the amount of parking spaces that the school has.
1029. There needs to be motorcycle parking between natural resources and the forestry building. There is plenty of room there to fit up to 8 motorcycles or more between the bicycle rack and the ADA parking space. I'm on disability from my military service. It is more beneficial for me to ride my motorcycle as it allows for my back to not be contorted in certain directions. On top of that I have difficulties walking along distances. I suffer from extreme asthma. having motorcycle parking that is convenient for students is extremely beneficial. And the fact that motorcycles have been segregated from 17th Street is unjust and unfair especially since the parking fee did not go down.
1030. I live about 1/2 a mile away from campus and my street is one of the only without timed parking. A lot of students park here on a daily basis. At the beginning and end of the semester, it is rare that I can find parking on my block because so many students park here. I hear from many people that having a parking pass is not worth it if you arrive on campus after 8 AM. I think it's a major issue that needs to be addressed. I think turning at least one of the parking lots into a multi-story structure would make a lot of sense. I think the current parking situation ignores the fact that there is a housing shortage in Arcata, and many students have to drive to campus. Relying on the bus is also not very feasible for many students, as it increases travel time significantly and can make it very difficult to have time for a job.
1031. The parking issues at this campus are terrible. There has been little or no attempt to provide adequate parking. The only reason I can usually find a parking spot is because I have a disabled person designation. Students and other personnel who work in our department are often late unless they arrive on campus before 8 am, and yet we often have work commitments in this department that last until 10pm, making the early morning arrival worse, especially since we do not start our activities until 9, by which time it is unreasonable to think that any parking would be available. This has gone on for years and years. It feels like the ticketing of vehicles is simply a money making scheme by the university since none of that money has ever been translated into improving or providing additional parking. I have NOTHING good to say about the parking at this campus.
1032. Please see #36. I might add that a lottery could be held to see who draws the most desirable spaces (closer to buildings).

1033. I've heard of people struggling to find parking, but I live within walking distance and walk every day. I live so close that my parking zone is sometimes impeded by students which is understandable, but worth noting!
1034. Bike riders have concern about theft and rain.
1035. Please provide more parking spaces that use general permits. The parking lot next to the Jolly commons is too small, has too small of parking spaces (i.e. hard for trucks to park there), and half of the general side of the lot is taken up by the residents who couldn't all fit in their side of the resident parking lot. Start enforcing the rules and expanding parking lots to accommodate the students in their search of academic success. HSU needs to expand their parking lots in order to accommodate the influx of students that occurs every single year and will continue to happen for the near future.
1036. In short, I truly think that HSU needs more parking spaces available. Or, at the very least, have three types of parking; Resident Only, General, and Staff Only. Living so far upstate, with so many students coming from Central and SoCal, many students bring their cars up for ease of going home, and many students work off campus. It's terrible that I dread leaving campus just because I don't want to fight for a parking spot when I return.
1037. I would like to see HSU step up to the plate with providing electric car filling stations on campus. Perhaps the Hydrogen set up could be converted. If we are to be a carbon conscious, we need to encourage people to buy hybrids and electric vehicles, and provide the infrastructure for that. Does anyone own a Hydrogen car? Thank you TC.
1038. I will repeat what I already wrote - 4 out of the 5 days of the week, I have to drop my child off at pre-school before coming to work. I cannot drop her off until 8:15am, and then, by the time I get to campus at 8:30am, I am hunting for a parking space. When I find one, I am in the farthest lot away from where I need to be. I teach a 9am class, so getting to HSU and finding parking is critical to my life. Because of my responsibilities with my daughter, I cannot take the bus, carpool, or vanpool - it is not practical or possible. And then, of course, I need to leave campus to pick her up and drop her off at a daycare provider, and there is often NEVER a parking space to return to. This has become truly unacceptable for me. My employer MUST guarantee me a space to park so that I can come to work and do my job. Everyone with a family and kids (who need to be dropped off and picked up) are at a terrible disadvantage on this campus - it is a real form of micro-aggression in my opinion. Then I am constantly told to just take alternate means of transportation to avoid dealing with parking issues. THAT IS IMPOSSIBLE FOR ME, AND REVEALS A TRUE LACK OF UNDERSTANDING OF FAMILY LIFE OF ADULTS WITH CHILDREN! All the while, I have seen several "RESERVED" parking spaces show up on campus - but those are NOT advertised? Who gets them? Why? Why is the information around the reserved spaces so cloaked? I have suggested several times over the past decades that HSU offer a tiered parking option with actual "reserved" spaces available for faculty to allow them to simply drive to campus and park immediately. Other campuses across the USA have used this strategy for decades now. I had 5 different choices of parking permits at the University of Illinois in the 1980's. They offered everything from the "hunting permits" that we now have, to spaces reserved from 8-6 on weekdays, to spaces reserved all week long, to spaces reserved 24/7 365 days per year. Each permit cost a little more, but at least options were available to suit the many different needs of the faculty & students. I would gladly pay 2x as much (or more) as I do now for that convenience. I drive to campus in 5-10' and then, I hunt for a parking place on campus for up to 30' after I arrive at HSU, burning fuel and polluting the environment. I add to the pollution of our environment far more after I arrive on the HSU campus than I do driving to the HSU

campus. This has become more than terrible for me and my life. Parking is the single most important infrastructure issue that needs to be reformed on this campus!!! To say that I should just walk or take alternate transportation or car pool is a micro-aggression against faculty/students with children who are UNABLE to do anything but drive because of their responsibilities to their children and families.

1039. Build a taller parking structure!
1040. Yes. Wait at least 24 hours between parking tickets. It's the worst thing to have no parking at all but faculty parking to park in, and before I can move my car the next day I get two tickets.
1041. I come to work at 7 and leave at 4. This reduces the stress of finding a parking place, as well as the stress of leaving at 5 p.m.
- I have carpooled in the past (for 2 years), but that limited my flexibility i.e. if I got ill or needed to help another family member with errands.
- I feel I live too far away to bike to campus (Trinidad), and the rainy weather would keep me from doing that if I lived closer.
1042. The real-time bus app is a great idea and more bus lines from Eureka on the wknd.
1043. Something needs to be done! As a working student the parking crisis really impacts my work availability and time. I can not leave campus at all once I have parked because I may not find parking again. I also have to arrive two hour shift early for my class if it is in the middle of the day just to find parking. The parking situation is not sustainable people drive around for up to two hours looking for parking.
1044. STOP GIVING ROSBACHER SO MUCH MONEY
1045. It would be helpful to have more parking options like a parking garage
1046. I would like to see priority parking for those of us who commute. It's ridiculous that the person who lives down the street drives and gets a spot because they are too lazy to wake up 10 min earlier and walk.
1047. I received 3 parking tickets last semester and have already received one this semester. As mentioned previously, I have two children that I have to drop off prior to 8 00 am at two different locations before going to HSU for the day. This makes carpooling, bicycling, and public transit a very unlikely option for me. I live in Eureka. If I lived in Arcata I would walk. If I lived anywhere in a 10 mile radius I would walk or ride a bike. I can not do this. Students who live on campus or within a 10 mile radius of campus should not be issued parking permits if there is not enough space available to accomodate everyone. It's unreasonable and it's not fair to every one who has no other option but to drive. If I lived in Eureka and didn't need to take my children to school and daycare I would ride the bus or carpool. People who have no other option but to drive should not suffer with parking tickets and damage to their vehicles because others elect to drive when they have other options. In addition to my parking tickets, my vehicle has sustained minor damage on 3 separate occasions this semester due to other drivers scraping it, backing into it, and parking too close to it trying to fit into a space because there are none available. This is ridiculous. HSU is a great small school. It would be nice if we could keep it that way so that the educational experience of those who are already here does not have to suffer because the school is overenrolled. When I am late to class because of the unavailability of parking, I have to hike a great distance to move my car, and my car gets damaged and I get parking tickets, my education suffers.

1048. I live north of Trinidad, CA, and have grand children and carpooling is not an option for me. It takes me 25 minutes to get to work and go back home. I need to be able to drive my car.
1049. The bus system needs to run a lot later. Buses stop before 10 pm and that's not realistic for people commuting and studying on campus.
1050. Students should be either super strongly discouraged or prohibited from having a car their freshman year if living in the dorms. There should be enough alternatives for them.
1051. I come to school every day an hour or more early to find parking on campus and have still missed or have been late to class due to the lack of parking availability. I live in Eureka, and a two-hour bus commute or biking is not an option for me. I am frustrated with parking at HSU and as the University grows, so should parking availability.
1052. I bought a year long parking pass and have not found parking once this school year in the general parking lots. It is very frustrating. I am a part-time faculty member but unable to park in faculty/ staff parking due to my time base.
1053. using tickets to fund the department is wrong we pay for parking and instead of ticketing because we forgot to shift passes in to another car. you should be able to look up plate #
1054. There is nowhere near enough parking space for anyone. Faculty commonly steals spots marked for students, and as a resident I often have to cruise through multiple lots before I see any open spaces. There's a number or large lots on campus that are big enough to put parking structures in, and I suggest that the university seriously consider doing so in order to alleviate the parking problem on campus.
- It's also asinine and completely unfeasible to ask that I don't bring a car - I absolutely require one given how far from home I live and the impossibility of doing any amount of realistic shopping while riding a bike or the bus to and from the store. I also need one for my personal mental health so I can get out for the weekend when I need to take a break.
1055. Parking permits for Motorcycles Should be Free. My main issue with the parking system is I pay \$25 a month but, I ride my motorcycle when Weather permits, I carpool most of the time, and there is not a free pass for Motorcycles. If I use my car permit on my motorcycle it is out in the open for anyone to take. Then of course I forget to put it in back in my car and BANG! There goes half a days pay for something I already paid for this month!!!! Ya its my fault but, We all make mistakes. Yes T.C. This is Mike
1056. I think a parking garage would be appreciated here. Commuting to school shouldn't be a hassle for those who don't have easy access to come to school. People shouldn't have to have to arrive like an hour before their classes just to hope to find a parking spot. I think a garage would be nice and convenient. It's easier said than done, but that's my opinion on the matter because what we have right now is not working. Also parking shouldn't end at 10 pm. Should be like 7-7 thing. I have had intumaral games at 9 pm and have been forced to risk and park at a lot and have wasted close to \$100 dollars in ticket fees.
1057. If there was a way to make a parking structure, or more parking. The parking is unacceptable.
1058. Add more parking spaces.

1059. It rains and gets really cold so people with injuries or arthritis have a really hard time walking through it it's not as easy as some people like to think it is
1060. It is a disaster... I have no constructive feedback.
1061. I am pleased to see the new rented bikes on campus, I feel like I would use them more than my bike because I am not at fault or at a loss if it was stolen.
1062. Students who live on campus should only be allowed to park in campus housing lots and not in any other permitted spots.
1063. Parking is not easy on campus. Most of my decisions for going off campus during regular hours revolve around parking availability. Due to a recent physical injury I have to be sure to park close. I work in the BSS building and we don't even have a way to fill our water bottles in this building so I have to carry the water I need to drink for the day, the food and then anything else for the day. Parking close is important to be able to recover from my injuries so I don't stress the injury out. No matter what it takes time to walk up the hills.

Taking a bus isn't possible with the varied off campus appointments and it doesn't work for my schedule and being able to get to campus early to use the gym facilities.

It worries me that this survey really pushed the biking idea. The campus is not set up to be bike friendly and the roads are not big enough, nor do I know many people, even those who are very fit, whom can bike up from the bottom of campus to FH. I am not sure where the convenient biking back and forth areas are. The sidewalks to walk back and forth are already packed and too small for foot traffic.

Perhaps if there were specific HSU buses which picked up at specific places it could become a social outing. Even a solar powered tram which went from an auxiliary parking lot and dropped off throughout campus would be reasonable, I would consider that as an alternative for the days I was to be on campus all day, heck you could even include some pedals on the tram for those of capable of pedaling to help make it greener!

1064. thanks for trying to make changes. the cost is absurdly high to park here. if prices go up even more, I will cry. maybe free tissues to dry my eyes?
1065. like, a lot more
1066. Part time faculty should receive the same parking permit prices as full time faculty
1067. No, thank you for the survey.
1068. I cancelled my parking permit last year because I was getting to work late Mon-Thurs, sometimes almost an hour late between finding a spot and hiking up to BSS. There is no way I'm going to pay for a parking space only to have to park in the 4 hour City of Arcata neighborhood parking, only to use my lunch time to move my car.

It's faster for me to ride my bike three miles from home than it is to drive to HSU and search for a parking space. The problem I run into is on rainy days, when I don't want to show up to work soaking wet. I have to drop my children off at school before I come into work, otherwise I'd be happy to take the

bus. What really needs to happen is we need to create more parking spaces. Maybe make some new spaces where the soccer field is? The the Annex, that is not even being used?

Also, the City of Arcata needs to have less roads that are no parking between 7am-5pm. That is a huge waste of space and they are empty ALL DAY while people are driving around looking for a space to park their car.

Thank you for sending this survey.

1069. There isn't enough parking, and nowhere to really build it, and it is already too expensive. Given how far I live from campus, cycling, bus rides, and occasionally carpooling with roommates makes the most sense.
1070. There are now no parking spots on campus, therefore I resort to either parking outside, using the meters, or walking to school. As early as 8am there are no longer parking spots.
1071. Parking is absolutely terrible at HSU. That's why I have not purchased a permit, since it doesn't even gauruntee me a spot even though I payed 315 dollars. Something needs to be changed
1072. It's a mess. It has not always been this way, but something has happened in the past 3 years--and that something is the Parking Service's willingness to over sell permits. It doesn't require a 38-item survey to get that information. (Sorry, if I sound angry, it's because the service has been dragging its feet and doing things like commissioning studies rather than take effective action.)
1073. I understand the goal is to reduce our carbon footprint by using cars less, and not as many; but scheduling a carpool meetup every morning before classes is difficult. Plus, I know that many people who would rather pay a parking ticket, and have paid a parking ticket because they drove to campus to avoid walking 30 minutes to school, couldn't find a parking spot of any kind and ended up parking by a meter (with a parking permit) and not paying the meter. I also know people who have wanted to avoid the same 30 minute walk, got to campus by car, looked for a parking spot for 10-15 minutes before giving up because their class started soon, so then parked far off campus and walking 25 minutes to class instead. thank you for finally addressing this situation.
1074. I probably won't be purchasing another parking permit for future years due to the ridiculous lack of parking.
1075. Don't sell parking passes to students, faculty or staff that live less then 1 mile from campus.
1076. Here's a suggestion: Shuttles or small buses for a large off-campus parking for faculty/staff.
- For faculty and staff who are on campus for half- and full-business days, we could have shuttles to and from off-campus parking. During high-demand times (arrival, lunch, and departure times), the shuttles could pick up more frequently. During low-demand times, a shuttle could pick up less frequently.
- I would park/ride in a shuttle situation (even with my multiple-child family schedule) if the shuttle dropped off in multiple locations (BSS, Founders, SBS).
1077. GET MORE PARKING SPACE. It's very stressful to buy a parking permit and not have a guaranteed spot.

1078. The parking office should design a way to control parking and let the "clients know" which parking lot has available spots. Staff has limited parking and when it gets used by non-staff it limits our access to the spaces provided to staff/faculty only.
1079. I live in eureka, I would bike more often if there was a better route to campus. I would also appreciate more bus service later in the day.
1080. Parking is stressful and there should be a proposed solution. Other universities and colleges I have attended have cheaper permits and lots of parking. I don't understand how parking has gotten so out of hand and stressful at HSU; I am furious about the amount of money I spend on parking just so I don't get a ticket.
1081. Where has ALL the money gone that EVERYONE pays for parking?? By now, there should have been a 2 story parking structure built 20 years ago! There are two areas that this could have been done years ago!!
1082. WE NEED MORE STUDENT, STAFF, AND FACILITY PARKING!
1083. Parking is truly a crisis on this campus. I am required to live on campus for my job, and more often than not I cannot even find a place to park if it is between 8am-5pm, much less to able to park in front of my own home. I am never able to park in my assigned residence hall. I understand that money needs to be generated before you can make change, but there is going to be a lot of pushback if/when you raise our already 3rd highest parking rate in the CSU system even higher, when there's not even anywhere to park. So what am I paying for? If something doesn't change, I will likely not purchase another parking pass since I have to park off campus anyway.
1084. I do my best to ride my bike often, but it's not possible always due to weather or timing. On the days I do drive, especially when I need to arrive between 9-11, I wish there was a big lot somewhere that I could guarantee to legally park, even if I have to walk a long distance or take a shuttle. If HSU could get a large gravel lot somewhere and a shuttle bus, it would be such an improvement. Also, I wish redwood transit would get a route that follows old arcata road to eureka!!!!
1085. there is not enough parking on campus to make the cost of the permit worth the price
1086. Just build the parking structure.
1087. I don't take the bus because I am a mile from a bus stop and would have to get to the bus stop early enough to catch the bus and then be dropped off a mile from home and walk back To my house .
1088. Don't raise the permit prices, build parking garages to maximize parking spaces, make the general lot by Trinity and Mendocino College Creek resident only. All other dorm halls have a resident only lot and college creek does not.
1089. When I went to school here I dropped out because of parking. I did not have the desire to come to campus 3 hours before my course or follow people in the parking lot hoping I could take their spot. A large offsite parking area I think alleviates this concern. People need to KNOW that there is a guaranteed spot they can use. When I'm forced to have afternoon appointments I'll often drive around only no notice there is absolutely no parking available on campus or within 3 blocks. I'll just go home at this point and maybe try back in an hour.

1090. We need more parking. It's literally faster for me to walk to campus than to drive and try to find a parking spot. It can take over an hour sometimes to find a spot, literally everywhere fills up. either build more parking or sell fewer passes.
1091. Quit it with the parking Nazis. The amount of bullshit tickets I have had to pay makes me have no respect for the 'Parking and Commuter Services' department.
- I understand sustainability is a key factor for the rules and regulations for parking on campus, but I'd say it's high-time for HSU to modernize its parking system, with some sort of structure or more accessible parking lots.
- This is a 4-year University with around 10,000 students, staff, and faculty. As such, it is necessary for these people to be able to park free of anxiety or stress over when the parking people decide to hand out tickets like fake t-shirts after a concert. When something as simple as that pisses people off, you're doing something terribly.
- And one more thing. Don't be charging upwards of \$150 PER SEMESTER for a parking pass that doesn't even guarantee a spot for people.
1092. Parking can be bad but roads damaged by tree roots also effect cars that may be lower than stock height
1093. My partner usually drops me off solely so that I can arrive a little closer to my work schedule. We don't save any time or energy by doing so-- the only thing we save is the aggravation of driving around in circles for half an hour looking for parking. She has to make two trips to campus and back each day to drop me off and pick me up, but it's a solution to the parking problem.
1094. It literally makes me hate going to class.
1095. I typically arrive at campus as a staff member at 815AM and most days I struggle to find a staff parking spot. I rarely leave for lunch when school is in session because I don't want to have to search for a parking spot for sometimes 30 minutes or more when I return. I can't make doctors appointments for myself or my daughter during the business day because I can't be sure I will find parking of any type when I return from those appointments; which leaves our appointments at the end of the day when I simply don't return to work after. As an APC union member I pay \$30 a month for my parking permit which is the third highest in the CSU system for APC union. Paying that much each month out of my salary for parking that I regularly can't find leaves me very frustrated. I would consider carpooling but because I have a young daughter I cannot rely on others for driving as I need to be able to leave ASAP if my daughter needs me. We need more parking spaces on campus.
1096. I only get parking because I arrive before 8am. I think it is quite a waste of time do arrive so early, but it's the only real option. This campus needs a parking garage!!!!!!
1097. Why would I pay more and still have no guarantee of finding a parking spot? I have at least one appointment off campus every week. I end up taking the whole afternoon off because parking on campus is unreliable and inconvenient.
1098. We need more parking spaces.
1099. I live in eureka so attend hsu and have a job in eureka so I'd be interested in carpooling as long as it didn't affect my daily routine and offered me a lot of flexibility

1100. Get it together
1101. When you build new dorms/housing provide more parking at the same time, instead of impacting the parking even more. There seriously needs to be more available parking spaces for permit holders. Paying \$315 when you aren't guaranteed a space is terrible and not worth it.
1102. Solar charging parking lot. We should have one. Or two. It would provide shade for cars, a dry area to get in and out of vehicles, and collect energy to be used on campus.
1103. Not as of now
1104. It's really hard to find a space on campus if you come between the hours of 8am and like 3pm. It would be much better if somehow parking spaces could be more available so I don't have to ride the bus when it's raining (the days when I have classes between those difficult parking hours)
1105. I prefer to drive my truck, but I believe parking is too expensive and that there are not enough parking spaces
1106. Build the damn parking structure!!!! It shouldn't be a permit that allows you to hunt for a space.
1107. 1 - Why don't you consider an off-campus parking lot with regular (at least every 15 minutes) shuttle service to and from campus.
- 2 - It is beyond frustrating to see students who live on campus and who have vehicles parked all day by the J and never more their vehicles but for parking services to act like those are accessible parking spaces.
- 3 - The signs used to reserve spaces for people on campus are very impolite and unwelcoming. I respect and understand that certain privileges come with being an administrator but the tone of the signs used to reserve their spaces is threatening and pretentious. One could state the same regulation without being quite so rude.
1108. you should be able to still get a carpool pass even if you are only getting a one day pass. A parking permit should not be required for carpool.
1109. WE NEED A PARKING GARAGE !!!!!!!!
1110. There needs to be more availability. Cut down some trees and build a parking garage. You shouldn't be able to sell thousands of passes when there aren't that many parking spots available. Knowing you aren't guaranteed a parking spot when you pay \$300 for a pass is ridiculous.
1111. Theirs needs to be more bus routes and more uber!! Also more parking options.
1112. The parking on campus sucks and it's very expensive.
1113. I think that you folks are doing the best with what space you have available. You may have to take a more active role. Consider assigning parking times to students based on the classes they have, or some other system to optimize open spaces at peak times. A huge problem students have is that parking fills up around 9:00am and if you don't park before then you end up late to your class.

1114. Impossible to find parking during high traffic hours- why pay for a parking permit when there is no guarantee of parking? Metered parking feels exploitative of students who are already paying thousands of dollars to be here.
1115. My frequent bus services would be great. Also having buses begin to run very early would be great.
1116. Make the J parking lot a multi storage garage or the main lot a garage.
1117. Parking is a huge concern for my colleagues and myself who need to supervise students in the local community. It becomes a scheduling nightmare to provide the flexibility needed to supervise students and the time needed to find parking in order to get back to campus to teach scheduled classes. Students have the same schedule constraints if they work off campus and then have class and can't find a parking space. It is a time constraint, not the convenience constraint. We need to consider the human capitol in this equation - how do we want our faculty, staff and students spending their time- looking for parking, walking from ten minutes out or finding other alternative solutions that meet the transportation needs of this community and the demands of jobs and class schedules.
1118. More bike racks and bike accessories on campus, such as bike seat covers for when it rains, small tool kits, flat tire repair kits, or a place to take bike if something breaks
1119. It's awful that employees have to pay to park on campus and there are limited spaces, sometimes forcing off-campus parking.
1120. I think it would be a good idea to construct a shade structure above parking rows with mounted solar panels. It would provide both shade and electricity to the college. If it were financially possible. An additional parking lot would also be of tremendous help.
1121. HSU has so many problems (racist, hateful, backwards but everyone likes to turn a blind eye to it, funding deficient in natural resource/science programs that actually bring this gross county recognition but it seems to go into other department pockets..) so parking seems rather minute. Why dont you modify a existing parking lot into a parking garage that can accommodate more students? Many students live great distances from campus and drive themselves- accommodate this. Stop recruiting students from all over California who have their own vehicles and then throwing them into this messy equation without informing them!
- Not on topic but you should stop pretending like this is a diverse community (LOL the hsu main page is so deceiving with all the seemingly diversity) because all the recruiting across California in NORMAL not racist confederate areas literally makes people jump out of their skin when they arrived to this gross racist county. I know I nearly did. Seriously, gross. Maybe instead of a bunch of happy ethnic students post a few pics of confederate flags, inform them what these people did to the Native Americans and Chinese, oh yeah and STOP BURYING THE EGREGIOUS ACTS COMMITTED AGAINST THE BLACK COMMUNITY.
1122. The parking on campus is ridiculous
1123. Parking availability during peak hours is practically nonexistent. I made decisions about where I live and how much to pay in rent based on lack of parking availability on campus.
1124. PARKING PERMITS ARE TOO EXPENSIVE FOR NONGUARANTEED PARKING

1125. I came from a University that had a very high fee for parking and when I came to HSU, I was relieved to see the parking fees was not as high at the previous institution, but with time I realized the difference. Faculty members would have their guaranteed spots in that fees, whereas, at HSU, I spend good 30 minutes at least 2 days a week to find a parking spot. Often times I pay more in parking meters and tickets (when you don't have time after 4 hours to move your car), which I believe will come to about the same amount at this previous institution. It is frustrating and adds on to the day-to-day stress. I wish I could just walk but due to my physical limitations and the things I carry back and forth, it is difficult.
1126. Why don't you take the money out of over-paid administrative salaries rather than charge the students? Otherwise, I won't support adding more parking options on campus.
1127. There should be more parking made due to the fact a large amount of freshmen bring up their cars but simply have them parked for days without allowing students who need a parking spot.
1128. The parking situation on campus is absolutely unacceptable. If you arrive after 8:30am, there is very little chance of finding any legal spaces, and the number of students stalking the parking lots looking for people to leave creates an unsafe space filled with frustrated angry drivers endangering each other and pedestrians. I'm sure there cost and logistics would be nightmarish, but the only logical option I see is the construction of at least one parking garage. This is the only way I can see sufficient spaces being made available at a reasonable distance from campus, even if other transportation options are adopted by some students and faculty. It is indefensible that HSU charges so much for parking passes when permit holders regularly must risk getting ticketed for parking illegally, or shell out for a metered space just to get to class or work on time.
1129. It's the parking in the morning that is the worst. Throughout the day it gets better but I can spend up to an hour trying to find a space if I get here before 9. It kills me that the staff parking always has free spaces, evidently they aren't being used so maybe decrease their area so students can park there too
1130. I can never find permit parking after 8, so I didn't get a pass this year. I have to park far off campus, but the meter limit is only 6 hours so I have to walk all the way back to my car to put more quarters in when I'm here for 7+ hours. I have bad knees so the walk becomes painful, and I am not looking forward to when I have to do that walk in the rain.
1131. My Collective Bargaining Unit has some of the highest parking fees of all CSU campuses already. I don't think it is fair to raise rates across the board.
- Don't allow freshman to purchase parking permits.
- Put in a roundabout at the corner of LK wood and Sunset. This intersection is dangerous and congested.
- Why are there no bike lanes on campus? Especially coming in to campus?
- Move the CERT trailers and open up parking 2 or 3 spaces - there is room in the police parking lot for the trailers.
- Preferred parking for energy efficient vehicles.
- Line the parking spaces on B street so people will park more efficiently

Don't allow trucks and delivery vans to block the roads on campus, in front of the market place and college creek dorms, child development lab - especially in the morning or during child drop off times.

Re-think the delivery area at market place. It's a hot mess.

Dig up the event field and put in a parking structure with a playing field on the top. I've seen it on other campuses and it's sort of brilliant.

1132. Parking passes are outrageous
1133. I have yet to try the rental bikes near Harry Griffith Hall, but I am looking forward to doing so soon. Good work installing those! Also, there are a number of bike racks in the parking lot near Gist Hall that I have never seen a bike locked to in my 5 years working in this building. Take those out to free up a few more spaces for faculty/staff parking. I'm no traffic expert, but the long crosswalk on Sunset really creates traffic when there are pedestrians. Not to mention, it is very unsafe...I was nearly struck by a car there last week! Thank you for the survey and I hope my feedback helps. Good luck everyone!
1134. I have had countless occasions where I, as a faculty member, have been late to meetings because I spent 40 minutes looking for a permit spot (of any kind) on campus when I arrived at 8:20AM. Many faculty have off-campus commitments during the day, such as site visits, and need to have parking available so that they can park and get to their classrooms to teach within a reasonable time. Students who do off-site internships, have jobs, or do site visits have similar problems. There is a direct and negative impact on student success related to the inability to find sufficient parking on campus by students, faculty, and staff. Our students are failing classes because they paid for a parking permit, but cannot find a place to park legally on campus. They are starving because they get parking tickets or have to pay additional money to park in metered spots for hours on end. The absolute lack of planning, understanding of parking structure and design, flow, the needs of students and faculty, and foresight in regards to parking and transportation on this campus is laughable. Every UC and CSU is doing this better than we are. I'm glad to see that some attention is finally being given to this issue.
- Regarding sustainability: How many charging stations for electric vehicles are located on campus? Any? There is little, if any, carpool/vanpool parking available and zero off-campus parking with shuttles. There are few footbridges and dedicated walking paths to campus from Arcata. HSU claims to have environmental impact and sustainability at the forefront of our minds, but honestly it seems to be at the forefront of our imaginations. There are few recycling bins around campus, zero battery disposal locations, few solar panels, no gray water systems, and a transportation environment that forces students to use individual cars to get to campus because of a lack of public transportation infrastructure, then pay parking tickets instead of buying food for their families or paying rent. UC San Diego has been implementing and practicing sustainable solutions for at least two decades. Want some ideas for how to actually reduce our environmental impact, improve fitness, and create a more sustainable infrastructure? Call UCSD.
1135. Have an off-campus parking for dorm students especially with improved bus service. Also a bike cage to reduce theft!
1136. The lot by the Jolly Commons should be made into a parking garage
1137. Need more parking spaces in general.
1138. I've never understood why there can't be multistory parking structure on campus.

1139. I park on a meter because I don't feel like buying a permit would be worth it. Even using a day pass, it is extremely difficult to find parking on campus. I work as a nanny and need to get from my class to work very fast, as well as use my car for my job, so walking is not currently an option, even though I live fairly close to campus.
1140. the parking is terrible and instead of using our money to get stupid bikes build a parking structure
1141. There should be more non 4 hour parking close to campus!!
1142. There is a lack of parking spots for faculty. I pay for a parking pass but end up paying for meter parking. If I am running late because students need my attention, I get parking tickets.
1143. More spaces!
1144. Be more lenient with students, we are on a budget and have to get to class on time. you make it seem that all you guys care about is writing tickets and making money off of us.
1145. Please build a new, multi level parking garage on the big parking lot site next to College creek and the SBS building. It would bring jobs in the short term, and would help with the parking situation in the long term. It could be an eco/green facility that's powered by sustainable energy sources. It could be a hub for alternative transportation resources, like cyclists and zip cars. And finally, it could be beautiful if designed well. Perhaps the roof/top level could be a living roof, featuring native plants and park-like walking paths and seating.
1146. Parking is a joke. You are hurting students and probably faculty and staff. Changes needed to be made two years ago are not happening. Give up or remain impregnated in your own delusion that you are or can do something. Parking needs to be for people who commute. You sell over priced permits to people so they can waste their time looking for spaces that are not there and getting into problems you created. Stop selling permits if there are no spaces. You guys are scandalous!
1147. Imposing the burden of HSU's inadequate parking on students, staff, and faculty is not a good human relations practice. It carries hidden costs in terms of productivity and morale. Hiding behind an institutional commitment to environmental sustainability is also not wise - carpooling and riding the bus are limited options that force employees to carry the burden of HSU's inadequate parking. That approach also comes with a productivity and morale surcharge.

If we want to be a commuter campus at a significant scale, there need to be urban-level mass transit options. That is not likely to happen in Humboldt County. In reality, we are a rural campus. Solutions need to be found at the institutional level, not by forcing students, staff, and faculty to solve the problem via productivity-robbing choices.

Parking is the number one problem on our campus. Because I don't get to work until midmorning and I have appointments right at 10 o'clock, I cannot afford to drive around for 20 minutes. Even though I have a parking permit, I have to park about a mile away, and I don't even mind it except when it rains or when I have heavy things to carry. I have witnessed "parking rage" and it's only a matter time before somebody gets hurt in the parking lot when two people are waiting for the same space. I also know a lot of people who live within walking distance, but elect to drive, therefore, taking up spots for people like me who live 30 miles away. I cannot take the bus because it takes over an hour to get there from where I live. Also, I have talked to several parents who come up for Spring Preview who have told me that the first impression they have of our campus is that they are not wanted. I also have talked to countless

students, faculty and staff who are angry when they get to work because they could not find parking. Just yesterday, after I parked my car, it was raining hard and my pants were totally soaked by the time I got to the office. So I froze the first couple of hours until they dried out. Even though I had an umbrella, a parka and waterproof shoes, the rain was coming down at an angle, and I got soaked.

1148. I have a staff-all year parking permit. Not a selection item in the question about type of permit purchased.
1149. Give students a discounts at local bike shops for purchases and repairs.
1150. More parking spaces. Seriously. It's a huge problem. Or just don't sell so many parking permits.
1151. Its really inconvenient feeling being someone who travels quite a way to get here and being punished if I don't show up piss early to grab a spot. I'm not able to ever sleep in unless it's Friday due to parking being a concern. I end up staying on campus during all my gaps because i don't want to lose my spot. I have to drive to work after class most days and need to be able to get to my car in under 10 minutes
1152. We really need better parking facilities. A car park would be great
1153. I am not in favor of an increase in parking prices. If so then it should increase based on one's salary.
1154. they are bad
1155. The fact that ya'll need to send out a survey about encouraging students to commute to campus is shameful. Parking is a problem in the first place because your acceptance rates have overburdened the housing and parking capacity of Arcata, and YOU KNOW THAT. There is literally not room for all of these students to have safe, affordable housing that is in walking/biking distance to campus. As long as there are students commuting from Eureka, McKinleyville, and Trinidad, YOU NEED MORE PARKING. Furthermore this is a rainy place (surprise!), so even students in Arcata do not want to walk or bike to campus on many days of the year. For all of these reasons, YOU NEED MORE PARKING. YOU NEED MORE PARKING. YOU NEED MORE PARKING (and this is coming from someone who's happy to walk five days a week so that should really mean a lot).
1156. I feel it's too expensive already
1157. Build a parking garage!
1158. We could use safer places to keep bikes on campus because people just steal them
1159. Too expensive to park on campus
1160. The parking is really bad and the lots are very unmaintained! The lot near b street has huge root making some of the spots almost - unparkable for lower small cars
1161. I feel even with more people carpooling and utilizing other modes of transportation, HSU will still have issues with parking. I feel this way because I know many individuals with permits who find themselves having to park off campus anyhow, and I know plenty of people who choose not to get a parking permit and find off campus parking because it's not worth buying a parking permit unless you're guaranteed a spot on campus.
1162. Stop selling more parking passes than there are spots

1163. More parking spaces
1164. I think there needs to be more dedicated staff and faculty parking on campus. Students not being able to park is one thing, but many of them live on campus or within walking distance of HSU or can take the bus for free, whereas many faculty and staff live more than 5 miles away in Eureka and McKinleyville and we have no other option of getting to campus besides a personal car or to pay additional fees for a Jack pass to take the bus. The bus also takes an excessively long time to get to campus (making multiple stops throughout town and wasting a lot of time) and that is not a good option for staff who already have to be on campus 8+ hours a day as it is. I don't think it's exactly reasonable to ask us to take the bus and add 3 hours onto our commute because HSU is not providing enough parking for its full time employees who must be on campus every day. Every job I have ever had (besides this one) has had enough dedicated parking for all employees. Current general or housing lots could be converted for staff parking or a parking garage should be built. We expanded the lot by SBS a few years back and I don't understand why it wasn't made bigger. We keep talking about needing to increase enrollment but we can't bring more students to campus without investing in the infrastructure to support them.
1165. I am disappointed in the quality and quantity for parking on campus. It is an issue that effects campus happiness and an issue I raise to anyone considering this campus for academic advancement. I believe this institution should be ashamed of the price gouging that they participate in on a regular basis. It is unacceptable.
1166. I like the idea of airport-style parking, with tiered prices. The most expensive permit would allow for the most convenient parking, while the cheapest might be for a lot or garage off campus with shuttle service.
1167. This survey really did not consider that some people cannot ride bikes. Not everyone working on campus is physically able. Did it ever occur to you to ask if we COULD ride bikes instead of driving?
- The carpool program here is poorly understood. Every time I come to campus (which is every day), multiple new carpool spots sit empty while faculty and students fight for spaces elsewhere. Please DO NOT convert more spaces to carpool until those that you have become consistently used.
- Everyone I have spoken to wants a parking garage.
- Doesn't the University own the Trinity Annex (the square block of buildings off 14th between B and C streets)? I heard in 2015 that the Annex was to be demolished or re-purposed. Could that site be used for a parking garage? Or housing with a parking garage? Or classrooms with a parking garage?
- I know our beloved HSU needs more space -- we squabble over parking, over large classrooms, etc. I think a parking garage is a partial solution.
1168. There needs to be more spaces. You have to be here by 8am to even get a space even with a permit and that is horrible on stress
1169. Please add more spaces. I have to wait three hours in order to ensure parking. This has significant negative effects on my studies. The stress is unnecessary.
1170. Students pay a lot of money to attend College at HSU. Some of them have to work in order to pay for school. HSU does not provide enough convenient parking for students to do this. Parking passes are \$300.00 a year and you cannot find parking at any time of the day. They need to do something to fix this

issue, a common person does not have time to carpool, bike, or take a bus. If they want to drive their own car to school, they should have that right and have sufficient parking.

1171. Parking is a big problem for the university. As a faculty member here I believe this should be one of the top priorities for the university. I purchased a parking pass for the whole year and many times because of a lack of parking available I end up parking in residential 4-hour parking.
1172. Parking at HSU dictates my life. I am caught between coming in early to get my money's worth out of the parking pass or coming later and parking in free parking off campus, making my \$160 parking obsolete. If I come in after 8:30, there are no spots on campus and I must park a few blocks away. If I come in at 8, I must park in the furthest lot, where free parking is available just a block down (so essentially I am saving only 2 minutes of walking a day by paying \$160). Only if I come in at 7:30 or earlier do I secure a space near my lab and that is what I have resorted to. It is ridiculous to hear that faculty also must pay for parking and deal with similar issues and park blocks away. If I leave campus, I do not return until after 5pm, where parking becomes sparingly available. If I must carry something heavy to lab, I return at night or come in extra early so I do not need to carry my stuff very far. There is simply not enough parking spaces. On the plus side, the horrendous parking situation has motivated me to come in early to work but it is ridiculous to think that my daily routine is dictating by the parking at HSU!
1173. More parking, or adding better, faster, more convenient public transit between Eureka and Arcata to get to campus where building more parking wouldn't be an issue
1174. Fix this!!!! Missing class because there's no parking is the worst!!!
1175. I drove to school last year since I live 2 miles away on a hill. So even if I took the bus, it was an unpleasant walk to my house especially in the dark. I acquired a parking permit and it would always be a struggle to find parking. It is frustrating to me that at times I would not find parking. So the permit I paid a lot for was useless. I think it would be beneficial for HSU to build a parking garage in order to meet the needs of students. I paid a lot of money for that parking permit and sometimes thought it wasn't worth it for the number of parking spots available.
1176. I don't drive my car if I know I will be later than an 8:15AM arrival, because it is not worth it to me to search for parking and walk far, when I can just walk or ride a bike. However, I am lucky because I do not have children, disabilities or a lot of things to carry, and am able to walk or ride.
1177. HSU needs a parking structure. Some students have off campus jobs and cannot arrive to work an hour and a half earlier to get a parking spot. Every parking spot is taken by 8:30 am every single morning.
1178. Two suggestions:
- First, offer free bike use to students who are willing to park their car off campus for the semester, or at least M to F, when there are peak needs. HSU rents them a bike, or waives the cost of them to use the new bike share program, for keeping their car off campus during the week.
- Second, shuttles. A lot of staff and faculty get here and leave around the same times, and my friends and siblings have found this to GREAT at their jobs in other areas. Bus routes are prohibitive--slow and not great timing. But a shuttle right to campus--that is feasible. For the example of Eureka, you could have two stops--Henderson Center and closer to Old Town. We have to get ourselves there, but then we get shuttled (with wifi, and maybe even coffee ;)) right to campus. A 20-minute commute vs one hour on the bus is huge. A similar system for McKinleyville would be great. That commute, for most people,

would be 10 minutes. You could also have a "park and ride" lot somewhere in Arcata, and shuttle us from there. As long as we also have a way to get around during the day (if we need to leave campus), just in case.

A lot of us would really, really like to be more connected to the community. But parking makes us inflexible; we are afraid to give up our spots to leave campus.

It's also embarrassing that we want to invite community members to campus, but coming here and dealing with parking is often too much of a hassle.

Faculty choose this career because it has flexibility. We need that to be who we want to be, and who we are expected to be. Parking takes away our flexibility.

1179. More parking spaces. If I have to drive to school for any reason, it has historically taken me 45 minutes to an hour to find a parking space after 10am.
1180. If parking permits are going to be sold to students with the knowledge that not enough spaces exist ON CAMPUS then those permits should be allowed to park on any streets surrounding the campus without time restrictions. And any metered parking around campus or even on it should extend to at least 8 hours. It is completely unreasonable to have parking on or off campus that is 30 minutes or two hours alone as hardly any student only has class for that amount of time and often times cannot make it down to move their car or fill the meter.
1181. I find it both aggravating and frustrating that there is such a limited number of accesible parking spaces on campus, especially with respect to the Harry Griffth Hall parking lot. There are TWO spaces, which are filled many times by 9 a.m. I don't start classes normally until 11 a.m. yet I am forced to get to campus no later than 9 a.m. to have access to one of the two spots. Even then, I have many times been forced to use the metered parking or lots across the street. I have sought assistance from DSRC in advocating for more accessible parking, due to the distance I have to walk and the weight of the books I carry, only to be told, "well, other students use a rolling backpack." A rolling backpack would not help me traverse the distance. There are more spaces for service vehicles and loading/unloading spaces than there are accessible spaces.
1182. As is often the case, if a person has to park across campus from where they need to go, provide a phone app to hail a campus transport of some sort such as electric vans and/or carts to pick them up and take them to a drop point close to their final destination. This would be especially useful during bad weather and even more so for disabled people.
- Also, possibly having large parking areas off campus with bus/van service on regular schedules to drop off and pick up at various campus locations.
1183. The annual parking permits for staff should be given priority for staff who work 12 months a year, and prorated based on salary. Due to the rural nature of HSU and schedule differences among employees, not all staff can participate in alternate transportation as things are not. Charge highly paid MPP & Executive administrators a lot more. Why should the highest paid person on campus - the President - have free parking when the lowest paid employees are eligible for public assistance if they have families?

Priority parking to staff who make services happen 12 months a year and staff & students with disabilities, and make student life conducive to alternative transportation by implementing many of the good ideas in this survey.

1184. Please make more parking lots maybe a parking garage. I'm sure the school has money for it.
1185. Parking stresses me out. There are not enough spaces on campus and that isn't acceptable compared to other CSU and UC campuses. Even staff lots are full.
1186. Need to build a parking structure and have less parking spaces on campus
1187. I wish I lived closer, then I'd bike everyday. Otherwise, I have a 1 hour and 30 min bike ride one way to campus. And, bus would be longer commute than driving. I believe that the housing shortage and the parking dilemma go hand-in-hand. People are forced to drive in because they can't find housing any closer.
1188. I advise students on campus and I have hard staff/faculty/administrators joke about the parking situation on campus. Students are late to class, miss class, and do not come back to campus because of the lack of parking. Parking is a retention issue. It is not a joke.
1189. Disallow Freshman to not bring a car their first year.
1190. Take it easy on the tickets
1191. Parking sucks , encourage carpooling more and bus
1192. I understand the desirability of making transportation more sustainable but for previously mentioned reasons (child needs to go to school, distance walking issues, inability to ride a bike, distance from school) I see no solution for me but a car. I know that for students changing class schedules and work times can make it difficult for them to take alternative transportation and that the bus schedules do not always work well with the class schedules. I also know that I have had students miss class because they could not find parking. I think having alternatives available for those who need and can use them is good. I also think more parking spaces and ease of use is good.
1193. There needs to be more and maybe freshman shouldn't be able to bring their car their first year
1194. STOP SELLING PARKING PASSES IF THERE ARE NO PARKING SPACES YOU GREEDY GREEDY GREMLINS.
1195. Parking fees are way overpriced for faculty/ staff to park year round. Doesn't make sense why certain departments pay different parking fees.
1196. Where is the money going from us paying for parking permits?
1197. Parking at HSU is absolutely terrible unless you have an 8:00 am class. There need to be more options for parking that is reasonably priced (not meters that can sometimes cost ten dollars in one day).
1198. I can rarely take the bus because it take more than 10 minutes to hike to bss from library circle.
1199. I alter my campus behavior to maximize getting a parking space. I get to campus early (around 7:30am) and if I need to come in later, it is very easy to find parking if you arrive just after the noon hour. I also have no problems parking on Fridays. On the rare occasions I have problems, I can usually find a meter

spot. In my 17 years here, there has only been one occasion - a Friday during spring preview - where I could not find any space at all. However, if parking were not so challenging between 8:30 and 12 and again from 12:30-3pm, I would be more likely to spend more time on campus. As it is, I work from home a lot.

1200. I used to leave campus at lunch to go home because I really enjoy the break. I finally decided it wasn't worth the frustration and stress of coming back to campus and driving around for 20 to 30 minutes to find a space, being late coming back to work and often ending up at a metered space blocks away from campus and having to pay for that space also. A bicycle is not an option for me for physical reasons.
1201. Housing is expensive in Arcata. So many students have to live in eureka mckinleyville and other places. I have work as soon as I leave class. I have to get to eureka as soon as possible. And it's impossible to wait for the bus and then drive to eureka. I can't ride a bicycle because it's unprofessional to look sweaty at work. I can't walk because I'll be late.
1202. We need more parking. Students and staff must circle a long time before finding a spot resulting in tardiness to class or work. If I eat lunch in my car, vehicles circle the entire time trying to find a spot or hoping that I am leaving. It is frustrating not being able to leave and return. As the primary person helping my elderly mother it is extremely stressful when I must take her to a doctors appointment knowing I may circle up to a half hour trying to find parking either on or off campus.
1203. This is my 4th year at HSU, and each year, parking gets worse. I've seen money be spent on new managerial positions, yet no money spent on directly helping the students. Professors haven't received legitimate raises in a while, and parking continues to get worse.
1204. The parking situation at HSU is incredibly frustrating, difficult, and inconvenient. I would never purchase a semester parking pass simply because there are hardly any spots ever available. Any time I have attempted to park on campus using a day pass, I end up circling each parking area 3 or 4 times searching for a spot. This process can take anywhere between 30 minutes and an hour. That is absolutely ridiculous. It appears that there are more permits administered than spots available. This causes me to park a few blocks away off campus and walk to school. This is the best option that I have found, but it shouldn't have to be. There should be a parking structure at HSU that can accommodate everyone who commutes. I love Humboldt State University and it is a pleasure to attend classes here, but the parking situation is undoubtedly the #1 most disappointing aspect of it.
1205. Parking is impossible and a complete joke.
1206. I mean the parking situation here is fucked up. I have a bright idea, sell as many parking passes as there are parking spots instead of being greedy assholes
1207. There is a ridiculous shortage of parking in relation to the number of permits sold. If no new parking is planned, then permits should be limited in number and sold first come first serve or a priority given to students who live outside the service of buses or taxis.
1208. The shortage of parking impacts things that you might not be aware of. Because I am a caregiver at home, I have requested and usually get a compressed teaching schedule. On days when I have a caregiving-related appointment in the middle of the day, I have a terrible time finding parking. I might not need a compressed schedule if more parking were available, since I could potentially schedule appointments between classes.

1209. If departments expand their services and add employees they should share some of this burden. Same with Schatz addition, they added building space with no new parking spaces. They also have an unused hydrogen filling facility that could make room for 3 parking spaces. The facility has not been used in over a year and is a waste of footprint.

The college that I graduated from did not allow Freshman and Sophmores to park on campus to alleviate the congestion. I support this idea

1210. I have had lots of problem finding parking space after 8 am. It forces me to leave earlier even if I do not have early class or meeting. I prefer to work afternoons not in the mornings and sometimes I work at night in my office but with current parking condition, I need to come to the campus before 8 just to secure a parking space for later in the day. I sincerely hope that HSU can find a solution for this problem. The least option would be to secure more spots for faculty/staff and encourage students to use less parking by providing public transport options for them (you can assign a part of general parking options for faculty/staff to make sure they all have a guaranteed space). I personally think that I would be more efficient in my work if I know that I can find a parking space any time during the day.

1211. Build some more parking spots, I shouldn't have to be on campus an hour or longer before my first class just for the CHANCE to find parking. Did you know that if you get to campus by 8:10 am there is literally no parking?

1212. busses that would pass more often and pass later at night. an app that shows you where the bus is. and lastly more efficient bus routes!

1213. This semester I had one experience of unsuccessfully hunting for parking for over an hour. In the end, I left campus and returned later, at noon, when I knew parking would free up. Since then, if I don't arrive by 8am, I use alternative methods to get to campus. The structuring of my day around parking does impact my ability to efficiently do my job.

1214. I think a lot of people buy daily parking permits, which is a bummer to those of us that purchase a pretty pricey pass to not find parking and have to use the meters. I believe that daily passes should not be offered or the amount of permits purchased should be limited to the amount of spaces available.

1215. Build a multistory parking structure on the existing lot. More faculty parking. No resident parking on campus, develop remote lot for students to leave their cars and run shuttles. Also shuttles around town and direct rail to mckinleyville amd eureka.

1216. A parking structure can be put to use really well over an existing parking lot. It can also be used in other ways such as having HSU students paint it so that it is not an eye sore.

1217. There should be a disclaimer to new students about the parking situation. I think the university's stance on parking does a great disservice to students. Arcata students by all means should use the greener options but students from farther away need to be taken into greater consideration. This impacts the academics and leisure of students, making them late to their classes and diminishing academic and work opportunities.

1218. Parking is terrible on campus. I've changed my working hours to arrive before 8:00 so that I can find parking. However, if prices increase again for permits, I'm strongly considering dropping the parking pass and walking the 10-15 minutes it would take to walk from off-campus, all day, street parking.

It's incredibly difficult to get raises to compensate for rising health benefit costs and general cost of living, let alone parking.....

Why not require FTF to keep cars at home or prove that they have off-campus employment before being allowed to bring a vehicle. Or, find off-campus, "long-term" parking for dorm students. Where they can access their vehicles when needed, but open more campus spaces for those of us required to commute in every day to work.

1219. Multi-level parking structures should be considered.
1220. Don't sell more parking passes than parking spots
1221. We need more parking spaces because it is impossible to find a spot. A parking garage would be nice
1222. Taking the bus, riding a bike or walking are only options for people who can safely do so. Residents of outlying rural areas likely do not have access to the bus. They also may not have safe routes for biking or walking to campus. Inclement weather is also an issue with regard to safe biking or walking to campus. Assuming that alternatives to personal vehicles are options for everyone overlooks the realities of rural living as well as the considerable variation in personal circumstances.
1223. Make more spaces or limit passes. It's bull crap that you sell more passes than you have spaces
1224. Make it cheaper
1225. I would love to ride the bus, but there are no public bus routes along Myrtle / Old Arcata Road, where I live. To take the bus, I would currently have to walk almost 30 min into Eureka, and then change buses twice, for a total commute time of almost 2 hours; that's obviously unreasonable compared to a 10-15 min car ride. I see multiple school buses on Myrtle / Old Arcata Road all the time, so it seems the demand for a public bus route could easily be met, if the school buses could simply be replaced by a public bus.
1226. I do not own a vehicle nor do I know how to drive or ride a bike so that's why I only ride the bus, but it is a hassle when the bus from and to the Airport-Campus are only available once an hour. If I knew how to ride a bike I would do so.
1227. We live in a rural community where housing shortages require students to look in our surrounding communities for housing. buses do NOT go everywhere housing is available in Humboldt County. What is NOT sustainable is driving for 40 minutes to find parking or leave your car running following students to parking spots. Not having enough parking space is just as bad environmentally as providing more parking spaces. At least with more spaces students will have less stress, spend less in gas, time, effort and anxiety getting to class. with more parking students will still be motivated to drive carpool. I carpool already due to cost effectiveness. Not enough parking is a disadvantage to our students who are low income, first gen and minority that need to live in cheaper housing farther away form campus. HSU also has a high number of local student who come to HSU from afar and must drive. MORE PARKING is the ONLY common sense solution.
1228. This is the third CSU campus I have worked on. While parking was not ideal on the other two, it is insane here. The lack of viable parking for staff and students is laughable. It is the most stressful part of my day and I dread the thought of having to find parking. At least 2-3 times a day I have so much difficulty parking, I contemplate skipping work. When you spend so much time and effort just trying to

park for work, you can't help but develop a high level of stress and frustration. With all the PC safe zones, and sensitivity training we deal with these days... I am surprised you are not required by law to offer stress relief stations on campus for people who are about to lose it from dealing with the insulting lack of parking options.

- 1229. Stop selling more parking permits than there are places, it's greedy and selfish. People who try out a parking permit waste their money and you guys don't give a shit
- 1230. I think the metered parking is unfair. For students (such as myself) who pay for the ON CAMPUS parking pass, then see that the passes don't work everywhere on campus is really frustrating. And appears very unfair and like we are having our money stolen from us.
- 1231. HSU has always been an issue, that is why I have never bought a parking pass.
- 1232. Guarantee that the number of permits sold will be able to satisfy the parking needs of those who bought the permits. Or only sell as many permits as there are parking spaces. First come first serve.
- 1233. Please find money to build a multi-level parking structure.
- 1234. Parking is extremely difficult to find. It is especially difficult for the students who commute long distance and already have to wake up and travel earlier than most of their peers there should be some sort of parking designated for students who commute long distances.
- 1235. If you have a parking pass you should never have to park off-campus due to full parking lots
- 1236. I am very disappointed that this survey didn't try to gauge how much behavior has changed to accommodate the lack of parking spaces. I'm not sure how useful the results of this survey will be.

I replied that I hardly ever spend time looking for spaces. That's precisely because I know that if I arrive on campus when I want, there will be NO car spaces, so I don't even bother. I've made huge adjustments in my schedule just to get parking. I replied that I mostly drive a motorcycle, which has a much higher chance of accident and death. I do this precisely because I can get a space during the day with a motorcycle, while it is impossible with a car. I also replied that I usually arrive at 8am (when in a car). I do this precisely because there are no spaces available after 8:15. So, despite the fact that my first class is at 1pm, I arrive early to get a spot. Right now, I don't buy a monthly car parking permit, because it is worthless. I would be willing to pay a lot more to have an open space during the mid day. That should be your next survey: How much do prices have to rise so that there are spots available?

- 1237. A single parking garage would solve a lot of problems for students who live of campus who are not close enough to walk/bike. Buses are not very good in low housing density areas.
- 1238. Thank you for sending out this survey.
- 1239. Recently I have walked or taken the bus to get to campus. However, this is because I am trying to be more mindful of my carbon footprint. I feel that if one does not arrive at 8am or after 6pm, then you must arrive at least an hour in advance to find parking. There are by far more people with cars and parking permits than actual parking spots. This is highly inconvenient because the school does not stop selling permits after a cut off point, and many people do not have a choice but to drive.

1240. It's kind of ridiculous to pay for a permit and not be able to find a nearby space if I arrive a few minutes late.
1241. Build a parking garage
1242. Because the reality of adding more parking spots is slim, the number of one-day parking permits should be allotted to ONLY the amount of ACTUAL parking spaces on campus. NOT selling them all day which has created this issue to begin with.
1243. Utilize the space more efficiently, one large open lot with double decker parking improves the situation 10 fold.
1244. Parking/charging stations for electric cars would be great (or if there are already some, more advertisement of them and more of them in different parking lots).
1245. If HSU can just provide a school parking garage and stop expanding places where people can park it will save a ton of time and ticket money as well as encourage more school commuters to buy parking permits knowing that they will actually find a parking spot that is on campus. If HSU can come to realization that this parking issue is a bigger problem than imagined and that fixing this issue should become a top priority for the school then maybe they could realize that such a trivialized issue could help solve the falling enrollment rate at HSU because not being able to find a guaranteed parking spot near campus causes a domino effect with students. Less parking means less people will feel inclined to attend class, due to being late or risking the chance of getting a ticket. Please take these opinions into deep thought and fix the HSU parking problem. The problem can be fixed by a simple parking garage/structure, it's definitely a high risk but the payoff WILL be a higher reward.
1246. I feel like maybe we need a parking garage of some sort close to campus. Shuttle options would work for this as well.
1247. Build more parking structures, the school already looks terrible. Building a concrete parking structure with solar panels on top would make most students and faculty happy.
1248. Build a parking garage, seems like a simple solution.
1249. There are long stretches in Sunny Brae (Specifically on Shirley Blvd which makes up the majority of my walking route) with no sidewalk. I take a significant risk of getting hit by a car (people do NOT drive 25 mph, the road curves frequently, the road is barely wide enough for two cars let alone pedestrian or bike traffic along with the bi-directional vehicle lanes) if I walk to work. When it's light out between 7&8 and 5&6 it's dangerous. When it's winter and it's dark during those hours, it seems inadvisable to walk along that road and thus driving would be the only option.
1250. The availability of parking needs to be better and more reliable. If you get to campus by 7:50, there is parking, but after that you have to drive around for 20 minutes or more (I have searched for parking on and around campus for nearly 2 hours in the past at 10 AM). Paying hundreds of dollars for a pass and then not even being able to park is beyond frustrating.
1251. Not really I just ride my bike to school and from every day unless i have a off campus lab.
1252. NEED MORE SPACES, CHEAPER PERMITS, etc.

1253. More parking spots need to be added or something to make it easier to find parking. I don't want to have to get to school over an hour early just to find a parking spot. Even then it's not for sure that I find a parking spot.
1254. Make bicycle parking safe
1255. It seems that since many students live off campus and have jobs they have to drive, and the lack of parking is a major issue. Biking in the winter rain is not acceptable to many. And the buses are too slow. I think the parking permits should not just be hunting licenses, and it seems that the general parking spots kept being decreased. Perhaps staff should make more effort to car pool to save spots and not just put the burden on the commuting/working students who pay for parking.
1256. I ride my car to school at 8am and leave it there for the day while I'm at school. I have multiple 2 hour breaks in my schedule, so I walk or bus home and back, then drive my car home at the end of the day. If you I installed the bike share at the community center on Union St, there are many apartment complexes with students who could use that instead of the bus. I would use that to ride home in between classes and maybe instead of bringing my car.
1257. Parking has always been bad for the 30+ years I've been here. There was talk about a parking structure and, although I've heard that there are millions of dollars in the parking account, that wasn't enough. Plus there are safety issues with a parking structure. It would be nice if Humboldt could do what some other campuses do and restrict freshmen from having vehicles but since they may need a car to go home for breaks, that's not very fair. Good luck - it's a tough issue to tackle as evidenced by this survey and the talk over the years without anything being done about it.
1258. It would be nice if I was able to find someone in fortuna that wanted to commute but I would not be willing to give up my car nor my ability to take my children to school in Blue lake.
1259. I used to drive to school when I lived in Eureka and found the parking situation to be extremely frustrating. I paid for a parking pass (which is fairly expensive) only to find that it is not guaranteed, or even likely, that I'd be able to use it/get a spot. I figured out that the only way to ensure that I would get to use the pass that I paid for was to arrive to campus before 7:30am. On the bright side this encouraged me to get work done in the morning because I would have to arrive hours before my first class, but this was in no way by choice. HSU has a major parking problem and it seems unethical to oversell passes the way it does.
1260. Bus on the weekend be more reliable time or even run later.
1261. Build a multi layer parking structure.
1262. As it is, HSU has one of the highest parking fees in the CSU system. The return for these fees has never met the demand for parking on campus. Something must give in this situation, especially as the City of Arcata has also begun changing day-long street parking to 2 or 4 hour parking zones.

For staff - consider an express shuttle (bus) only available to staff, maybe in Eureka and McKinleyville that folks can take like the Google buses do in the bay area. Have WiFi on them and sell permits at a fraction of what parking passes cost on campus. You can have folks who live south meet in Eureka and folks who live north meet in McKinleyville. Create a park and ride lot in both cities, which seems to be more manageable than creating new lots on campus or carving out space in Arcata.

1263. Ride a fucking bike.
1264. Parking is near impossible to find and parking permits are too expensive.
1265. Overall I am not satisfied with how parking is managed between availability and cost.
1266. It turns out to be cheaper and more convenient (based on availability) to park in metered spots than it is to buy a parking pass and park in these designated spots
1267. Build a structure. The school has plenty of money, every single other university has a parking structure. I live off of highway 200 and it is impossible for me to walk to a bus stop or ride a bike anywhere. Parking fees currently are also extremely ridiculous. Instead of just building a parking garage that is sufficient to hold faculty and students, hsu is trying to create this carpool vanpool thing.
1268. An underground parking structure would be much nicer aesthetically, but probably more expensive.
1269. Parking permits are very over priced. Especially as a Freshman student supporting themselves through college. There should be some reduced payment or a payment plan for them.
1270. Parking is a giant headache on this campus. But we've been saying that, I hear, since the 1970s.
1271. Limit vehicles to parking lots, close Rossow street to non-official vehicles.
1272. I only find parking because i get here at 7:30. I NEVER leave campus in the day because i will not find any parking when i return. My hours of work or not the same as others so carpooling does not work for me, my personal time is valuable to me and I'm not willing to sacrifice it by staying late or coming in earlier just to carpool.
- Also the question of which parking permit i have is missing the one permit that many of us have, staff/faculty year around auto recurring.
1273. I believe having more parking goes against the HSU pledge we take. By offering easier ways for more students/faculty to drive we are deviating from maintaining and pursuing environmental sustainability. I think we should encourage more environmentally friendly ways of getting to school/work by offering prizes or recognition of some sort.
1274. Build a parking structure so staff can actually park their cars in order to go to work - staff shouldn't have to pay \$300/year for no guarantee of a parking space?
1275. The carpool incentives listed don't really apply to me because I don't carpool with a coworker, I carpool with someone who works elsewhere in Arcata.
- I occasionally ride the bus when work schedules conflict with my carpool. The primary reason I don't like using the bus is because the busses around 5pm are always so packed, and as a result it takes a really long time to get through Eureka (and then I have to take a Eureka bus to reach my house.)
1276. Teachers are not understanding about missing class because you can't find parking or being late because you have to move your car, but UPD are seriously on top of giving tickets, so students are getting screwed over either way. But if I get off work at 10 in Eureka and have class at 11, but it takes me to 30 minutes to find parking and walk to class, I'm not going to make that class. That's ridiculous.

1277. I've missed my class because I couldn't get a parking spot. I live out of town and have to drive to school. Hsu should build a parking structure behind the bss in that parking lot so there are more spots available. Also, should encourage people who live in arcata to walk, ride bike, or find a good fast convenient system for people in town so the dont have to drive.
1278. Get more parking spots
1279. Build a parking structure.
1280. The campus needs more parking (even though I seldom --- no more than two or three days per semester --- drive a car to campus) on campus. Somehow or other we must try to convince more students to use the buses on a regular basis so that parking on campus does not need to be expanded but will allow all of those who need to park can do so.
1281. PUT IN A PARKING GARAGE. UNDERGROUND. ABOVE GROUND. WHATEVER YOU NEED TO DO BUT WHEN I HAD A CAR (UP UNTIL A COUPLE OF WEEKS AGO) THE PARKING SITUATION WAS ABSOLUTELY ATROCIOUS. YOU END UP CIRCLING FOR UP TO 40 MINUTES AND SOMETIMES EVEN THEN CANNOT FIND A SPOT TO PARK. WITH STUDENTS BEING RECRUITED FROM ALL ACROSS THE STATE AND NATION WHO NEED VEHICLES FOR FAMILY PURPOSES, WORK,AND SAFETY IT IS ABSOLUTELY RIDICULOUS THAT WE DO NOT HAVE ADEQUATE PARKING ACCOMMODATIONS.
1282. Make a parking structure at least do something
1283. I use my vehicle due to having a child and needing to be able to leave anytime to care for them. Public transportation takes an hour to get most places most of the time. That makes public transportation useless to me.
1284. There are not enough garunteed parking spaces to make it work ever driving to school so I walk every day. There need to be more parking or and around campus and there need to more that is not time limited
1285. Parking has been terribly hard to find for the last 6 years, it's not an easy task to fix but nothing has been visibly done for the people who have to drive not able to just bike over. More spots need to be made or less passes need to be sold. Or make like most other schools have a no freshman on campus livening vehicles permitted. Half of the spots I see are cars that have not moved in the last months covered in dust.
1286. It sucks
1287. Do not charge people for non-existing parking spots. Encourage Arcata residents to use a bus service for free. Have a bus available for transporting people within campus. More frequent bus schedules, if somebody missed the bus he should not need to wait for 40 minutes to catch the next one. this is the main reason people choose to drive their car to avoid missing classes. Studenst who live oncampus, should not be allowed to occupy and use campus parking. They can have a parking lot outside campus and a bus to take them to their cars when they need to travel. Some campuses use multi-story parking spaces.
1288. The bus is great if you live near the route in Arcata
1289. Increase parking ticket fees, increase parking permit costs! I don't care just provide more parking!!!!

1290. I am extremely happy that the school covers the bus fee! As for parking, I hear too many people complain or need to rush to their car to deal with their parking spot. That's energy diverted away from studies and work. That needs to change.
1291. Build a parking garage
1292. There is not enough parking for more than half of us at HSU and is super hard to find parking !
1293. I think the biggest reason for parking problems on campus is the lack of affordable housing in Arcata, for students especially. In my non-scientific observations, the drivers that I see circling for parking spaces tend to be solo student drivers. Without guaranteed housing on campus for freshmen and more students living in McKinleyville, it is difficult to imagine this situation changing. I would support strong(er) incentives for bus riding for students and faculty.
1294. I think more parking should be added or at least take some meters off and put permit parking instead.
1295. I live too far and therefore I drive.
1296. Give residents more lots dedicated to them. I can't walk to school if I live on campus. I can't leave any earlier to find a spot if I just get off work and live on campus.
1297. Finding parking on campus after 9:00 am is absolutely horrible. I park off campus 2/5 days because I don't want to get to campus before 8 when my class starts at 11
1298. Updated parking meters that can accept dollars or prepaid parking card would be great
1299. Some people just don't have the flexibility, especially when they have young children in car seats. But hopefully we can find solutions for the people who live on campus and leave their car non-stop, or have the ability to commute other ways.
1300. Parking availability is best at before 8 am after that it can take 30 minutes to find a parking spot so I found that it is best to use my parking pass effectively it is best to arrive before 8 regardless of when I have class and leave my car parked all day. I will walk to town for personal appointments rather than move my car. It is common to have to park in a time spot then move the car
1301. I think in general from hearing everyone around me we need more parking spaces for both students and staff. The reason I live on campus is because of little places to park and I'm also physically disabled to walk long distances and up hills and stairs.
1302. Get a multiple-story parking structure, for the love of all that is holy. Who is going to spend \$300 a semester on parking if there is no guarantee of a space? Either provide more spaces or make parking free. The amount of parking tickets I've received as a STUDENT with STUDENT INCOME is unacceptable. Build a parking structure!!!
1303. Additional parking should be a priority. A parking structure would probably not be pretty but it is necessary. I live 15 or 20 miles from campus. Biking is not a realistic option and the bus takes far too long to be an efficient form of transportation
1304. You charge us pay 315 dollars a year for a parking permit. Let's say 1000 people buy a parking permits that is 315000 dollar you guys are making and no one can find a parking spot. It stresses me out every day and makes me late to school. The bus is suck a pain to take and it is a wast of time. The new bikes on

campus are very cool I like that. Hope we can find a solution to this big problem. Thank you for considering our input.

1305. Stop the City of Arcata from punishing students with off campus parking tickets when NO on campus parking available and we drive around for 30 min. Many students miss classes due to no parking. When they finally find one, it is not usually convenient to leave lab or class to feed meter or move from 4 hr city parking, so city cites us.
1306. Make more parking spaces. We need more parking.
1307. It would be to make Zipcars more affordable for students as I feel that car sharing programs helps with sustainability as well as offers more students the option to not be forced to have a car but still have the ability to move around here in Humboldt county.
1308. I moved here from a big city thinking it would be one less hassle to deal with parking. Wrong! Parking is much worse here than imagined and has really started affecting my daily choices (when to wake up, when to sleep, etc). It's ridiculous!
1309. Can we build a parking structure so that there are spots available. I have a parking permit but if I get here after 8:15 there is barely any spots if any.
1310. The speed limit on campus needs to be reduced. There needs to be a better way to regulate the speeding on campus. It is out of control.
1311. The parking situation is a total embarrassment to the school. I (and many people I know) have missed class because of being unable to find a spot, even with giving over 30min buffer. If HSU actually cared about the environment and sustainability, they would stop increasing enrollment every year. Painting in boxes along the forestry and natural resources buildings LITERALLY MADE IT SO LESS CARS CAN FIT. Just build a gosh dang garage in J lot. I wonder how much gas is wasted every year from people idling around looking for spaces?
1312. People who live close to campus should not be able to buy parking permits (except daily). Not sure how that would work but that would help. Also, the Jack pass used to be free for Staff and Faculty. I stopped riding the bus when it became cheaper to buy a permit instead. Make JackPass free again for Staff and Faculty.
1313. More housing near campus, including student family housing, because not all of us are 18 with no children, pets, or family to care for, would reduce the need for increased parking lots if people can walk and bike to campus.
1314. Making changes can be difficult I understand. But availability is the biggest issue.
1315. I've bought \$300 worth of parking permit last year and I could never find a parking spot on campus, which causes me to be late to my classes. I also had to park 4 to 5 blocks away from campus. There has to be an alternative way for students that purchase a parking permit to be guaranteed a spot. Maybe, make a parking lot that is 5 to 10 away from Hsu, then have a bus shuttle that would take those students to campus, that way they get what they pay for. It's really unfortunate that parking is still an issue here at Hsu.



1316. I think there should be a parking structure and then also a lot designated for on campus housing, because these students who live on campus need a spot but they can't just take up everything for other people who live off campus. I live in Eureka, but if I lived in Arcata I would bike to school no doubt. Because parking is a joke here unfortunately.
1317. I could literally write a several page treatise on how to improve the parking situation at HSU. I'm a physics major (so I study optimization) and have served positions in local governance before, and am familiar with the applicable policies and hurdles faced when planning parking, in addition to being a native of this area. I'm very glad a survey was sent out regarding parking policy here at HSU, as it had become a real issue, and often the primary complaint of their experience at HSU. Feel free to contact me regarding further opinion if you'd like, my number is (707)-497-8820, and my name is Jack (I hope this doesn't violate any anonymity clause). I don't have a lot of extra time to devote to intense planning, but I do certainly have some ideas that may be of use, if you're willing to hear them. Thank you! -Jack
1318. As an institution HSU should have been more conscious when accepting more students by accommodating for our transportation as well as living space. I have lived in Arcata and attended HSU for 5 years and I am disappointed by the administrations lack of moral consciousness in regards to planning for an increase in students.
1319. Stop selling parking passes that you don't have spots for
1320. Make bus routes better. Dangerous at night and the bus stops are far from home. Please consider
1321. Make another parking lot.
1322. In the choices similar to "do you ride a bus to campus" you offer "never" and more than once a week. I chose never because I ride busses less than once per week, but that is really different from "never."
1323. I really wish there was FREE HSU transport to and from the Trinidad marine lab.
1324. HSU parking is a miserable experience. I come before 7am to avoid hunting for a space somewhat close to my bldg entrance even if I am not teaching until 3pm. I would like to be able to leave campus during the day to meet with community partners but I don't as I cannot waste up to 75 mins hunting for parking when I return. I recently had an 8am dentist appointment and arrived on campus about 9:15am. I sat and drove around the blocks for nearly an hour before finding parking.
- It may well be a common strategy in University settings to sell many more permits than spaces but it appears like a big money grab for very very little in return. I've often wondered why we don't rent the church lot on 16th Street as a faculty lot for those working in BSS?
- I hope this survey will help to reduce the pressure to sell more permits for even more money when the investment in permits yields so little.
1325. HSU needs more parking spaces. Having faculty or students running late to class or business obligations is completely unacceptable due to parking issues. University should consider leasing street-side parking with City of Arcata to accommodate for fluctuating enrollment demand.

Rideshare/busing options are only suitable to a small segment of the population and will not address the overarching reality that there are too few parking stalls given the size of our campus population.

Parking has never been an issue at any of the much larger college campuses I've been affiliated with. We need to resolve this issue quickly or run the risk of losing frustrated students/staff.

1326. Build a parking structure. These short term "solutions" are not solutions at all, especially considering the continued growth of the university.
1327. we all hate the parking situation at hsu
1328. Yes. I feel it is completely insane that a parking pass costs so much, just to arrive to campus everyday and have to drive around for at least an hour to locate an open spot. In order to reduce this I think that there should be no cars allowed on campus for anyone living in the dorms. Then, I think that parking passes should be offered to local residents for two weeks before they are opened up to the rest of the campus community, and there should be a limit as to how many passes may be sold. I think we should sell only two-three passes per parking spot on campus so as to increase the likelihood that anyone who spent money on a pass will have a guaranteed parking spot when they arrive on campus. Finally, I believe that daily parking passes should not be a thing anymore. I as well as many of my peers are very frustrated that we spend so much on a parking pass, just to have to park off campus because someone is taking the spot with a daily pass. I understand that those are also designed for when schools take field trips to visit the library etc. but there should be a better system in place for those circumstances rather than allowing people to buy a daily parking pass, therefore taking spots from people who have invested \$300+ into having a parking spot that is never available. If necessary, I also think it would be okay to also not allow cars for any freshmen at all on campus. This would significantly reduce the number of passes bought so that other people have a better chance of actually using their parking pass.
1329. This survey didn't have relevant answer options for the second half of the questions for a respondent like myself who already walks to work every day.
- I would like to see more outreach and design on campus to encourage others who are able to walk and bike to campus. The new bike borrow program seems like a great step in that direction.
1330. There are a very limited number of parking spots on campus, while the sale of parking permits is not limited to any amount. I believe something should be done either about increasing the number of parking spots, or decreasing the sales of parking permits to only the amount of the spots available
1331. Please be more lenient to people who use the meters and 4 hour spots. When you give some one a ticket 3 minutes after their time is up, that's not fair to those who have far away classes.
1332. MORE PARKING SPACES SERIOUSLY
1333. Increase need for parking is always going to be closely related to the housing situation in Arcata, and right now there is a housing crisis. If more people were able to afford living close to campus, more people would be able to walk, bike, or take the bus. The increase need for parking is another problem fueled by the ridiculous cost of housing in Arcata.
1334. I want to stop waking up at 6AM just to obtain a parking spot. I am on campus at 7:30 but my day doesn't start until 9am. I cannot leave campus to eat or go home to nap, because I'm up so early. PLEASE PROVIDE BETTER PARKING. I am paying too much money to be this stressed about parking.
1335. Fixing undesirable road conditions on campus. Many potholes and bumps are scattered across different parts of the campus, and it does not make for a smooth ride, specifically by the Campus Apartment

complex. The small parking lot there facing the library is riddled with potholes, it is not good for tires. It is also a sort of eye-sore, as it looks very run down.

1336. Fix it. Now
1337. Finding parking after 8AM is a bit ridiculous. There needs to be more available for those people that spend money on the permit. In addition, the permitted parking hours should end between 5-7pm. It's unnecessary and inconvenient for students that want to use the gym and other resources to have to wait until 10pm to have very open parking be unavailable.
1338. The best solution is to get better bus routes for people away from campus and more affordable housing near campus. I lucked out with my place, but I know a lot of other people who have to drive from eureka or McKinleyville
1339. Not including the SPF staff in discounted parking rates creates a tiered system between members of the same office, department, or work category, which is generally not good for morale. I understand that union negotiations are complex, but standardizing the cost of parking across all staff categories should be a goal.

Also, requiring part-time adjunct faculty to park in the student lots means that adjuncts have an even harder time reaching their classes on time -- while full faculty are more likely to already be on campus. This disparity serves no one, least of all the students.

1340. More spots to park
1341. HSU's work to recruit more students has been wonderful in many ways, but has continued to worsen the parking situation for all members of HSU. This aspect should be seriously considered during the strategic planning of recruiting students, and is a major downfall of the university. I have personally considered switching schools because this issue has interfered with my ability to regularly attend class in the past (forced to rely on carpooling due to low parking, but carpooling was not often available). Parking should be considered more as a student right than a privilege.
1342. FUCK METERS. DONT MAKE ME PAY TO PARK AT A FUCKING SCHOOL IM ALREADY PAYING TO PARK AT.
1343. BUILD A PARKING STRUCTURE!!!!
1344. A parking garage is fifteen years overdue on campus.
1345. Yes, build a parking garage down in the jolly commons parking lot ! That would solve so many problems. We both know it won't happen though.
1346. When the KA Buliding was constructed it seems that we lost a fair number of parking spaces.
1347. Parking at HSU sucks
1348. It's difficult trying to accommodate everyone's needs with a limited budget.
1349. It is horrendus. Please do all you can and swallow you pride to fix the parking situation at Humboldt. You are forcing people with disabilities to pay more to live on campus because they won't have any guarenteed parking space if they live off campus and drive to school. I find that totally unethical. Use

whatever excuse you will, money or appearance of campus. Just get it done. As someone with limited mobility I have to walk twenty minutes just to get to my first class. That is not okay.

1350. If you want students to not use their cars, then make more housing in Arcata and make it more affordable. That solves your issue. But because there isn't enough living space here then people have to drive and then drive to work to afford to live where they are. Once you solve that then you shouldn't need parking lots anymore unless for students who choose to live away from campus.
1351. Build a sustainable parking garage.
1352. As mentioned, the parking situation on campus is an absolute nightmare and needs to change. I have honestly considered going on the black market and trying to illegally somehow get a Zone A parking permit for the neighborhood around campus b/c I loathe the parking situation so much. You could possibly have a remote lot for parking and then have a number of shuttles that run between campus and said lot. I think the best solution is to build a huge parking structure, as unattractive as it may look, and charge more for the parking passes to pay for the construction of this structure. I would HAPPILY pay much more for my parking permit if it ensured that I actually could park my car. As it is now, I feel that my permit is basically useless if I arrive to campus after 9 in the morning.
1353. Would love to have a parking spot on campus and not have to walk
1354. The parking permit is a waste of money and a highly dishonest practice. Large chunks of the general lots are taken by residential vehicles, the permits do not extend to street parking, and there are not nearly enough spots for the number of people on campus during peak hours. It lowers my opinion of the institution as a whole, and I will not be purchasing another permit.
1355. More staff parking at the j
1356. I just want more parking
1357. Bus times to Hsu doesn't come at good hours
1358. As above. Also, someone should conduct a study to see how much CO2 is being wasted by people driving around campus fruitlessly looking for a parking spot. There is not enough parking on campus. Is. Not. This needs to be dealt with, and not by building more lots.
1359. Typically when I need to go to campus I arrive prior to 7:30 AM. At that time in the morning I can typically find a space. I do not move my car during the day until I am ready to leave campus and not return. As a faculty member, I am expected to be involved in my community. However my involvement is limited by the fact that attending a morning meeting with mean that I am paying for parking at a meter, in addition to paying for my parking permit, or not getting parking at all. I'm forced to limit my involvement in the community based on the opportunity for afternoon interactions. At least two times a week I spend money to park at a meter, even though I already have a valid parking permit that I cannot use.
1360. Parking is terrible and needs to expand. Can almost guarantee the amount of students arriving late or ditching class altogether will decrease. The pricing for a pass is also appalling.
1361. Offer staff who bike to work incentives. Build more on campus housing. Restrict freshmen from bringing cars.

1362. If you have a parking pass, you deserve a guaranteed spot. Spending over 300\$ is insane if you don't even know if you will get a parking spot.
1363. I'm very unhappy with HSU's parking system. I love the school and everything about this school except for the parking situation.
1364. I usually have to come to work at least 30 minutes early each day just to get a parking place near my building. It is nearly impossible to get a parking place anytime after about 7:45 near the my building, and impossible to get one if you have to move your car. I think that freshman should not be allowed to bring their car to campus, and resident students should have to pay more for a parking permit. At Cal Poly, residents had to pay about \$150 more per year to park on campus than commuter students, and could only park in designated lots. Too many of our parking places are being used 24 hours a day by students living in College Creek.
1365. I teach on campus. Why shouldn't I have some priority for parking? Residents should also be given free parking.
1366. I have seen our parking services riding around sometimes at 9:00 PM at night ticketing people. Not only are passes being oversold to students for profits, but parking is also milking every dollar from tickets up until sometimes past 9:00 PM at night. Ticketing people when there is absolutely no parking congestion that late is totally unnecessary.
1367. Build a structure
1368. A parking garage would solve the problem of lack of parking spaces during peak times. HSU has the property, it just has to build in the vertical rather than the horizontal direction.
1369. get another parking lot. i'm running out of change for machines
1370. Why sell more passes than there are parking spaces. People who need to be on campus who live far away can never find parking. You should make it like other universities where freshman can't have cars their first year to open up more spaces for upperclassmen who don't live on campus
1371. We need more parking lots.
1372. I used to live at home with my parents south of Scotia in Humboldt County. I drove to campus for two years. This Fall 2017 semester I moved to Arcata so I would no longer have to park on campus. I prefer paying rent in Arcata than driving to campus as it was the most stressful part of my day. The most competitive aspect of HSU is not getting into any major program, it's getting a parking spot.
1373. Biking, busing, and carpooling are not always an option. If you have to be at an appt or at a job you need the ability to drive yourself. If you can't find parking your options are to skip class or park illegally and get a ticket. We need more parking.
1374. At least sell less parking permits because students stay parked at school most of the day so there isn't really a large rotation of cars coming and going.
1375. Add more lots please it would make the campus a better place.
1376. They need more parking spaces

1377. The parking situation at HSU is dreadful. I spend between 20-40 minutes looking for parking and that's when I show up 5 hours before my first class just to find parking. The parking lot for BSS should never have been turned into general parking. Faculty have to compete for parking in staff/faculty lots with staff who work 8-5pm, which means those lots are full all day and faculty need to compete for parking in general lots which are already overcrowded. I pay for a permit and most days I end up paying for metered parking, that is unacceptable. Too many permits are sold for limited spots. Parking issues on campus make it difficult to start the day with joy, honestly, it's ridiculous. We need a parking structure.
1378. Parking has gotten significantly more difficult this year - if I do not arrive by 8:10 it is almost impossible to find a spot, especially on Tu and Th. Not sure why that is.
- More generally, I think that students in College Creek Apartments should not be allowed to have parking permits without paying a premium beyond the normal cost -- no new parking was added when they were built and this greatly impacted parking availability on campus. If an off-campus parking lot could be built within easy walking distance that would be one helpful solution, maybe with a shuttle bus to help?
- Make a parking structure out of the Annex. Two stories down, and two or three stories up. Number the spots and let faculty buy reserved spots. What we have now are not parking permits, but hunting permits. HSU parking permits are just about worthless, unless you arrive at 8 am.
1379. Give us more parking!
1380. Educate the students better on why so few spots are offered, and encourage walking, biking, busing, and carpooling as viable options. Incentivize students and faculty through rewards and recognition to find alternative forms of transportation, and make sure they know the positive impact that not driving has on them, their families, and the rest of the country and world.
1381. We need a parking garage or 2. It's unfair that I'm restricted to leaving campus because I'm afraid of losing my space.
1382. There's too many students for the amount of parking. I'd be more willing to take a bus if it went later, because I often don't go home until after 11 due to work. I can never find a parking spot if I get there after 7:30 am. People circle the lots in their cars for up to an hour waiting for spaces to become available. I've given up and park in a nearby neighborhood and walk 15 minutes. Because of this I intend to return my parking pass for a refund because I never use it.
1383. THERE NEEDS TO BE MORE PARKING
1384. Please lower the price of the semester parking pass.
1385. Need more parking!!!!!!
1386. If you aren't here by 7:30 am there is a good chance you won't get a decent parking spot. The new lines on 17th street are nice except that they are a little too large and I feel like we lost at least 2 spots on each side of the street because of it.
1387. Additional permanent parking spaces for faculty are necessary.
1388. Yes, work on changing the laws - it's appalling that people have to pay to park while they go to work.

1389. There is just not enough parking for the amount of students. And a lot of students have to drive because of where they live and the bus may not be an option. For example, the Eureka bus stops running around 7 but the RTS doesn't stop until around 10, so I get to Eureka at 9:30-10 but then can't catch a bus home so I am often forced to drive to my bus stops or to school. But I don't know, this isn't my area of expertise, so to me it all just seems expensive for no reason..
1390. Parking sucks here but I understand why and am glad about the campus' commitment to sustainability
1391. Parking is paired with the student housing crisis. Many folks (staff, faculty, students) have to drive to campus because affordable or quality housing isn't available in the areas nearest campus. The cost of the parking pass is outrageous for the limited, heavily inconvenient task of finding parking on campus.
1392. More parking spaces!!!!
1393. It would be cool to have free short term parking (1 hour or so) near campus
1394. Increase Parking Availability.
1395. I live fairly close to campus, walking isn't too bad but when it rains I would prefer to drive with friends but parking is too difficult and frustrating. In my opinion, if we had a small parking structure behind the BSS, that would be very helpful.
1396. Fix. It.
1397. Build a parking structure please
1398. make a parking garage
1399. it sucks lol. monitor the number of passes sold
1400. There isn't enough parking for all students/staff
1401. The metered parking should have a card slot
1402. It rains a lot. Many of the bike racks on campus are not covered. I don't want my bike to get rained on for hours.
- Bike lockers would be wonderful. Please install some so there is less fear of having someone steal my bike. Bike lockers. Please.
1403. I have already sent this request to parking services, but never got a response. Here is the email that I sent to parking@humboldt.edu on April 21, 2017:
- I am a professor who works in the NR building and I often park my car on B Street between 14th and 17th Streets on campus. Since there are no parking lines on B Street, people park in a completely inefficient manner often leaving ~10 feet between cars - which is too small to fit another car. Some people will park in the middle of the block in the morning before other cars get there and as cars fill in around them they are forced to leave large amounts of space between their cars, but again, it's not enough space to fit another car. On any given day I bet we could fit 5-10 more cars along B Street if people parked closer together. I know I am not the only one frustrated by this situation because I have talked with many other faculty and students who share this frustration.

Has HSU's parking services ever considered painting parking lines along B street so that we can accommodate more cars? I know that the limited parking on campus is a big issue for those who commute by car to campus. If this would allow more cars to park along B Street it is a win-win for everyone.

Please let me know if this is something that parking services can follow up with.

1404. Basically, I ride my bike to campus 95+% of the time. But many of the questions asked how to incentivize me to a) ride more, b) use the bus or carpool. It made it hard to answer w/o seeming like I was resistant to these alternative forms. Yet I'm already riding my bike, so I don't need incentives to take a carpool, etc.
1405. i would happily pay more for a parking permit then is charged now if there was a spot guaranteed. As it is now hsu sells more permits than spots. I made that mistake my first semester. Since then i dont even bother.
1406. We need more parking spaces but we have no money to build a parking structure.
1407. There have been times where I've had to pay \$6 a day to park my car at a meter somewhere as well as going back and forth to my car between classes as well as getting quarters in exchange for cash. I think if there were less restrictions on metered parking it'd be at least worth it / a viable option
1408. Parking on campus is bullshit. I'm fortunate enough to live walking distance from campus, but I don't know how others who commute do it.
1409. More student parking spaces please
1410. I use the jackpass because it's free but it would be more convenient for me to drive since I live in Eureka
1411. I don't want to buy a Jackpass as it only works if you use it everyday. Could you make a system where we can put money on our card for a few rides, like a ten ride pass?
1412. Parking is too cheap. It's 75¢/day or so (price of annual pass divided by number of work days). That's absurd. You should raise the price until there's actually parking available. You should be able to make a fat profit.
1413. Please try to improve as parking here is the worst of all the CSU campuses.
1414. Bikeshare? If it already exists on campus, I don't know about it and that's a problem.
1415. It would be nice for the students who have to travel quite a ways without a reasonable form of alternate transportation to have a discounted parking permit. I would love to ride my bike but that is not an option, and the bus doesn't go to my house. Furthermore, I drive elementary students to class every morning.
1416. Increase the number of staff parking lots. During the last 2 years the availability of spaces has gone way down. I used to be able to find a place behind the Child development lab after 8:30 am most days, now I am parking south of 14th street when I arrive at 8:15 am. When it rains, I am parking on A street. Please add additional staff spaces. The entire lot behind the SRC should be staff only.
1417. I'm writing an eia to fix it

1418. Parking at HSU is deplorable. There is much talk recently on campus about micro and macro aggression and I personally feel the parking situation has lead me to have micro-aggression indirectly. As I stated earlier, the earliest I can drop my son off at day care is 8AM in Eureka, which means I arrive on campus around 8:15-8:20. All of the faculty spots are gone by then and 99% of the student spots are gone by then too. Most days I park in the vicinity of A and 11th, which means it takes about 15 minutes to walk to campus from there. This usually makes me very angry and frustrated, which means I start nearly every day of the week going to work pissed off. I have come into class late, angry, sweaty, and frustrated and have taken out this frustration on students unfairly. This is my place of employment, I pay for a parking spot, and yet, I am not guaranteed a parking spot. All of the suggestions in this survey are worthless. There is a simple solution to solve the parking problem here on campus. Charge faculty more, give them a guaranteed spot, and don't allow freshman to have parking passes. You could also not allow students living within a certain vicinity (say ~1.5 miles) to not have a parking pass unless then can provide documentation showing they work off campus or have children and therefore need to have a car. Allowing students to have parking passes that live close to campus goes against HSU's environmental justice mission. There is no reason to allow someone a parking pass that can easily walk or ride a bus. Faculty that have children and leave over 10 miles away should be given priority. Please solve the parking issue by charging faculty more and selling less passes overall. Its a very simple solution and does not require all of this additional car pool, bike, etc. considerations. thank you.
1419. Create more parking areas near campus
1420. Everyday I am saddened that I spent my hard earned money on a parking pass that never gets put to use because there are no spaces available. Not only is the pass not used, I must walk more than 15 minutes(one way) to campus at least 5 time a week.
1421. Don't sell more parking permits than there are parking spots.
1422. The housing costs of arcata might be another issue in regard to why so many commute
1423. Please provide us working staff with parking. I come to work 30 minutes early so I can be sure I get a parking space. I don't like to be frustrated looking for parking so I choose to arrive early. I am happy at HSU. I would like other staff to arrive at work not frustrated due to lack of parking. Can we have valet parking? Thanks for this opportunity. I hope something productive comes from this survey.
1424. For years I have wondered why we don't do park and ride with a shuttle. Wouldn't the Samoa Blvd. facility be a reasonable place to park? I'd be willing to pay an additional dollar per month for this service. It is beyond frustrating to pay nearly \$13 per month only to find on-campus parking 1-2 times a week.
1425. Eager to encourage more people to bus/bike/walk to campus.
1426. The situation here is abysmal and I know of at least one great former co-worker who left HSU in part because of the daily stress of trying to find a parking space. And at least one more who has threatened to leave. The only reason I'm not stressed about finding a parking spot these days is because I make it a point to arrive at 7:45am rather than 8am; I often had to walk for 15 minutes or more to get to my office if I tried to arrive at 8am.
1427. I love biking to campus and find it very convenient and pleasant. I park in my office, so there is no risk of the bike being stolen, which would be my only concern otherwise. I think working to decrease the number of stolen bikes on campus would help encourage people to ride bikes more.

1428. see previous comment on childcare issues
1429. While I think that the amount of money I pay for my combined permit & ZipCar use is a bit expensive, I would gladly pay more for my parking permit, if I were guaranteed a space. I would also not have a problem parking in a removed area, if other means were provided to get me to my building, or close(parking lot off campus with shuttle/ bike share at removed lot, etc..)
1430. summer permits should not be paper. all other permits have some way to attach to the vehicle, summer should be the same.
1431. Crooked HSU parking completely sucks. Parking permits should be called parking hunting licenses. I don't get half the groceries I buy. I am lucky to get half the parking I pay for. Here is some easy math for parking services: The number of parking spots sold should equal the number of spots available!!! Crooks!
1432. A lot of students have a long commute to school so ensuring parking spots to them should be very important. Having enough parking spots to satisfy students needs should be a top priority
1433. I have worked at many universities and they do not give parking passes to more than ONE person per residence address (all roommates must share) and they do not give parking passes to people who live on campus unless there is a designated parking space for a dorm/apartment unit. This alone would help with congestion, as would providing separate lots for faculty and staff. We currently compete with students who often live nearby. Parking passes should be for people who live at least a mile from campus or have a disability. Also, we should build an underground subterranean multi-level lot near the library or preschool (I am against highrise lots in this area due to the natural beauty that would be obscured).
1434. HSU really needs to update its parking situation. There are too many students and not enough parking. I would gladly take the bus but I can't. I live in Manila and there are like two stops a day out there, and at times that don't work with my schedule. So to maximize the money that my boyfriend and I put into a parking pass we have to get here before 8 am. On some of those days he has to wait 3 hours for his first class to start because if he came at 11 there would be no parking and he has classes back to back, as do I so we can't really run out and move the car after four hours and the whole point of buying a parking pass was so we didn't have to pay a meter sometimes almost \$10 a day. So HSU needs to figure out something that will work because the school is not going to get smaller. There are more and more students coming to HSU and the fact that HSU can sell as many parking passes as they like without giving those students that purchase one a guaranteed spot everyday is really bad and very consumery. So build a parking structure, buy more land with the \$84,000 that gets thrown back to HSU from student meal plans and make more parking, limit the amount of passes that you sell or come up with a better transportation system that students will be more willing to get behind because it's kind of hard to ride a bike in the rain and pretty dangerous to do it on the 255. So, please just come up with something that will actually benefit the students. It's hard to find people that want to carpool when you have to be at school all day and living 6 miles away will use a lot more gas than just staying at school.
1435. Unfortunately, the circumstance I'm representing with my answers is based on the inconsistent medical needs of a family member. While environmental sustainability are extremely high on my list, carpooling has not been a viable option to date.
1436. I've been at 4 different institutions. Parking at Humboldt is by far the worst.

1437. parking is one of the biggest problems to me at HSU. Even with a parking permit, if i dont' show up at or before 8am (even though my classes don't start until 9am) you will not find a parking spot other than 4-hour parking which then means at that 4 hour mark you have to move your car and risk not finding a new spot or being late to your next class. With a parking permit I still received 4 parking tickets because I had an off campus job in the late morning and when I would return back to school there was never parking.
1438. HSU needs to invest in a parking structure across from the student business services building to maximize existing parking lot surface area. This would potentially free up parking areas around campus and alleviate the problem of not being able to park on campus during busy times of the academic year and allow students & staff to leave during the day without the fear of not being able to find a parking spot again. Thank you
1439. I have been here 14 yrs, I used to be able to leave campus at lunch &/or arrive to work after 8 am and still find a parking place. Now if I show up by 8:30 there is no parking anywhere which is very stressful when I have a sick kid at home or an appt and am delayed. It reminds me of the airlines in a way where you are paying for something then it gets overbooked.
1440. There needs to be a place for to park vehicles that belong to departments and are rarely used (Geology) so service vehicles can have access to parking.
1441. Stop profiting off of the students. A parking structure has been part of the "10 year plan" for over a decade. There is money coming out of our pockets for tuition based on this 10 year plan that none of us will see.
- More parking will help students make it to class, improve the quality of their education, decrease the stress not finding parking cause (think about if you have a test and can't find parking) and decrease the amount students are paying for tickets because of the profiteering of the county and the parking 'police'. Last year Humboldt made over a million dollars on tickets alone. Use that money to give students something they are paying for: more parking.
1442. Zipcar parking at each of the on-campus housing parking lots instead of common parking lots. Borrowing a zipcar late at night sometimes means parking your car far away and walking all the way back to your dorm.
1443. What gave me a really good idea is to build a parking structure somewhere off campus and have a bus come and pick people up from that structure and offer a ride to campus. The fees can be paid by purchasing a parking permit and/or daily pass or any other legal form of parking. It would offer more parking spaces and will provide more funding in purchasing parking permits. There would be no change to anything on campus. I believe that would improve parking on campus. You can also make more carpool lanes so you can also encourage people to carpool more often. Knowing some people live far and need to drive alone and they usually can't carpool then that would be another exception. You should look more into that.
1444. These questions helped put in perspective what needs to change around here, it definitely needs to happen for the future students who will come here , disregarding I am going to graduate soon.
1445. Parking on campus for students that reside on campus should be a privilege. There are cars that sit in lots all day, all week, and never move, for students living in the residences. This is unsustainable. There



should be a lot for student residents who only use their cars infrequently during the week. This would free up spaces for more commuters, both faculty/staff and students. Also, a commuter lot could be appropriate, where students can park and then walk to campus. Thank you for addressing the parking problem - it is certainly a problem. I pay for a year-round parking pass and still some days I have to park off-campus in Arcata town even when I arrive before 9 am. It is difficult for parents of children who have to drop off kids at school at 8 or 8:30 then still need to find a place to park on campus. It is very frustrating.

1446. During peak hours the Rapid Transit Buses are packed. I wish there were more frequent stops. I wonder some times if the crowded conditions keep some people from using the buses, which I believe are a wonderful asset to a green society. Also, it is not uncommon to hear professors from larger cities say that we have a lousy bus service. I think we have a good service for such a rural community, including the new weekend service and service to areas such as Benbow and Blue Lake (the casino bus) and Willow Creek. Also, I must say how incredibly!! glad I am for the Jacks pass. I am not sure how I could afford transportation without it.
1447. 1) build a structure!!!!!!!!!!
2) have more staff parking lots
3) have more motorcycle designated parking areas--in better areas too--convenient, and not where ground is mossy and slippery or covered in leaves and slippery, also not on steep hills for safety.
4) limit the number of permits you sell, so an expensive permit actually allows you to find a parking space instead of hunting and hunting and ending up in 4 hour with a ticket at end of the day
5) provide some type of incentive NOT to drive to campus -- every day you don't drive to campus you receive 'cash back' or credit toward purchase of your next permit (hard to monitor unless you had an electronic chip)
6) partner with local buses and/or the city to provide park and ride lots that are free to park in, safe, and allow you to work all day without needing to move your car
7) provide free check-out bikes for running errands on/off campus (use credit card as deposit)
8) provide easy and economical check-out (rental) cars for running errands in town or nearby area
1448. parking lots are insufficient to the amount of students that are on campus. There is never parking after 9 and until about 4 pm. It's not fair to those of us that have injury and need to drive to class. There are also not enough handicap parking spots by college creek or anywhere on campus.
1449. I pay \$300+ for parking that is non existent and in addition often still have to use the parking meter.
I always come to class hours in advance just to wait and follow students who are leaving to their parking spot. This is the only way to find a spot. It is very unsettling when people follow me to my car, even though I know why they are doing it.
I, as well as, many others will sit with their car on for hours looking for a spot. I waste more gas driving around looking for a spot than I do driving to HSU. On that note if we truly want to be a 'green' campus

we need to fix the environment you have fostered where students sit in there cars idling and wasting fuel everyday.

1450. Work with the city to lighten the zoning around campus. Most of those spaces are always empty!

1451. The cost of parking is already a burden for staff, most of whom are not highly paid.

1452. I'm able to ride my bike to campus regularly because I live close enough to campus to make it worth my time. If I lived in Eureka or McKinleyville (or farther), I would be more likely to drive to campus. When it starts to rain more regularly, I will be more tempted to get dropped off or take the bus.

I ride into campus from Jane's Creek area north of campus. I would prefer to turn left onto the Jolly Green commons and ride around campus from there rather than having to ride up towards the library because that intersection is a little more busy (and therefore, more dangerous as a rider). I would like more options to ride around campus from the Jolly Green commons

1453. All I wish is to have the parking officers (don't know their job title), to be more respectful. I got a ticket for parking after hours, which is understandable and I own up to it, but they don't need to add notes to reiterate their point. I got a note that said "This is a motorcycle parking spot". I obviously know that, but I had no choice but to park there at the moment. I wouldn't be causing a huge inconvenience if this campus has more parking spots. Students and faculty, like myself, need to come to school very early in the morning and often times leave very late every day. There is no need to make one feel like (excuse my language) a piece a shit already. Who ever left that note obviously needed an ego boost. Very sad really. That is all, thank you! <3

1454. The parking services here are robbers and thieves. They gouge our students and treat them horribly about parking situations. We're not a major city; we're a college campus! You don't need uniformed officers confronting people and calling in the police to handle a parking problem. The whole system is ridiculous and is only meant to take money from students that they don't have.

1455. I live close enough that I can walk to campus, but it really is frustrating on days when I have a lot to carry to campus (heavy backpack) or I'd like to wear nice clothes to class. Then it means potentially driving to campus the night before and dropping off books/heavy items or changing in my office. Neither which are ideal or efficient. Working around the lack of parking on campus cuts into time I could be doing other things.

1456. Parking availability changes drastically between 7:30 a.m. and 9:00 a.m., yet you divide the time on the hour, that doesn't tell you much about what is happening during that specific period and how quickly the spot fill up in between. I would also be much more willing to take the bus from Eureka if (1) more frequent service were available from my home, or (2) I could park my car easily in a location where the bus route is more direct. Part of solving the parking problem here at HSU is dealing with the lack of commuting infrastructure in the surrounding communities.

1457. The parking permit is a lot of HSU Students who are already having to pay for other things, there can be a chance of a medium reduce in price that may allow a lot of students to want to get a parking permit (may make a lot more money) however we can not ignore the limited space there is so therefore , we can do a first come first serve with giving them a specific parking slot so no one has to be fighting nor getting irritated when trying to park.

1458. Build a parking structure instead of wasting all that flat land on cars. Then you could also build more student housing, add more solar arrays, etc.

Recognize that the public transportation infrastructure here is poor and that motor vehicle use is inevitable.

Lobby HCOAG for more (and more flexible) bus routes

Recognize for ride-sharing purposes that some of us don't work 8-5. I'd be happy to give someone a ride who comes in at 1pm, as I do, but I don't know anyone who works the same hours as I do.

BTW, Questions 21 and 22 in this survey do not apply to part-timers and therefore I could not accurately answer them, even though answers were required. In Q29, I *would* consider car pooling (see above) but there was no response option that matched my situation.

1459. Yes, more frequent bus service, bike sharing, carpooling, ect are all great options to reduce the amount of cars on campus. However, they are not always a viable option especially here where walking and biking are limited to only the surrounded city where as most of the student body lives in the surrounding cities (freeway trip away).

A parking structure HAS to be built here. There is plenty of money from permits being made to do so and two perfect locations for the structure. The first would be the main parking lot in the front of school. If aesthetic is the issue then put it in the back of the school on the corner of 14th and union i believe it is. both are perfect locations for huge parking structures that would help with this severe issue. It is completely ridiculous that you have to get to school by 730 AM in order to park. People that don't have class until 9 or 10 or later are forced to come to school instead of getting much needed extra sleep, study, or exercise time. Instead you find them asleep in their cars because if they get here any later there will be no parking option and they will be forced to miss class.

1460. I think that HSU should consider the car-free campus model used by UC Davis. I suggest that all interior parking lots be used for other purposes. I would suggest taking the parking lot behind the student services building and the parking lot adjacent to the children's center and construct a multi level car parking structure. This would consolidate the cars and traffic, and could potentially create a real limit to the number of transportation cars on campus. Or, a multi level parking structure could be built at the site FM abandoned on Samoa Blvd, and a shuttle service could be provided to bring students to and from campus. In addition, I suggest that more support be given to those who choose to walk or bicycle to campus. Walking routes should have excellent lighting for evening/night walking, and should be created aesthetically to promote walking. The campus should provide covered covered roofs for all bike rack areas, and find a way to offer bike safety classes and free bicycle maintenance once per semester. One thing that is a real problem for me as a cyclist is the behavior of other cyclist and people using skateboards. I appreciate the signs that are put around campus reminding people to stop at stop signs. Frankly, I have been in several incidents that have put my own safety at risk because of the habits of other cyclists and skateboarders. Really, enough is enough. There need to be stricter penalties for those who fail to stop at stop signs. If their bicycle or skateboard is on the roadway, then they should receive the same type of moving violation tickets that a driver of an automobile would receive for a failure to stop. All bicycle lanes need to be repainted regularly around the perimeter of campus and the roadways around and inside campus should be designated as "sharrows".

1461. I understand the school wants/needs to be eco friendly and there isn't a ton of space around school to add more parking lots without cutting down trees. I'm really tired of driving around for an hour or more on some mornings and sometimes end up being late to my classes which affects my grades all because of the parking issue. Please please pleeeeee do something!
1462. Parking is a nightmare.
1463. More and safer biking options, improve security and reduce theft.
1464. All these commuter or alternative options to driving to campus are really great but it's not helping with the core problem of needing more parking spaces on campus because there just isn't enough and the commuter services can only help so much
1465. This was dumb. 35 questions just to tell me on question 36 that your solution is to charge me more money for a parking permit. Why not just ask that one question: HOW MUCH ARE YOU WILLING TO PAY TO PARK PER DAY?
1466. I think HSU needs to make a parking structure or something to ensure that if you buy a parking permit, that you will find a parking pass. That is why I haven't bought one for 2 years now. If you don't have class before 9am, you can't find parking.
1467. At other universities there is a rule that freshman living on campus cannot bring cars with them. That seems like a policy that could be initiated here. When I went to HSU in the 80's, I did not have a car and took the bus when I needed to go out of Arcata.
1468. Just fyi, I am always carrying a lot of books, materials and other bulky items too and from home, multiple days a week for teaching purposes. For that reason, riding a bike or taking a bus is not a good option.
1469. I've been really upset with the transit this semester, as it has been constantly late which makes me late to class. I would love to drive to school, but there have been many times where I had to drive back home because of there being no parking anywhere. I find that walking is the most reliable form of transportation but it takes me 45 minutes to walk to school which is really inconvenient.
1470. The bus routes should be easy to understand.
1471. it's one of the most frustrating parts of my experience as an employee. I dislike the fact that there are metered spots and think that it should be available for employees - I have had my vehicle put into a boot and received poor treatment. it is sometimes impossible if you get stuck in a meter to get out of a meeting just to put in coins when you are already paying for a permit but there are no spaces left. I almost had my only vehicle impounded with very little sympathy from upd for tickets I didn't even remember having. as an employee, this was really unsupportive - as a single mom of three working to make ends meet, this problem was very real. fortunately I know how to advocate for myself and was able to work out a plan, but this is just a really difficult situation - just to get to work from Eureka each day.
1472. Build a garage! (I'm sure everyone says that....)
1473. My driving to work and not taking a bus is due to the safety of walking to the nearest bus stop and the extended amount of time that it takes from my day. I used buses every single day in Wales because the

buses were frequent (every 15-20 minutes depending on time of day) and ran 7 days a week - even at night. That is not the case here. And - the more drugged-out tweakers there are, the less likely I will EVER take a bus.

1474. It's so frustrating to pay for parking and not be able to find a parking spot if you have to leave campus for meetings or appointments, or just your lunch break.
1475. Store resident cars off campus if the cars are used less than daily, and provide a shuttle service to storage location when needed
1476. The bus is a horrible option. In between Eureka and Arcata the service ends way too soon in the day, and you can very easily be trapped on either side. Also the bus route in Arcata is terrible because of how elaborate and non-direct the routes are, it be faster to walk for a half hour than sit on a bus for 45 minutes when you are only a mile away.
1477. Yeah, parking here sucks, it's ridiculous that we have to fight each other for availability, and causes students and staff to drive crazy. You can't idealize student parking concepts. The daily events of students is too dynamic, with all the things going on we need to do. Make more spaces for us.
1478. I very much would like to see that the increased revenue would be utilized for alternate modes of transportation, increased bike safety/routes all over Humboldt county, providing covered parking for for bike racks, vanpools, park and ride, etc.

Some people may want to shower, as a benefit to the the people that ride long distances, provide FREE shower/locker space at the gym. Heck just provide a free pass for all faculty and staff to use the gym. Healthy employees are more productive and happier, take less time off because of illness, and have reduced stress levels

What about a pay increase (like a financial incentive) for people that don't utilize the parking at the university similar to when an employee opts out of not utilizing health ins. at work,

What about a tuition reduction or incentive for students that don't bring cars to school, etc. or maybe just increase their tuition if they bring a car.

What about utilizing the lot down by the bay that HSU owns and provide parking with the Arcata transit providing a stop at the location.

Although I'm not an advocate of increasing the number of spaces, because study after study indicates that if you provide more cheap/available parking people there will be more single driver cars. BUT what about removing all the metered parking spots and turn them into carpool spots or just more parking.

I live in Arcata and try to bike to work as much as possible, but I'm a single parent and have 2 small children there are occasional days that I need to drive for special things like appts., etc for them.

If the cost of parking goes up, can there be some program that recognizes that I ride my bike and therefore do not use a space and provide me with some 1 day passes a year.

1479. It is unfair the price of parking on campus for the lack of spaces. I also feel that is very unfair that even if you have a permit you still have to pay for the meters.



1480. I live too far away from a bus stop to ride a bus. I don't feel safe riding a bike on the freeway. Driving is the most acceptable option for me, but there just aren't enough parking spots. Why sell unlimited parking passes when there aren't unlimited spots? As a full-time staff, the Program Director of an SPF grant, parking greatly affects my workflow. I can't schedule doctor's appointments in the middle of the day because I know I won't be able to get a spot when I return. Some folks who live closer can walk or bike, but driving is my only option at this time.
1481. Something really needs to be done about the parking situation. It is extremely stressful and takes away from my class/studying time when I have to arrive to campus at least 2 hours early to make sure I have time to find a spot (anywhere from 10-60 minutes spent looking) and still make it to class on time.
1482. I like the parking garages that list available spaces so I don't have to hunt. I remember one that listed how many available on each level and when you get to the level there are green or red lights on the ceiling showing where open spots are so you don't have to drive up and down looking. Never went to the top so I'm not sure how it worked up there.
1483. Survey didn't ask if I am handicapped, so some of my answers are confusing. I generally have no trouble finding a handicapped space near my building, however all my co-workers routinely have to walk across campus if they can't find a spot.
1484. Those of us with school age kids and a significant commute need to have our cars. I don't live in Arcata, Eureka or McKinleyville - or anywhere with bus service.
1485. I have never recommended anyone park on campus. It is an absolute waste of money. Receiving parking tickets ruins my day.... Y'all already know we don't have any money. You know how much we give you in tuition. I cannot pay for parking. this is ridiculous.
1486. I'd like to see less parking restrictions on areas outside of school. The four hour limits are very restricting when you have class all day. It'd be nice if off-campus parking passes should be given to students who don't want to pay for on campus parking permits.
1487. There is a clear lack of parking available on campus. Here is how I am affected:
- I can only make appointments for personal matters (doctor, dentist, etc.) later in the afternoon. If I were to make the appointment in the morning I would be unable to return to work due to the lack of parking. As a result of this restriction I wait longer for medical services.
- Certain parking areas are in such disrepair as to render them unusable. Potholes which have gone unrepaired for months break my vehicle's sway bar end links. Some parking spaces have pavement so uneven I cannot use them as they will damage my vehicle's oil pan.
- I no longer volunteer in the community as to do so I would lose my parking space.
- I do not even attempt to attend some on-campus events because of a lack of parking.
- While options like bicycling and carpooling may help with the problem, they are heavily predicated on privilege. The number one way to increase my likelihood of riding a bike to work would be to increase my pay. I cannot afford the additional time necessary to ride a bicycle. Child care is far too expensive for me to pay for more.

1488. Regarding question #25, I would have answered that I don't want to pay to ride the bus, would ride it more often if it was free for staff.
1489. Under type of parking permit, the one that I have was not listed; ie. year pass, not just academic year.
1490. My goal is to walk as often as possible as my walk is around 15 - 20 minutes; however, I have a kid in high school and I drive when he has sports equipment or projects to take to school, when he has a game or event in the afternoon that I plan to head to straight from work and when it is raining heavily. To qualify my responses regarding bikes - Bike options would be great in general. I love riding bikes; however, I would not choose to ride one to and from work as I live up a huge hill and walking is preferable :)
1491. Parking at HSU is already horrible, stressful, and causes loss of productivity. Please understand the extra stress and time it takes for parents at HSU (students, staff and faculty) to find a parking spot after dropping their children at school and/or daycare. There is no staff parking available after 8:15, which causes parents to pay for parking in meters on top of the permit costs already paid. I would suggest removing a few meters and allocating parent/carpool spots that can be utilized when the other staff lots are full - after verification, of course. Thank you.
1492. Although I admire the attempt to decrease the number of cars on campus, the poor bus service means that people who do not live in Arcata cannot easily avoid using their cars. Since my husband is frequently at Trinidad (the marine lab) while I am on campus, we cannot always commute.
- Not only is the parking situation inconvenient, it is impacting student success - I frequently have students arriving to class late (sometimes in the last few minutes of class!) because they cannot find a parking spot. This is a serious negative impact on their ability to learn!
- As I mentioned earlier, despite being a part time person who does not teach until noon or later, I always try to get to campus before 8 just so I can find a parking spot (after all, if the teacher is late for class, the class will not meet!). Because there are so many lecturers now, there are far more people who need to be on campus. In the long run, being able to park (rather than drive around and around on campus looking for a parking spot) will save gasoline and air pollution!
1493. A parking structure would be ideal
1494. Either build a parking garage, sell only enough permits based on number of spots on campus, or rid of one day passes so that only semester long parking permits are the only vehicles allowed to park.
1495. One way to improve the parking situation on campus would be to allow free parking at the meters for anyone with a HSU parking pass.
1496. I'm in favor of exploring the option of refusing parking permits to first year students (providing certain exceptions, of course) while strengthening alternative transportation options. After a year many of these students will realize they do not need a car up here and may be more likely to not have a car for the remainder of their time at HSU.

As a campus we also have a responsibility to first year students to explain the financial reasoning behind not bringing a car. If they have a car here and it sits unused for 95% of the time, that student or their family is just wasting money.

1497. Would be interesting to know the environmental impact of cars LOOKING for parking. I know driving alone is not ideal, but when I spend just as much time looking for parking as I do driving to the campus, how much greater is the environmental impact versus if I was able to just park and turn off my car (reducing emissions by close to half!)
1498. I used the bus when the jackpass was free but the new cost made it far less useful since I don't ride the bus enough to make it economical (and don't need it on weekends or evenings).
1499. It is absolutely frustrating to not be able to find parking between 9-2pm. The only options I had were to arrive 2-3 hours earlier than I needed to in order to find parking immediately or to arrive over an hour in advance and drive through campus 4-5 times until a spot opened up. I was forced to just refund my permit because it was not reliable enough. In the 3 weeks I had the permit, I parked on campus 4 times of the 15 weekdays I had to be there. I was forced to park off campus and walk about a mile.
1500. At least 10 charging stations should be installed.
1501. Some suggestions:
- Do not allow students who live in the dorms to bring a car to campus during their first year (as is the case in most other Universities where I've worked).
- Increase the availability of bike rack spots on the RTS buses. I would use the bus more often in this case.
- Offer "Express" buses from downtown Eureka to HSU with no other stops in between.
- Offer a RTS route that comes north through Eureka on Herrick/F St./Henderson Center/I St./5th St. to collect all of the faculty and staff that live in the Henderson Center, Rosewood, and Pine Hill areas of Eureka (and maybe Cutten, too).
1502. Student parking garage.
1503. It is 2017 and still there are zero electric vehicle charging stations on campus.
- Bring the bus stops into campus near Harpst & B street.
- Make sidewalks wider on B Street by removing parallel parking on West side of street, vehicles could still travel in two directions. Each sidewalk would get about 3 to 4 feet wider and still have parallel parking on East.
1504. Question 26 - my answer is really none of the above, but I was forced to enter an answer so I chose one that would apply to those I work with.
- Question 29 - I signed up back when it was first introduced and was never matched
- Question 30 - One of the main issues I've found is that none of my peers are willing to carpool. They are happy to give me a ride, but don't want to give up their cars. I do ask for rides if I want to get home quicker, but try to reserve that for special occasions because I start feeling like a mooch, or the poor kid who has to ride a bus. My family has one vehicle by choice, but that forces my work day to be constrained to the availability of buses, and I have recently been thinking more and more about getting a second car because of the impact this lack of convenience has on me and my work situation. I have to stay at work until 6, or 7, or 8. The later buses do not drop at my stop so I would have to walk further

the later it is, which does not feel safe. This also impacted me when I took evening classes and I would have just missed the bus by the time my class got out, so I would have had to wait another 45 minutes to spend 25 minutes on the bus and another 10 walking just to get home, so I would call my partner for a ride to get home in 10 minutes instead. It doesn't sit well with me though since this is the same environmental impact of me just driving to and from work/school to have the car sit all day.

Questions 17 and 18 do not have a "none of the above" option.

Question 21 does not have a "financial reasons" option.

Question 24 does not have a "no bus options available where I live" option.

1505. Speed bumps across campus would be great. As a commuter by foot, I have almost been hit by vehicles that aren't paying attention and going way too fast to see a commuter walking.

1506. Overall I drive mostly due to less work time lost when I have to be elsewhere due to appointments.

I never have issues finding a desired parking spot when I drive only because I arrive on campus between 7 & 7:30 AM. I have tried finding parking after 9 AM a few times and have ended up driving home and taking the bus/walking in because it took less time (and frustration) to do so rather than cruise the parking lots looking for spaces.

Having to spend money for a Jack Pass AND parking pass doubles my expense. When I have only bought a Jack Pass and needed to drive, in order to get the staff rate I must wait for the kiosk to open. On days I arrive earlier than the kiosk opens I end up parking, leaving a note re: kiosk closed, then walk over later to get a parking pass. That takes time away from work, so I am here later in the day. Adjusting the automated parking pass machines to accommodate a staff rate would help.

1507. Staff and faculty should be able to leave for doctor's appointments and emergencies without worrying about spending a half hour or more looking for a parking spot when they return.

1508. Please build a parking garage, I purchase a parking pass each semester for convenience when there is an open spot but still use quarters/meter parking at least 3/5 days a week.

1509. Consider reserved parking spaces for staff in buildings. Very difficult to leave campus for a medical appointment during the day and try to return to work to find no parking and then be late for a work meeting as you have to park a half mile away and walk if you are lucky enough to find a space.

1510. I waste a considerable amount of time looking for parking. I must be here AT LEAST an hour before class so that I can spend that entire time looking for parking. The only other option is to be here before 8 am to find parking, even if my class is not until, for example, 2 p.m.

1511. I live on campus so I really have no need for a bicycle or the bus. Yes it is difficult to find parking during the day if I leave to take my car somewhere but not much I can do about it.

1512. To park on campus you pretty much have to arrive by 8 am, which is not convenient. But the AMRTS bus system here is great. Clean busses and friendly drivers. So there are good options to get to campus.

1513. It seems like there may need to be some more rules regarding who can obtain a parking permit for on campus. Perhaps people living 0.5 miles from campus should not be allowed to purchase a parking permit unless they are disabled.

I understand that selling more parking permits generates more money for the parking program, but by selling more permits than there are actual spots, it creates the parking problem. I also think that if someone is faced with not being able to buy a permit, they would be more likely to walk, bike or bus.

Also, the residential parking (students that live on campus and park on campus) seems like it should be changed. If HSU were able to purchase (or rent) a parking lot off campus (perhaps in Bayside or by West End Rd) and provide a bus service from the lot to campus, these students could park their cars off campus. Maybe I am wrong, but it seems like most of those cars just sit there the whole semester and they take up a lot of parking spots.

1514. I graduated from HSU in 2017. Around that time, the campus doubled the parking fee with the promise that it was funding a long term parking solution/structure. That never happened. I'm rather cynical about that and this issue.

Also, I think that anyone who works on campus should pay a reduced fee for a parking pass. The fact that auxiliary employees aren't in a union shouldn't matter. I have a problem when I see other folks on campus paying so much more than me for parking and the availability is horrendous anyways.

1515. While I paid a large fee for my parking permit, I often have to park off campus, and use metered parking. Also, searching for parking causes students to be late for class. A lot of my peers complain of the same issue, I am thankful that you are looking into this issue

1516. 1) Questions 26 and 27 (RE: Rideshare) - I didn't want to select anything, but was forced to.

2) I have had multiple parking tickets for parking outside of my building since I have begun working at HSU in 2014. If the parking situation at HSU were better, I would not have any trouble finding parking during the middle of the day. However, when my job requires that I am there at a certain time, I can't be driving around waiting for available parking spots.

If you sell 1,000 faculty/staff parking stickers why not make sure that there are at least that many spots available for us to park. I have already paid for my right to park on campus, I expect that there would be a spot for me ANY day/time that I work.

The obvious solution is to facilitate and allow work from remote locations. The university has invested heavily in remote access technologies, so we might as well utilize them to their fullest. The fact that this is not mentioned in the survey at all speaks volumes.

1517. Please build a parking garage or another lot. I come 4 hours before I actually have class to get a parking spot.

1518. deny parking passes to students/faculty/staff that live less than 3 miles from campus.

1519. There should be funds available to build a large parking structure. We have an advancement department, this should be a goal. Also, our parking should not be given away to Provosts. And if they are, which I can sort of understand, I hope they are paying more per month than the regular fees since they have a guaranteed parking space.

There should be less metered spots, and more available parking spots all over campus.

Also, if a zip car was available to users, the fee should be very low.

1520. It's extremely helpful that the bus system is free. I would drive to school and pay for the permit if there was parking. Literally everybody I've ever talked to in the past couple years about parking on campus complains about the limited parking. I can't drive to school because I'm worried the parking would make me late to class on a daily basis. There seriously needs to be a parking garage or some other parking put in.
1521. Questions 26 & 27 I answered erroneously since here's no option to say "I don't have an interest in using either of these." and it forces an answer. Once on campus, I walk to locations and am totally willing to do that, or we have campus owned vehicles for work related business.
- I get to campus 20-30 minutes early (before 8AM) so that I can get a spot. If I have to leave during the day, it takes upwards of 1/2 an hour to find a parking spot sometimes. I never plan on moving my car once I'm on campus (unless summer time), or there's a high chance of nothing available.
- I've had to pay for on the street parking sometimes (rarely) even though I have a permit for campus, but there was no parking available.
- **It would also be nice to NOT get a ticket if I forget my permit. Why do I need to pay for or go fight a ticket when I already pay for parking? Perhaps a way to register my vehicles and have the parking folks scan the license plate or something. They're already parking and literally walking around looking at permits, so it couldn't be much more of a time dump for them.
1522. I would like to drive to school especially at times when I am unwell or it is difficult to walk but parking permits are too expensive. HSU passes are the most expensive out of many universities that my friends go to.
1523. I would be very willing to ride a bus if the yearly cost was cheaper than purchasing a staff permit. As it is, it is still cheaper for me to drive my car, so it isn't worth the inconvenience of taking the bus. #26 and #27 should probably not require an answer because I didn't like either choice.
1524. If Jack Pass was better advertised/priced, more staff and faculty might use it
1525. You need more disabled parking.
1526. There is not nearly enough parking for students. I live in Eureka. I'm either going to get ran over on the 101 if I ride my bike, or stabbed on my walk home if I take the bus. Great.
1527. As a faculty member, it's very hard to find parking unless I show up very early. As someone with early morning classes AND an evening class, I would like the option to go home/run an errand and come back but I rarely do it because of parking.
1528. It is very difficult to schedule medical appointments before work or during the day because it is most horrendous finding a parking space. Last semester I had no choice but to schedule a 7:30 a.m. appointment and when I got to campus I spent 30 minutes looking for a place to park and ended up in Arcata and walking back to the office. This delayed my opening of my office by an additional 45 minutes.
1529. I would rather see more ride share programs, carpooling lots and express bus types to campus, rather than a lot more parking. We have a beautiful campus, and it would be a shame to turn it into a bunch of

parking lots. Parking permits could also be restricted to those who live, for example, less than a mile from campus, granted they don't have a disability or actual need for their vehicle.

- 1530. More parking spots.
- 1531. High priced and limited parking has prevented me from driving myself and parking on campus.
- 1532. Stop ticketing employees on campus. It's extremely wrong to fine your employees for just trying to get to work on time. Sometimes you lose your parking spot, and have no other choice but a meter ticket. It's a preferred consequence rather than being late to meetings or getting wrote up by your supervisor.
- 1533. One of the reasons I come to work at 6am is to get work done but also to not fight parking. I still come to work that early to ensure parking. Faculty heads should have their own spaces sir their offices or have an option to purchase a space reserved for them.
- 1534. THANK YOU