

MSU Employee Survey on Parking and Transportation

Executive Summary

In order to gauge employee sentiment on parking, Streamline Transit, and park-n-ride options at MSU, staff in Facilities Services, Administration and Finance, and the Office of Planning and Analysis conducted a web- and paper-based survey in early February, inviting 750 employees to participate, with a very strong response rate of 42.5%. Main findings include:

- More than half of the respondents live within five miles of campus. Professionals are slightly less likely than the other groups to live within five miles, and Classified staff are the most likely to live more than 10 miles away.
- Most employees drive a car by themselves to work. Three in ten use some other means, including carpooling, walking, or biking. Included in that group are just under 4% who take the new Streamline Transit regularly.
- More than half of our employees buy an SB tag, while one-fourth do not buy a tag at all.
- 86% of employees have not used the bus even once and 4% use it regularly. Among non-riders, half would be unlikely to ride the bus no matter what. The other half would ride with routes closer to the respondents' homes and more frequent cycles.
- A majority of all respondents (and of every subgroup except those commuting more than 10 miles) support a fifty cent fare per ride. No majority favored any other user fee for the bus. Those who have ridden the bus at least once are the most sensitive to a fare, with half saying they would be less likely to ride were a fare charged.
- Almost half, 48%, think funding transit should be a high or the highest priority for MSU, while twenty percent think it should be a low priority or not funded at all. No subgroup has an average priority level lower than "medium."
- Five to 33% of respondents support surcharges on parking hangtags to support transit. A \$10 surcharge was the least unpopular. Classified staff are least likely among employee types to support a \$10 surcharge. Nearly half of those who walk, bicycle, carpool, or bus to work support a higher hangtag price.
- Classified employees and those who drive a car alone are the most likely to change parking behavior in response to a surcharge.
- Four percent of respondents see a difference in demand for parking on campus since Streamline Transit started running.
- A third of respondents would use a remote campus parking option for a park-n-ride. 59% of those who answered would avail themselves of a park and ride located outside of town, with top suggested locations of Belgrade, Valley Center and 19th, Livingston, and Four Corners.
- Overall satisfaction with the current transit situation in the area averaged "neither satisfied nor dissatisfied". Put another way, only 26% are somewhat or very dissatisfied. Faculty, longer commuters, and non-bus-riders are the least satisfied.
- Overall satisfaction with parking on campus averaged close to "somewhat dissatisfied," with 61% somewhat or very dissatisfied. Classified staff are more dissatisfied with parking on campus than other employee groups.
- Over half the sample made a comment, most with multiple topics mentioned. Top topics mentioned included: positives about the bus system (10% mentioned), bus schedule suggestions (8%), dissatisfaction with charging employees to park on campus (7%), and explicit opposition to a parking surcharge to support transit (7%).

MSU Employee Survey on Parking and Transportation

Introduction

In order to gauge employee sentiment on parking, Streamline Transit, and park-n-ride options at MSU, staff in Facilities Services, Administration and Finance, and the Office of Planning and Analysis wrote a survey, based in large measure on work done by members of the Transit task force. The survey went through several drafts with comments and pre-testing by about 8 individuals.

Response Rates and Representativeness

We conducted the survey in early February for about two weeks, inviting 750 employees to participate, 692 by email invitation to a web-based survey and 58 with paper surveys in campus mail (16 were returned as undeliverable). Paper surveys were sent to those for whom we did not have a valid email address in our database and those in jobs unlikely to have access to a computer or email. The latter group was defined by CEPAC and consisted of Classified employees. There were 312 usable responses, for a very strong response rate of 42.5% (as expected, the response rate for paper surveys was much lower than for web surveys).

Classified, Faculty, and Professional employees responded to the survey. Faculty were more likely to respond, with a 52% response rate (based on the respondent's self-report of employee type), and Professionals were the least likely at about 33%. About 38% of Classified employees responded. Differences in response rate do not skew the distribution of respondents very far from the overall distribution of employee types on campus. Each group is within a percentage point or two if its overall representation. Aggregate responses from the survey are likely representative of the campus as a whole. However, we will also examine results broken down by employee type along with other subgroups defined by responses to questions on commute length and method, experience with the bus, and hangtag purchase.

Findings

This section presents findings for the sample overall, highlighting areas where statistically significant differences exist, that is, where differences across groups in the sample allow us to infer beyond the sample itself. Significance tests were run on employee type, commute length and type, and bus ridership.

Commuting

More than half of the respondents live within five miles of campus, with just over 6% living 20 or more miles away. Figure 1 shows the breakdown by employee type. Professionals are slightly less likely than the other groups to live within five miles, and Classified are the most likely to live more than 10 miles away. The relationship between employee type and distance is significant, which means the relationship we see in

Figure 1: About how far from campus do you live?

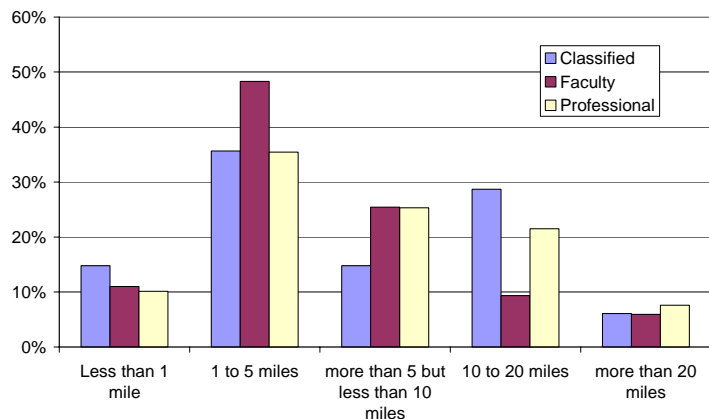
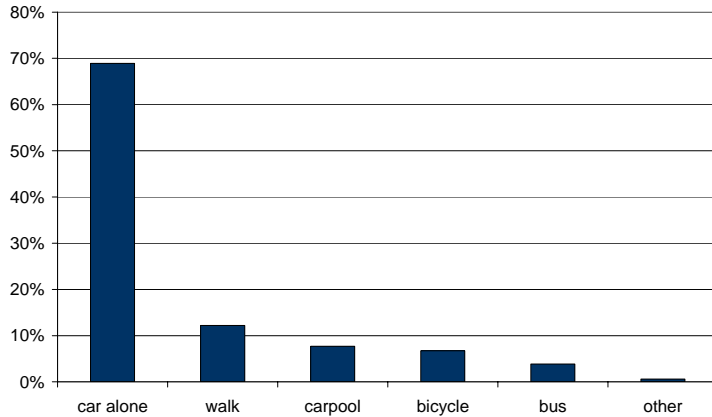


Figure 2: On a typical workday, how do you get to MSU?



the sample probably represents a real difference in the population of MSU employees.

As Figure 2 shows, most employees drive a car by themselves in order to get to work. However, 3 in 10 use some other means, including carpooling (with people on and off campus), walking, or biking. Included in that group are just under 4% who take the new Streamline Transit regularly. There does not seem to be a statistically significant relationship

between employee type and commute method, meaning any differences between employee groups in the survey are probably just random differences and should not be extrapolated to the general population.

Commute distance is obviously highly related to commute type, with those living within a mile of campus much more likely to walk or bike to work and those living 5 to 10 miles away the most likely to drive alone. Those living more than 10 miles from campus are the most likely to carpool, at 12%. Finally, those living 1 to 5 miles away are the most likely to ride the bus, at 7%.

Figure 3: Do you currently have an MSU parking permit? If so, which kind of tag?

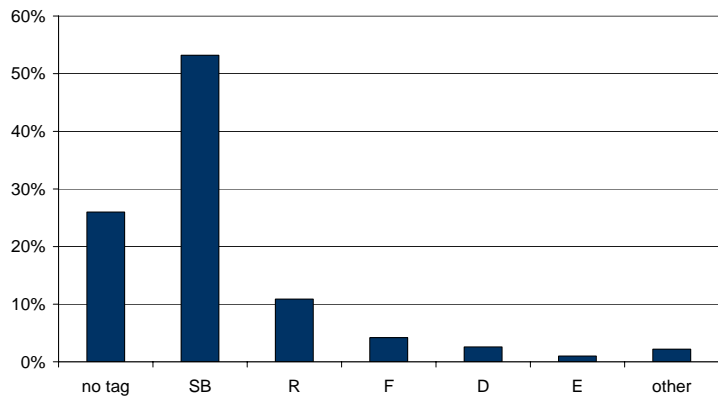
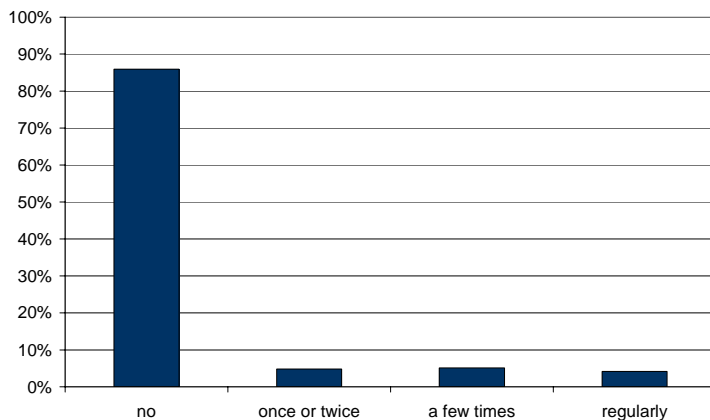


Figure 3 shows parking permit distributions. More than half of our employees buy an SB tag, while one-fourth do not buy a tag at all. There is no relationship between employee type and tag purchase, but commute length and type does matter, for obvious reasons. Those living nearby and those who walk or bike, are the least likely to buy a tag.

Perhaps more surprisingly, about a quarter of those living ten or more miles away do not buy a hangtag either.

Figure 4: Have you used the new Streamline Bus service?

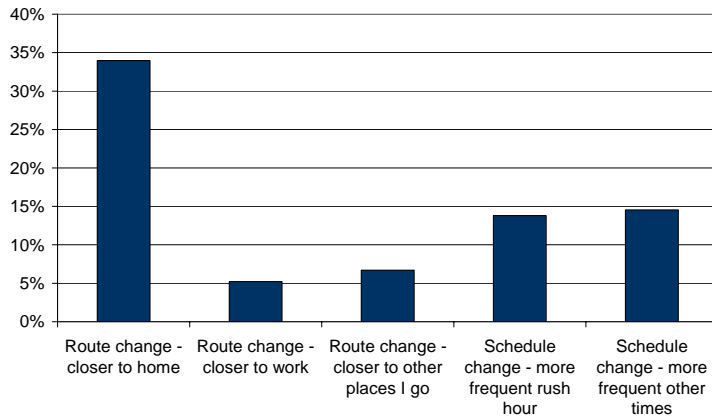


Bus Ridership

Overall, 86% of employees have not used the bus even once and 4% use it regularly. Staff type and commute length do not make a difference in ridership. Obviously, commute type and ridership are closely related.

The 86% who have never ridden the bus were asked to select from several options what might make them more likely. Half of them, or 44% overall, would be unlikely to ride the bus no matter what. The other half chose changes that would make them more likely to ride as shown in Figure 5. Respondents could choose more than one.

Figure 5: What would make you more likely to ride?



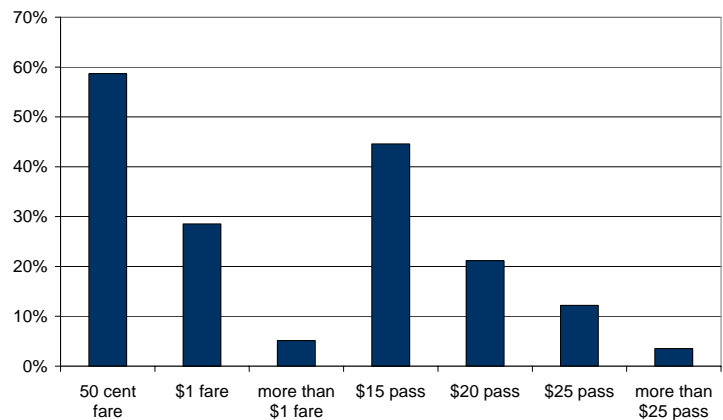
The most popular changes were route changes to get closer to the respondents' homes and more frequent cycles. Of note were some comments made at the end of the survey – though not a large number – concerning the direction of the route. A few respondents would have a short ride one way to or from work but a prohibitively long ride in the opposite direction because the route was a unidirectional loop. Running busses both directions would assuage these concerns.

Funding Transit

Respondents were presented with the statement: "Currently Streamline Transit operates at no direct cost to the rider and is seeking additional funding. To address funding needs for Streamline Transit, would you support a ..." followed by a list of three per-ride fare levels and four monthly pass amounts. There are two ways to look at these data. One approach looks at the "yes" responses as a percentage of the whole sample. The other only includes those who actively responded "yes" or "no". The first approach is more conservative in this case and will be presented in Figures 6 and 7.

A majority of all respondents would support a fifty cent fare per ride. No majority favored any other user fee for the bus. A monthly pass at \$15, a discount over the 50 cent fare for regular bus riders, was the next most popular option, but that only garnered about 45%. Respondents may have been concerned that passes would be the only option rather than used in combination with per-ride fares. Because of the question's ambiguity, the results should be taken with a grain of salt.

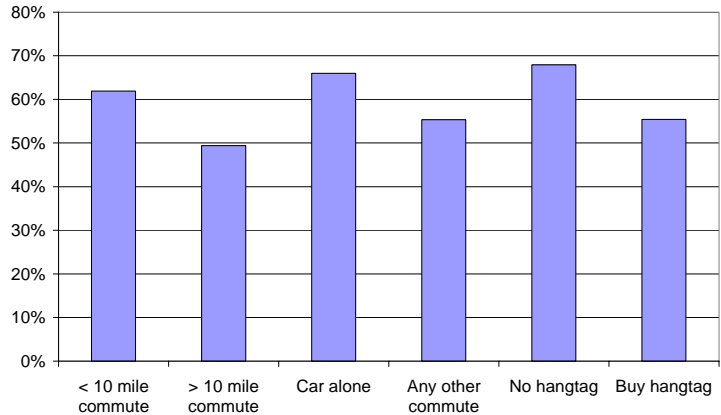
Figure 6: Would you support a...



There were some significant differences among subgroups in their support for the 50 cent fare (other options will not be explored in greater detail here). Figure 7 displays those differences. There was no relationship between employee type and support for the lowest fare option. Neither did bus ridership significantly affect support for a fare, but this could be the result of the small number of riders.

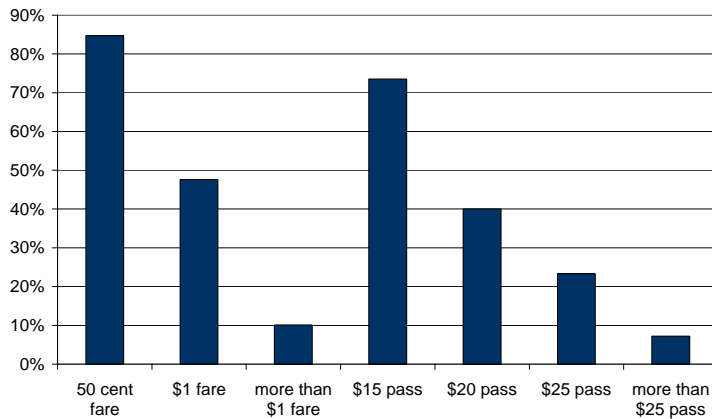
Commute length did affect support, with those on the shorter end (less than 10 miles) significantly more likely to support the fare. The only group that did not give majority support to a fifty cent fare was the long commuters. Car drivers were stronger supporters of the fare, compared to those who commute by bike, foot, motorcycle, bus, or carpool. Finally, those who do not buy a hangtag were significantly more likely to support a fare increase.

Figure 7: Support for 50 cent fare by subgroups



If instead we use just those who explicitly answered each question "yes" or "no" (Figure 8), we see large majority support for a fifty cent fee and for the \$15 monthly pass. Support for the other options is stronger than in the first analysis. However, so many people left these questions blank while answering subsequent items (in other words, they were not victims of survey fatigue who dropped out) that a more conservative analysis uses the figures above.

Figure 8: Would you support a... (active respondents only)

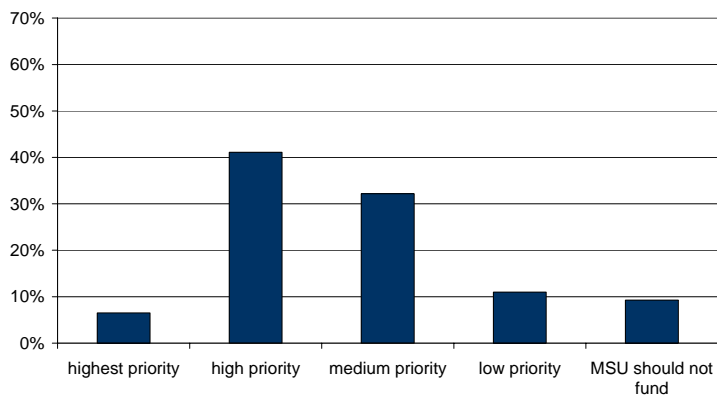


Fares have an effect on some respondents' likelihood of riding. Seventeen percent said they would be less likely to ride, while 4% said they would be more likely. Most would not change in response to a fare. Not unexpectedly, those who have ridden the bus at least once are the most sensitive to a fare, with half saying they would be less likely to ride were a fare charged. This is the only significant difference across subgroups.

MSU Involvement

When asked to rate the priority level for MSU funding of community transit, most respondents were interested in MSU providing support. Figure 9 shows the distribution of support. A number of comments at the end suggested MSU has a responsibility to build partnerships with or provide a leadership role in the community on this project. Overall, respondents averaged 2.75 on a scale where 1 indicated funding transit should be the highest priority and 5 indicated MSU should not fund transit. The average, falling between "high" and "medium" priority, suggests that employees favor MSU support. Put another way, almost half, 48%, think funding transit should be a high or the highest priority, while twenty percent think it should be a low priority or not funded at all.

Figure 9: What priority do you think community transit should have in the University's operating budget?

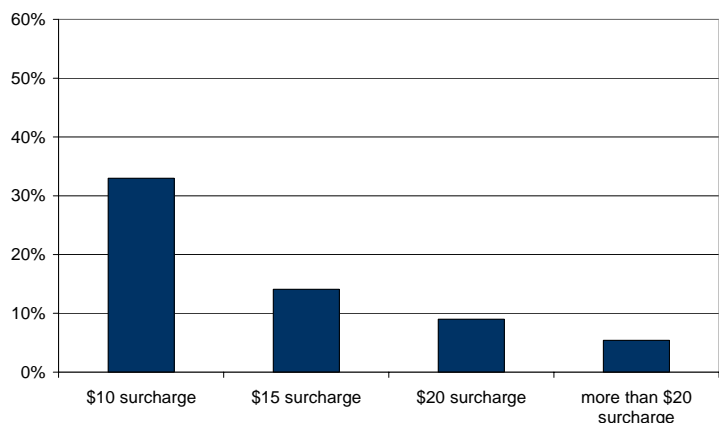


No subgroup has an average priority level lower than "medium." However, there are two significant differences between groups, both of which are fairly predictable. Those who drive a car alone to work rate the priority lower than those who use another commuting method. Those who have ridden the bus at least once rate the priority significantly higher than those who have never ridden. Hangtag purchase status and commute length have no significant effect on the level of priority respondents place on MSU funding of community transit. Employee type also does not significantly affect support for MSU funding. Classifieds average 2.80, Professionals average 2.77, and Faculty average 2.70.

After the priority question, respondents were asked if they would support a parking surcharge, beyond inflationary increases, to meet the need. Four surcharge amounts were offered. As with bus fares, these responses to these questions may be analyzed for the sample as a whole or only the active responders.

Taking the sample as a whole in Figure 10, support for parking surcharges is low, ranging from a high of 33% for a

Figure 10: Would you support a...



\$10 surcharge per tag to a low of 5% for more than \$20 per tag. Using the active responders only, support ranges from 7% to 37%. Again, using the first method is more conservative and probably more appropriate.

Support for the smallest surcharge varies by subgroup (Figure 11), with significant differences appearing across employee type, commute length, and commute mode. Classified are least likely among employee types to support a surcharge, with very little difference between Faculty and Professionals. Those with longer commutes and who drive a car alone to work are also unlikely support a surcharge. Nearly half of those who use some other method to get to work, on the other hand, support a higher hangtag price.

Figure 11: Support for \$10 transit surcharge by subgroups

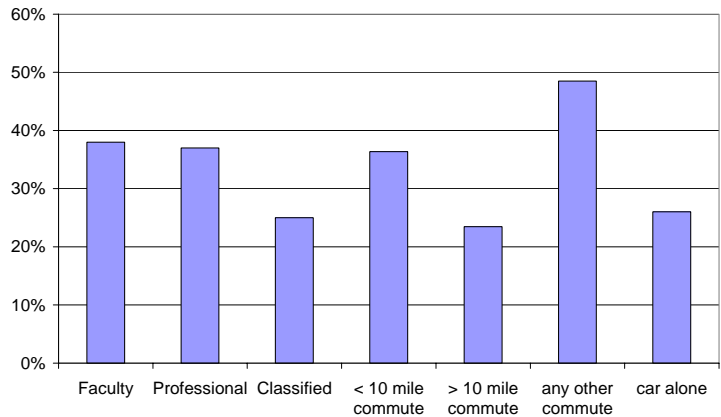
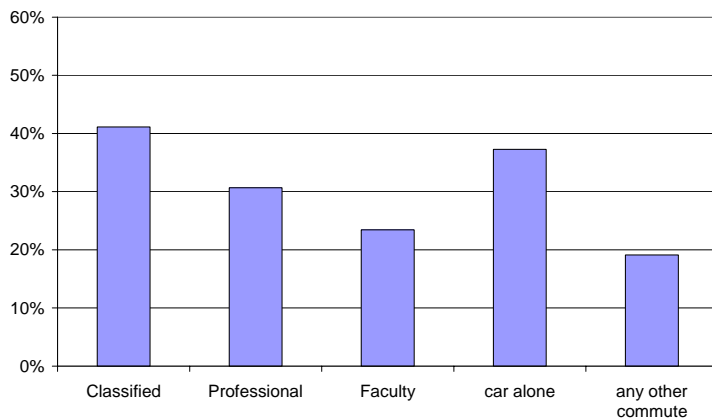


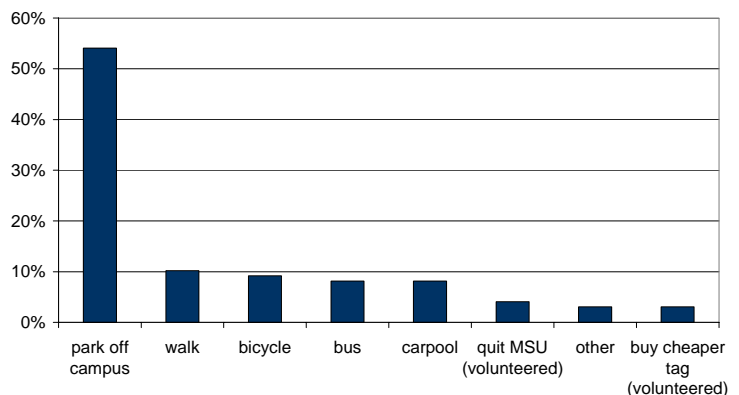
Figure 12: Less likely to buy a hangtag, by subgroups



Two-thirds of the sample predict no change in their likelihood of purchasing a hangtag if a surcharge were levied, with 32% less likely to buy a tag. Sensitivity to a surcharge differs across groups, as Figure 12 shows. Classified employees are the most sensitive group, with just over 40% predicting lower chances of buying a tag with a surcharge imposed. Not unexpectedly, those who drive a car alone are also less likely to buy a higher priced tag than those who commute some other way.

Those that were less likely to buy a tag with a surcharge were asked what they would do instead. Figure 13 shows the distribution. The majority would drive but park off campus. Thirty-six percent would start or continue to walk, bike, bus, or carpool to work. A handful volunteered that they would buy a cheaper permit or quit MSU altogether.

Figure 13: What option would you be most likely to use (if less likely to buy a tag)?



Perception of Parking Demand

Nine percent of those who responded to

the question said that demand for parking had changed since Streamline Transit began to operate. However, almost half of the respondents either did not answer or marked "don't know/not applicable." Taking the whole sample into account, only 4% see a difference.

Park and Ride

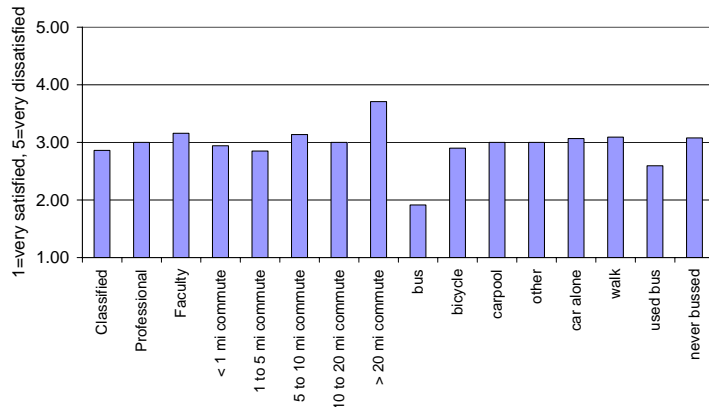
Respondents were also asked about their willingness to use two different park and ride options, one with parking near campus (west of 19th, for example) with a ride to the SUB, and one more remote, with the chance to name a location. A third of respondents would use the remote campus parking option. The second question asked long commuters to self-select into the question, so 57% did not answer. Of those who did, 59% would avail themselves of a park and ride located outside of town.

Eighteen general locations were offered for the park and ride by 71 respondents. Top contenders, once recoded into similar locations, were Belgrade/downtown Belgrade/Belgrade interchange (19 mentions), Valley Center and 19th/Costco/Target/I-90 interchange (10 mentions), Livingston (9 mentions), and Four Corners (6 mentions). A full list of recoded locations appears in Appendix A.

Satisfaction

Respondents rated their satisfaction with the current transit situation in the area and with campus parking on a five point scale from very satisfied (1) to very dissatisfied (5). Transit had more positive ratings, with an overall average of 3 ("neither satisfied nor dissatisfied"). Parking's average rating was 3.6 (closer to "somewhat dissatisfied"). Seen another way, 26% are dissatisfied with the current transit situation in the area and 61% are dissatisfied with campus parking.

Figure 14: Overall, how satisfied are you with the current transit situation in the area? (averages by subgroup)



Many factors significantly affect satisfaction with transit. Figure 14 shows several subgroup average ratings of area transit, following patterns one might expect.

Among employee types, Classified are the most satisfied with transit, with Faculty the least, falling just past the middle mark on the way to the dissatisfied end of the scale. Those with one to five mile commutes (the most likely to take transit) are most satisfied, while those with the longest commutes

are least satisfied. Those who take the bus to work, or have used the bus at all, are also more satisfied than their peers.

Parking satisfaction does not vary much by subgroup. Only employee type makes a difference. Classified staff are significantly more dissatisfied with parking on campus, with an average

rating of four ("somewhat dissatisfied"). Interestingly, hangtag purchasers and those who drive to work are similar in their satisfaction levels to their counterparts.

Comments

About 54% of the survey's respondents made a comment in the final section of the survey. Full responses appear in Appendix B. Comments were recoded into more general categories, with responses that encompassed more than one topic coded multiple times. There were 167 comments, coded into 344 separate topic mentions. The topics with ten or more mentions appear in Table 1.

Table 1: Written Comments

Topic	Mentions
General bus positive	32
Bus schedule suggestions	26
Employees should not be charged for parking	21
Parking surcharge bad	21
Encourage alternative transportation (biking, walking, bus, etc.)	18
Bus route suggestions	15
Parking is too expensive already	15
Student parking should be limited	13
Permits should guarantee a space	12
Community partnership/leadership opportunity for MSU	11
Bus suggestion (not route or schedule)	10
Dangerous lots and walks on campus	10
Environmental concerns	10
Need car for work	10
Should build a parking garage	10

Summary

Majorities of employees live within ten miles of campus, drive by themselves to work, and buy a hangtag. A small minority has ridden the bus at least once, with just 4% riding regularly. A low bus fare would be supported by a majority of employees, but higher fares are not endorsed. Respondents tend toward endorsing MSU support for transit, but they are not enthused about a parking surcharge to pay for it. Satisfaction with transit far outpaces satisfaction with parking, and employee type is significantly related to both.

Appendix A: Park and Ride Location Suggestions

Location	Mentions
Belgrade/Downtown/Exit	19
Valley Center & N19th/Costco/Target/Exit	10
Livingston/Downtown/Exit	9
Four Corners	6
River Rock	5
Manhattan	4
Hyalite	3
Wal-Mart	3
Bridger Bowl	2
East of Bozeman	2
19th and College	1
Boys and Girls Club	1
Field House	1
Gateway	1
Jackson Creek exit	1
Mall	1
Norris	1
Three Forks	1

Appendix B: Verbatim Comments

<p>Put some seed money into the system and then let the user pay. Let's not make it another good idea that turns into a cash cow to support a system that can not make it on its own.</p>
<p>MSU should subsidize the transit and also the students should be discouraged from driving to campus. The transit system needs to run more often and have more routes to make it faster to get where you are going. The transit should not be subsidized on the backs of those paying for parking permits. I would say to really look at the University of Washington (fully this time) and see how they run their U-Pass program. The communities and county need to help support the transit with buying passes or paying a nominal charge to ride w/o a pass.</p>
<p>I would use the Streamline Bus especially in the eveing if the ride to my stop were not so long, and if it left the campus a little later. I do not always get out of work by 5pm. I think this community needs to support any effort to improve public transportation. Along the lines of parking, I think that a covered garage makes more sense than a huge paved parking lot that uses up land space and needs to be cleared of snow.</p>
<p>I think the university should actively support the bus system at some level. The reason I said that schedule changes and fare changes wouldn't affect my likelihood of using the bus is that I will ride my bike in if I don't drive, so it's unlikely that I'll use the bus at all.</p>
<p>I have noticed many of the bus riders on the Streamline Bus appear to work and/or go to school at MSU. I feel that it is in MSUs interest to support the Streamline Bus to help alleviate parking issues and road congestion on and around campus. I enjoy riding the bus and find it a relaxing way to commute. Riding the bus even helped me to avoid purchasing a hang tag until this semester which meant a few extra dollars in my pocket. I think the fact that Streamline is currently free has been a big incentive to ride. I understand that a bus fare will need to be charged in the future, but please try to keep it reasonable. Thanks!</p>
<p>I don't think MSU should be the only financial back to the Streamline system, however, I believe it should be more of a priority. Also, the question regarding my likelihood of purchasing a hang-tag if a surcharge were added is a bit off the mark - if I had an option as to not purchasing a tag to park on campus, then the question might be relevant. Simply put the bus system doesn't work for me personally. I also have a problem with the idea of raising parking hang-tag prices when it comes to students who live on campus - what about them? As a student myself, I don't want to pay a surcharge of \$25 for the bus when I live on campus and have to pay to park here.</p>
<p>Transit does not seem to work for those of us who do not have an 8-5 job. Transit will never come closer than 1 1/2 miles to my house, so I would already have to drive and park at that end of the trip. I have had to alter my schedule to avoid the insanity coming in from Four Corners between 7:30 and 8am. Parking on campus may not be as big an issue as the City not having good traffic flow, especially during the recent Durston upgrade. With a few thousand houses planned to fill in between Four Corners and the Mall, it is only going to get much worse and trasit may be the only solution. The city & state should not have allowed a million turnouts along 191 which feeds a large portion of the traffic problem we have entering the MSU campus.</p>
<p>Install traffic lights on 11th and College to facilitate traffic flow. Traffic is backed up east-bound from 19th and College to 13th Street and from 11th and College to Cleveland.</p>
<p>Compared with other universities, parking at MSU is good. Traffic around the campus can be a problem. A light at College & 11th would be a good idea at some point.</p>
<p>19th is a problem by Town and Country. All those continuing on 19 have to bottleneck down to one lane. It gets very backed up in the morning.</p>
<p>This is an important issue. Thanks for soliciting our opinions. One factor that prevents bus riding this year is that many people are using off-campus gyms during our gym renovation. making mass transit less practical.</p>
<p>thank you for trying and for asking questions</p>

<p>I would hate to have to pay to use the bus. I, and many other faculty/staff that I know, rely on the bus and also on its free status. I need a parking pass to park at school on the days that I need to be at school earlier/need to stay at school later than the bus system runs. If the system were expanded, I may not even need to use the parking services here at MSU. If that were the case, it would surely make needing to park on campus much more easy and less stressful to those who still need to drive/choose to drive. And, if adding a surcharge to the parking passes could eliminate the need to charge a fare on the bus, all the better.</p>
<p>Need parking for faculty/staff ONLY. I hate competing for parking spaces with students. I have to be at work every day at the same time, all year round. They have a different schedule every semester and half don't attend in the summer.</p>
<p>MSU has no parking problem until the fieldhouse lot fills. Freshmen should not have cars. The bus system would improve if parking became more restrictive. Look at portland in the late 80s. The only reason I don't use the bus is because I ride to campus.</p>
<p>most campuses have separate decals for faculty and students. Perhaps MSU's decal arrangement is more egalitarian but MSU might consider some parking lot areas for faculty and staff only that are closer to their point of work.</p>
<p>Make all freshmen leave their car home, or make them park far way and ride the bus to an outlying lot. There are cars in the lots by the dorms that NEVER move all semester and I can't get a spot. Have a FACULTY lot, this is one of the only campus in the US that does not have this benefit. The cost is unreasonable--what you get is several people employed giving tickets, not much else.</p>
<p>Faculty ONLY parking lots or areas near each building.</p>
<p>I LOVE my R tag, because it allows me to come and go from campus as my schedule requires, without having to troll for a parking place or come at the crack of dawn or park so far away I am late for my teaching.</p>
<p>Keep parking lots and any future parking garages near the periphery of campus. Keep the campus 'core' pedestrian.</p>
<p>why employ parking cops in the summer, no cop=no need for fees issue free hang tags for those that do ride the bus so they can park during holidays when the bus does not run get a fleet of small electric buses than run more make field house parking free again and then do a short shuttle for \$</p>
<p>There should be no overnight parking except in 'E' lots. Students who live on campus should only be allowed to purchase 'E' lot hangtags.</p>
<p>specialty staff/faculty parking; discourage so many student cars on campus! traffic is getting absurd Create a way of building in a 'free' bus pass into our campus ID, both students and staff</p>
<p>Should offer discount tags that are only good for certain parts of the day. Many people end up having to drive to campus when there are only two hours of ticketing left; offer a discount tag that is good from 330pm until 6pm.</p>
<p>Parking for visitors should be made easier!</p>
<p>My biggest issue is the cost of parking on campus (since as a classified employee it is difficult to afford even the basics for living, let alone parking) and the fact that many night shift personnel park in SB lots without SB tags. I get to work before 7 AM and often see F tags in the SB lot. As for MSU funding non-MSU transport, I think that any bus pass charges should be levied on all who use that system, not funded by MSU employees who do not use it. I don't have a problem with ASMSU funding, since students seem to make reasonable use of the system, but passing the cost on to staff who may not use it and cannot afford to underwrite any new expenses is not acceptable to me. I cannot afford to live in Bozeman, let alone fund their transportation system.</p>
<p>Is there a way to have the parking hanging tags also serve as a bus pass- so that if we do pay more as was suggested in one of the question that it might also be used to subsidize riding the bus (i.e. you might get ten tickets to ride the bus with an annual parking pass. This would be a way to subsidize the bus but also encourage people to use it.</p>
<p>Increase reserved spaces. I would support paying higher rate - wait time now over 2 years. Don't make people on wait list for reserved places limit thier choices to one lot - offer a wait list for several lots.</p>
<p>i would like to be able to park near the tennis bldg after 4:30 pm for an hour for free. i workout in shroyer. there is plenty of parking because people are going home. I got a \$15 ticket a month ago. couldn't we change this rule?</p>

I believe there is considerable unmet demand for reserved parking stickers, which translates to a potential fixed revenue for MSU. While I have no verifiable data on this point, I do think it would be worthwhile to undertake a study of the demand for reserved spaces, the funds that would be collected from such, and a cost/benefit analysis. Given that R stickers are at a high price tag and the additional fixed, upfront fees collected could be substantial, perhaps MSU could generate more overall revenue from sales of more R stickers than the associated costs. However, those of us who presently have R stickers in lots that are close to our actual workplaces might be concerned if we then had to 'hunt for' some R space that was further away or less convenient than the ones we presently pay several hundred dollars for. So perhaps there should be consideration given to a tiered system, such that close-in spaces pay a higher price, then the next tier of adjacent but not as close spaces a bit less for a sticker. I do wish I had more hard 'cost/revenue' data to analyze as I might be able to provide a more concrete suggestion that makes sense to the 'parkers' and MSU. Incidentally, when I taught at the University of Utah, each faculty member was granted a reserved parking space adjacent to their office building, and at a very low cost. These spaces were also considered 'reserved' 24 hours a day, rather than the high cost that many of us pay for a R sticker, but our privileges only extend from 6am-6pm on weekdays. At MSU, despite the fact that we pay a fairly high price for an R sticker, in the case that we come back to campus at 6:01 pm, we must hunt and peck for a parking space. Realistically, even if we do arrive prior to 6pm magic time, it is not uncommon to find the R lots filled by non-permit or other categories of parking permit holders, and enforcement is lacking late in the day. I have also personally experienced having my particular R lot full when arriving on campus in mid-day. While I am somewhat annoyed by this, in most cases, it is not a big problem and one I might generally overlook, but in some cases, such as when I had to take my aging father to the doctor on short notice and was anxious to get back to campus for my students, having to search for a parking place in mid-day, when I have paid several hundred dollars for a reserved space, was a bit annoying.

1. There should be a free lot to allow people to park and walk. 2. I would support a wellness parking tag that would allow parking at a relatively unused location to allow people to gain a 1 to 2 mi walk from their cars to their location of work. 3. Parking fees are too high.

I see the transit operation as my choice. I live over 25 miles out of town and drive by choice. If there were transit available, I might use it, but not on a regular basis. The parking on campus is not too bad, considering the number of employees we have. I think the cost of parking should be included as part of our employment package. The parking lots are not well taken care of, especially in the winter. During the winter break, they could have been plowed and better maintained as there were minimal cars on campus. Now, we are lucky to slosh through the slush and the ice and hopefully not fall down and get injured. Also, there needs to be better garbage pickup.

I believe there is more than enough parking on campus. I have yet to see the fieldhouse parking lot full on a weekday. I find it absurd that people expect to be able to park within a stone's throw of wherever they need to be. If there were parking lots outside every building on campus, people would drive from one building/class to the next and yet some would still complain that they can't find a parking spot close enough to their destination. You guys are doing a great job of managing the parking that currently exists on campus. If you do decide to expand the parking, please try to do so without taking away from the open spaces around campus. i.e. Try to get funding for underground parking or parking garages that increase the amount of cars that can fit in a smaller footprint. The transit service is a great idea. If you really want people to use it, try reducing the number of parking spaces available on campus. It won't make you very popular, but I would bet more people would ride the bus.

We need a parking garage!

Several large parking structures. Parking paid for by departments since employees already get paid little enough as compared to professional averages.

It continues to be a horrible shame that there is no parking garage on campus. Instead of using asphalt lots for new building sites, MSU is forced to cut down trees and usurp green space on campus for buildings. I would MUCH rather see a parking garage than ANY more green space ruined. Billings even has a parking garage. What is wrong with us?

build a parking garage on 7th and grant, and grant and 11th. Sense the admin holds the paychecks for 11 days have the funds ti build these items come out of those who make more then 80,000 grand a year. no charges to students as well, administration has gotten away from what this college was original biult for.

BUILD A MULTI-LEVEL PARKING LOT... THIS HAS MADE SENSE FOR OVER TWENTY YEARS IN ORDER TO TRIPLE OR QUADRUPLE THE NUMBER OF SPACES IN A LOT LIKE THE SUB'S, AND TO PROVIDE A VASTLY INCREASED NUMBER OF COVERED PARKING SLOTS IN WINTER!
From a business perspective of supply and demand, I can see increasing parking tag prices to try to persuade people to ride the bus. Although I find it extremely unfair for those who have no access to the bus (livingston, three forks) or who have legitimate reasons to be able to drive. I think revisiting the parking fines in order to supplement the bus would be a better/more fair way to go ...
WE really need to do something like a remote parking area for staff/faculty to park and ride like a transit, say if it left every 10 to 15 mins. around the campus.
My schedule immediately after work does not allow for riding the shuttle, otherwise I would take it every day. I think it is important to continue the shuttle at no or minimal cost & it's use will continue to grow. The remote lot is a wonderful idea! ...I said I wouldn't use it, but again this is due only to my schedule. If a per-ride fare were used, perhaps a punch-card could be used instead of having a monthly ticket where potential rides were wasted.
I think a park and ride would be great as long as it gives plenty of arrival/departure options. I have a 7:30-4:30 schedule and day care to work around
The RIDERS of the bus should be paying the direct costs. I can't believe you are even considering charging adding a tax onto hangtags to pay for a service not received and for which benefits don't exist (e.g., I still pay for an F tag and walk 10 minutes to my office because parking in a paved lot closer is impossible unless you get here at 7:30 a.m. every day).
The parking situation on campus is terrible and should be changed. The administrators responsible for the situation should either 1) fix the situation, 2) change jobs, or 3) be fired. The main problem is with the creation and growth in the number of the so-called 'gold' parking spots. This has served to 1) create fewer SB spots and 2) create a class-society at a public institution. This is an absolute disgrace. Of course administrators have high enough salaries to afford these spots. The rest of us flunkies (including faculty) have to drive all over campus in search of a coveted parking spot. In many cases, we have to park in the 'mudlot', even though we paid for an SB spot. You are simply selling more spots than you can supply, and you know this. I believe you are intentionally doing this to force people to eventually shell out more \$ and pay for a gold parking spot. This is another example of MSU nickel-and-diming students and employees. This place is a joke. Furthermore, when an important event takes place on campus such as homecoming or the Regents meeting, do you section off the gold spots for the attendees to park in? Of course not, it is always the SB spots and we are supposed to suck it up and find somewhere else to park, even though we paid for a parking spot. Now, you want to charge us more to support the bus system? You want me to be candid? Ok, go #\$(%&* yourself. The wages are already so low here. Another example of how cheap this university is and how little regard it has for its employees (unless one works in Montana Hall).
The parking lots are crowded but the idea of a surcharge on parking to support the bus seems to me to be patently unfair.
the expensive parking garage option...obviously, I pay for the privilege of parking closer. But, I feel like I pay enough and don't want to subsidize the public transit system--or paychecks are small enough.
The cost of parking has gone up too much, making it harder for people to afford and eating up the token raises that classified and faculty receive. The university should stop finding ways to charge more for parking. President Gamble said that he would address this. One feels that from parking to sports' facilities the university is soaking its classified staff and its faculty.
Parking fees comment: less likely because if I purchase a hangtag I would drive - those that are taking the bus usually don't have, or purchase a hangtag. Your charging those that don't use it! and those that do nothing! Do not charge hangtag users for bus users. You would be charging hangtag users/those that drive to work already more money and letting those that use the bus and don't drive nothing. It doesn't make sense to take out the expense on those that already pay!
MSU's employees should not be charged any parking fees.

It would be grossly unfair to charge a surcharge on the parking to cover the bus, when a lot of people are not able to use the transit system. I only live 3 miles from campus and would be happy to use the transit system if it were available over by Cottonwood and Stucky. Why would I drive a mile to park my car somewhere to take a bus to work when I only live 3 miles from MSU? The salaries are too low already at MSU, and you would be taking groceries off of the table of employees if you charged the surcharge.

I would be vehemently opposed to increasing the already very high parking costs to subsidize transit. I am very much in favor of public transit but do not feel that the burden should fall directly on those who are already paying top dollar for absolutely pathetic parking. Our very low wages make this especially troublesome. My hours of work and the location of my home do not allow me to use public transport at this time, but I would love to if it were an option and would be happy to pay for it. The parking this semester and last semester (since Streamline) has been the worst in the seven years I've worked here, so it really hasn't improved that situation at all.

I don't think there should be a surcharge on our hangtags for the bus. I'm very comfortable with paying a small fee when I ride the bus.

i dont think it is fair to add a transit surcharge to the hang tags. i pay for the hang tag for the convenience of having my own vehicle so i can leave when i want. i would like to see transit that operates at more times so that when i want to run errands on my lunch hour i have the option of taking the transit

I don't feel that the people that HAVE hang tags, for whatever reasons they don't elect to use the transit system, should have to pay for those that don't drive/park and don't have to pay anything? (inflationary or not!) That seems backwards people! Charge the damn users of the bus, and NOT those that are already paying to park! Since parking still is, and will always be a nightmare with or without the bus system, why should those of us that battle this pay for those that don't? How about a 'pass' system for bus users? Anyone thought of that.....give them the 'inflationary' surcharge cost and support the system! Those that don't buy hang tags, should be charged too if they use the bus!? I don't think this survey clearly gets the information from the 'mass' accurately. There are too many restrictions on the options.....this is slanted to give you the answers you want and not a clear representation of the opinions and concerns of the students and employees.

I do not think that those who park here (sometimes because we need to have transit to a variety of places during the day) should subsidize city transit. Our parking is incredibly expensive as it is and limited in choice.

I do not think that MSU should be funding the bus transit system for the city of Bozeman. ESPECIALLY if it means passing the funding cost onto the employees and students who purchase parking tags. Blackmailing the employees and students into riding mass transit is not something the university system should be involved in. PLEASE, PLEASE provide for ice and snow removal on the parking lots!!! The icy conditions we are forced to walk through morning and evening are dangerous and completely ridiculous. You are putting the employees and students at risk, and putting the university at risk for a lawsuit. I noticed after the most recent significant snowfall that the '24 hour reserved' parking spots had been completely cleared of snow and sand spread around these areas. The same for the handicapped areas. Why do the rest of us have our safety ignored?? I do wear boots and change into work shoes after I get indoors, but when there are 3 inches of solid ice on the lots, even boots are no help in maintaining solid footing.

I dislike the fact that as a professional employee, I have to pay for a parking pass even though I am required to work on campus. I have to be able to be access my car when needed and can't have it unaccessable as would be the case with parking elsewhere and riding transit. Therefore the transit system is unavailable to me. If hangtag prices were to rise because I do not use transit I would be upset to say the least.

Asking folks who have no access to the bus system to support it via a surcharge on the hang tag seems unreasonable. Even if they 'may' have more parking available.

1. There's no parking problem on campus. Make the close spots very expensive, and the far away spots free. There are plenty of parking spots on campus. 2. It is annoying that faculty have to fight students for S/B spots. It would be better to have students park far away, and the faculty and staff close by in separate lots. At some campuses, students aren't even allowed to bring cars.

I am required to use my personal vehicle for my job -- every day. The registrar should consider parking lots/buildings when scheduling classes. I would use an inter-campus bus if it went to the west campus (ag) and main campus. It could just circle the campus every 15 minutes -- a CamBus. It would have to be free and have room for the equipment I move around the campus.
Due to the nature of my job, I am frequently coming and going from campus throughout the day which requires me to have my own transportation. Even though it is a 'greener way of life', due to the current expense of parking permits, (they are outrageously expensive) I am not in support of having those who do drive themselves be responsible for carrying the burden of funding transit for those who do not. Requiring employees to pay to come to work is seems burdensome in and of itself. However, that being the case, if it weren't for the demands of my job, I would use the transit system and expect to pay a monthly fee to do so.
We need more parking closer to buildings.
Those of us who work here find this near (at?) the top of the list of things we would change about our jobs. To fight the traffic, park in a crowded-sometimes icy and dangerous lot, then to walk a sometimes dangerous and icy distance to our building every day AND then to PAY for the 'privilege' is a maddening aspect of working for MSU. Using the transit system could be useful, but what if you needed your car once or twice a week to run errands at lunch--which is what we busy working women have to do. Then we would have to buy a \$5 hangtag on the days we needed to drive? And we would have to deal with the crowded and expensive lot when we came back from our hectic lunch? Not good.
There are many days I have to park in paid parking since there are no parking spaces available in my purchased lot choice (SB). I would love to ride the bus if there were more frequent runs to Belgrade. I would be willing to pay a monthly charge for the bus if times were more frequent. Many in my office are using the bus and think it wonderful. I think funding of the bus should be a high priority of MSU as a commitment to the community.
the parking here is awful
Since Christmas break the parking situation on campus has gotten considerably worse. There are no available spots even in the lots furthest away from campus -- where in the past there have been plenty. I see many cars without hangtags parking for days at a time without getting a tickets. It seems that not enough attention is paid to this problem. I'd like to know why there is such an increase in cars this semester. I asked the police and they didn't know but acknowledged that there is definitely a noticeable increase.
Requiring a permit EVERYWHERE around campus including campus is complete nonsense. WE WORK HERE FOR HEAVEN'S SAKE. WHY DO WE HAVE TO PAY TO WORK HERE?
Parking stickers cost to much!
Parking should be free. Education should be free. Tax money should not be spent to make few billioners even reacher (e.g. through the war industry).
Parking permits are a joke. For what we pay to park annually, there should be enough parking spaces avaialalbe. Eleminate the reserved spaces except for the President of the University. Just because someone earns more money or has more disposable income should not determine where they park!
Parking is too expensive-parking lot attendents drive around in pickup trucks and big cars constantly even when students are gone-what a waste! Parking lots are often very dangerous-not plowed, icy without sanding- I fell-knocked out-Presidents lot clean and sanded (same day)! Guess faculty and workers don't count!
Parking is awful. I have to park so far away. The parking lot is a mess, I nearly kill myself every winter trying to walk on the ice, it should be plowed and kept up better! You should not allow freshmen (living on Campus)to bring their cars. That would free up a lot of spaces.
Parking for employees should be free or a very minimal charge and close to where they work.
Parking availability is not commesurate with the annual price of a SB parking pass. I waste time every day I drive searching for a parking spot in the endless shell game that is parking at MSU. Given the cost, the parking pass should provide reserved parking.
Offer free parking for staff (its the least you can do, for crying out loud!) Offer a discount on tuition for any student living in the residence halls who agrees not to have a car on campus.

It is almost impossible to bring people to campus because of the parking requirements. There are MSU groups with mostly external clients (farmers and ranchers) who have moved to the tech park area due to the complaints of campus parking. The ticketing on campus is giving the local citizens the impression that all we want to do is make money at their expense. For example, writing dozens of tickets by the SUB at 5:30 pm to people going to an event in the SUB who don't have a sticker is a slap in the face to the community. I have people who come to visit my office on a day with no classes and very few cars, and they get a ticket. People have hanging tags that fall down or they forget to put them up. You have access to the list of registered vehicles, so even if the tag is not hanging, it should be easy to tell if the owner paid the parking permit. I know someone who returned to their car 15 minutes after they realized their tag was not up, and got a ticket. All this ticketing has not opened up any more spaces that I can tell, because they appear to be oversold anyway. People show up for work at 7 so they will have a spot. Those of us who work at MSU are used to these tactics, but the people of Bozeman feel like we do not want them here. I know some people who won't come to campus anymore because the parking situation is such a hassle.

It is aggravating, that as an employee, I should buy a full priced parking pass, only to have numerous parking locations occupied by students in dorms (N side of campus). The students park their cars and don't move them for days. Would it be possible to open up parking spaces occupied by these students?

It frustrates me that I pay for a parking pass and am not guaranteed a place to park with that pass. I can not currently ride the bus because I have to be at my part-time job directly after I leave MSU at 5:00 and need my car for my part-time job. I would consider riding the bus in the future when I can, hopefully, get rid of my second job. Thank you for your work in trying to make the situation better.

It appears likely that once again, MSU staff will have to eat the cost of the parking issue on campus as well as the new bus service. Will this also go towards the cost of the new vehicle for the MSU Police supervisor? You can only raise the parking rates so far before folks are going to totally rebel.

If I didn't work from 7:00-4:00, I would have a hard time finding a parking space in the lots across from the Sub. I work in Cobleigh and have a back problem, so I can't park too far away from where I work. I think it is wrong that classified people have to pay the same for parking passes as do the administration, professionals, and faculty. We are the lowest paid on campus and there should be an adjustment for our parking passes. Also, as far as I can tell, more passes are sold than spaces available. I believe we are paying for a 'license' to hunt for a parking space. Another thing that I find irresponsible is the condition the parking lots are in for most of the winter. I notice the 'paid lot' is always plowed nicely, but any lot beyond that is a mess. I slipped 4 times last year (even wearing the snow treads) and started having back pain. My Dr. asked if I had fallen and I told him that I had not, just slipped and caught myself in the MSU parking lot. The lots need to either be plowed better, or at least spread sand/gravel so that people can safely walk in the lots. This should be done before 7:00 as there are a number of people who work those hours.

I work in outreach, which requires that I come and go multiple times per day. My R tag fee is not reimbursable using grant money, which is wrong. I should not have to fork out close to \$500 per year for the privilege of parking to go to work.

I realize parking facilities need a funding source but it seems to me that the university should provide free parking for its employees.

I believe there should be some sort of reserved parking available to employees of the University, on campus, close to where we work. Paying \$160 for a hang tag and being forced to park in the dirt lot behind the Fieldhouse is unacceptable to me as an employee. As far as the bus, if it ran until 9 or 10PM I would ride it far more often, as I stay at work late most nights. Thanks!

I am an adjunct professor and run a business. The most frustrating part of this job is that it takes and extra 45 minutes out of my day to hunt for parking. Luckily I was able to secure a R parking pass -- but that was a substantial increase in costs....all so I can do my job.

For the price of parking permits, what are we paying for? The parking lots are a mess when it snows and the trash in them - is horrible, so please what are we paying for?

Finding parking can be very challenging, in addition to having to purchase a hangtag, and often times lack of snow/ice removal in parking areas.

<p>Coming from the business world I am frustrated that I have to pay to park and often cannot find a convenient place to park. I would like free, reserved parking. Its also a shame that the most effecient department I have come across at MSU-Bozeman is the parking enforcement group. The issue I have parking might make me decide to no longer teach at MSU and that will be your loss.</p>
<p>Parking is an issue, but not one that can't be dealt with at this time for me...I can walk a little farther and that doesn't bother me at all.</p>
<p>I walk to work now but thinking of moving to Springhill near Belgrade. That could change a lot for me.</p>
<p>I live far enough off the beaten track that the transit system would not be of great help. I ride my bike when weather permits.</p>
<p>Streamline is great but we need more services and more punctuality</p>
<p>Save the Bus! It is efficient, eco-friendly, and an easy way to help MSU employees dollar go a bit farther.</p>
<p>Public transportation is one way we can become a more independent nation. Thanks for your survey and taking the first step in making public transportation a reality in Bozeman!</p>
<p>It sounds and looks like the Streamline transit system is a success! I have co-workers who use it and it has had a positive impact on them getting to and from work. If I lived farther from campus (currently 1 mile), I would definitely use it... probably not all days, but some.</p>
<p>I'm thrilled to see that the transit system is finding some footing in the Bozeman community and I support the movement. The main reason I do not ride is because the but pickup spot near my home leave fairly early in the morning and leaves at a time that does not currently fit my schedule. A 5:15 SUB pickup would be helpful (if this has changed, please disregard).</p>
<p>If I lived farther from campus I would be far more interested in this option. I can walk to campus about as fast as it would take to walk to a bus stop and ride, so there is not currently much appeal. I have lived in cities with good public transit and it is great.</p>
<p>I would support and use the transit more, however I have children to take to daycare in Bozeman and it's not possible to ride the bus, drop them off at daycare, and get to MSU. I'm a supported of the transit though!</p>
<p>I would love to see the bus system used more by MSU folks. However, I probably will not use the bus at least for now. I often visit my kids' schools, pick them up from school, coach sports, run errands, etc. that make the bus impractical. But I would love to see the parking situation improved. It's pretty silly that we live in a rural place and there is very little parking at peak times.</p>
<p>I think the bus is an excellent resource and it seems to be successful so I recommend keeping it. I know that parking is a problem for a lot of people but I am lucky that I can afford a reserved tag so I have no problems with parking.</p>
<p>I think that having a viable transit system is a very good idea for accomodating needs for campus access and perhaps decreasing the number of cars on campus and nearby streets. This makes sense for the environment as well. It is difficult to walk where I work (west side of S. 19th) because there are no sidewalks, too high a speed limit and other traffic flow problems. I think the University should at least help fund the transit system (student fees, a specific fee charged to employees, faculty and Staff for transit).</p>
<p>I think it's great that we have a new transit system and it should be funded. I only live 6 blocks from campus, so that's why I don't ride it, but when I lived in Manhattan for 5 years, I would have loved it!</p>
<p>I think having public transportation is fantastic and if I didn't have to drop a child off at daycare, I would use it all of the time if it were close to my home in Bozeman (which it is relatively close). I believe that parking on MSU is tough and that using public transportation should be supported by MSU.</p>
<p>I pay a lot for a great (R3) parking space. So, these problems, so evident, at not directly mine. I think the usefulness of transity depends greatly on how frequently it runs. Few will want to wait a long time after they want to leave campus, or adapt their schedules much to fit, say, an hourly schedule. Good luck. I hope mass trasit works.</p>
<p>I park off campus at a private location. I ride the bus to Big Sky to ski; I catch it @ Bufalo Station and love to use it.</p>
<p>I need a more flexible bus schedule. My son leaves for school in the morning too late for me to use Streamline (from Belgrade) currently. Sometimes I need to pick him up at 3:30 - bus schedule won't permit that early departure from MSU. I think the bus system is a GREAT addition to the community and wish I use it!</p>

I love the idea of the Streamline bus, but as someone who lives in River Rock (Belgrade) and does not always drive at rush hour (eg, 7-9am and 4-6pm) it would be nice to have more flexibility during the day. In addition, the one pick up on Jackrabbit is limiting since there is so much bad traffic between River Rock and there. It makes it less worth driving to the lot and taking the bus, when that's 50% of the effort. What about a pick up in the River Rock subdivision's commercial area? Also Landmark subdivision perhaps? I suspect that more would ride if there were more Belgrade pickup sites.

I live out of town and come to work at 6:30 am. i would love to ride the bus. I know people who live next to a bus route and still drive to work. Perhaps create an initiative that 9 punches on a bus card gets you a free coffee. Something needs to get people out of their rut. It doesn't have to be costly, just cozy. I have no option tho. I have to drive in. wish I could take the bus.

I live close enough to work to walk here everyday. I love my walk to campus and don't need the bus. However, the bus, and other forms of mass transit are very necessary and I support your activities to provide cheap, reliable, efficient transit. I think Biofuel buses are the way to go in the future, with fuels grown in our own valler too. A simple semester pass would be a good option for payment...include it in student fees and it might spread the costs around and encourage more use. The bus ride to Big Sky is way cool, but it takes 45 minutes to get from the SUB to Buffaloe station. I add a direct to Big Sky option early in the day and late...you'll fill that bus with faculty and students...and increase our bonding. Thanks again for your efforts...those Streamline are awesome.

I live about 1 mile from College St over by the Gallatin Co fairgrounds and on most days I walk or ride my bike. On the days that I do drive, I have no problem parking my vehicle 3-4 blocks away and walking the remaining distance. I am only now aware of a city wide bus system and think that is a great asset to the community (MSU, city of Bozeman, and surrounding areas). I actually just became aware that there is a transit stop a block away from my house, which is good to know for bad weather days. I think more exposure to alternative transportation is needed to make it effective in reducing the parking problem around MSU. Good luck with this commendable effort.

I am very supportive of the Streamline bus system. I don't use it because the bus does not go anywhere near my home and because I frequently use my vehicle for work purposes. I drive daily and have a parking pass because my work frequently requires that I park near the office door. I'm not too pleased with the cost of parking and would like to see MSU employees get a better deal. I would definitely be against a rise in parking fees.

I am so happy the bus system has been put in place for Bozeman. I take the bus to campus but also to places around town, when I want to avoid losing my parking spot at MSU. I drive to campus when I can't be assured that the bus will make it in time (this is an issue for my 8am classes) or when I will be on campus until after the bus has stopped running (an issue for my labs that end at 7pm). I would not be able to afford both a hang tag and a per-ride fare. It would be an extreme budgetary hardship to be expected to pay for both. I would, however, be in favor of a hangtag surcharge, assuming it would eliminate the need for people to have to pay for fares. However, for those Bozemanites who do not work at or attend the University, they would be getting a totally subsidized ride. I foresee there being opposition from some in the community to this situation.

I absolutely LOVE the bus system. I would ride it every single day (instead of most days, as I currently do) if the bus schedule could be adjusted to ensure a reliable arrival time to the SUB. For instance, I do not ride it on days that I teach an 8am class, since I may just be getting to the SUB at 8am, or just able to get to the room by 8am. (I ride the Red line, and the first bus I can take in the morning is scheduled to get to the SUB at 7:56am. I need a few minutes to myself to drop off my coat and mentally prepare for instructing.) If the schedule could be adjusted to get people to campus by, say, 45 minutes past the hour, I think it would work better for the schedules of many people. It would be unfortunate to have to charge for rides, as I feel that the no cost is so convenient in this area--there are many, many students who don't have too much spare money (and, they've already contributed some fees toward funding the bus), as well as the increasing population of individuals and families just scraping by to make a living. Can you find any other sources of increased funding that don't impact such people?

Buses are a great idea for intercity activities, etc...but Montana is the 4th largest state in the union, 3rd in the lower 48....it's unreasonable to ask people who live remotely to have to pay for such a convenience. If you want to ride the bus, then those who ride should pay. PERIOD.

We need mass transit now, not later for local and global reasons.

With global warming becoming a very real issue to the average Montanan (declining snow levels, threatened rainbow trout and ducks, threatened water supply, worst fire season ever, not to mention tourism which brings in \$900 million to the state and creates 22,923 jobs), is there anyway we can expand the transit system to surrounding areas like Churchhill, Amsterdam and Livingston???

This is a very important topic. It is a chance for MSU to promote sustainable use of energy and to participate as a responsible member of the greater community.

The system caters too much to the automobile. I support (much) higher fees for parking to subsidize other transportation options and I would encourage the university to 'tax' parking and provide subsidies to the city (and work with the city) to improve infrastructure for the other options (such as more busing options, plowed and safer bike and walking routes. Other subsidies could include programs to discourage driving, a bicycle shop on campus and car pooling programs. Covered bike parking would be very much appreciated. I also would encourage getting parking away from campus and the park and ride options to not only relieve parking congestion but to improve the aesthetics of what now looks like a campus inside of a big parking lot. I would include building a parking garage and the application of a very high priced elite parking permit for covered parking. I would support not allowing freshman or even sophomores to have cars - or at least make them park in remote lots. I would support the closing of all major street arteries through the main part of campus (such as 6th 11th and Garfield). Thanks for the opportunity to be part of the survey.

Public transportation should be of the highest priority to everyone. I think it's an essential component in the reduction of greenhouse gases as well as the likelihood of having to live in a mostly asphalt world.

More transit and bike racks and fewer acres devoted to asphalt would greatly enhance the quality of life surrounding the campus, not to mention our respiratory health. Note that EPA warns Bozeman is likely to violate new air quality standards in the winter, because of suspended particulates. Fewer vehicles would be better...

Although I don't live in Boze area, I would think any sort of public transport would be wise, due to effects of global warming, and the public's perceptions of the leadership role of a university...

The camous and Bozeman at large are not designed to handle the volumes of traffic they now endure. Park -Ride and Bus systems should be coordinated and personal transportation discouraged through fees used to support public transit, including increased hangtag fees.

Put more effort into promoting alternative modes. Increase number of bike racks, shovel the bike racks in the winter, and remove abandoned bikes. Provide employee wellness incentives for those who use alternative modes. MSU needs to take a stand and be a leader in the community. People will be more willing to change their habits if they are recognized and rewarded for it.

Promote more bicycle paths so that bike commuting is an easier and safer option. Including bike paths for people living outside the city boundary as many MSU employees and students do. I would bike 90% of the year if there was a cleared bike path available so that I didn't need to share the road (east Kagy in my case) with cars and trucks.

Incentives for car pooling from farther away from campus. Bus schedules that fulfill everyones' needs - minimize waiting.

In reality I cycle 98% of the time so most of this is not applicable to me - an improved transit service would not make me more likely to ride a bus. On the few occasions I do bring in a car it is because I am going or have come from somewhere out of town. I do support the transit system for those unwilling or able to bike to walk to work. I think there should be a penalty for people like me that live within 1.5 miles of work with regard to purchasing tags and would suggest those within half a mile can't even get them. I would not buy a tag IF it was easier to get a day ticket in more than 1 place - could we not put in a machine on the North side of campus?

If you increase the price of the hangtag to supplement the bus service, it should only be done for those who live along the bus route. People who have no use for the bus and who live nowhere close to the route should not have to pay more. Maybe you should consider a parking discount for those who car pool?

I think we need to make a real effort to make walking, biking and transit attractive to more users by increasing fees for parking and providing more options like remote parking lots with transit (although this would not necessarily help me I think it is a good idea). A connected bike/ped transportation system in Bozeman that is safe and supported/maintained would really help make this option more viable to more users. We need to get serious about this and work with the city during this next Transportation Plan update to make our needs at the university known. I went to school at a university where bike travel was the predominant mode of transportation because the university made it a priority to have connected bike lanes that were maintained and connected and everyone used them to get around. Thanks for asking...I hope we can do something!

I think we need to find some creative ways to encourage students to utilize the Streamline. Our culture is not accustomed to the service and maybe it can be incorporated into the Freshmen Seminars, Orientation. I think the education needs to be a ride not just a map and verbal acknowledgement of the transit system. Treasure Hunt, Gift certificate for something they can only receive if they ride the bus and get a special stamp. SOMETHING to accelerate the education and use of the transit system.

I think that the City of Bozeman needs to step up to the plate in terms of addressing transit needs of our growing city. Parking at MSU has continually gotten to be more expensive and less convenient. I'm so glad that I don't have to deal with it. It would be nice to give people who walk and bike some accolates.

I like the idea of encouraging employees to ride bikes or walk if possible. If employees live too far to ride or bike then I support encouraging these employees to use a park and ride option and/or carpooling.

I feel that MSU should make efforts to encourage people to use mass transit.

Cycling needs to be supported and encouraged more. This means more/better bike racks, no charge for bike stickers, and cleaner shoulders. Also, Facilities Services needs training on how to operate on a campus with pedestrians and cyclists. Nearly all my close calls have been with Facilities vehicles. There also needs to be a general ban on driving vehicles on campus (with exceptions of course, like security, emergency, some deliveries). Thanks for doing the survey!

I believe MSU should not charge for its employees to park on campus, especially since the salaries are so low and that a high-range (maybe 14 story) parking lot should have been built a long time ago to accomodate students, employees and visitors.

Faculty/Staff hardly make enough money to pay for parking...this is the only university I've ever been at where they were asked to pay to work. This is especially irritating on days when even the SB lot is full beyond capacity--where should I send my ticket? Several of the questions on this survey did not allow me to make an honest answer. Would I pay to ride? Maybe but the fees should be monthly and less than \$15.

Employee's shouldn't have to pay for parking that have to work up here.

As a classified employee at MSU, I pay a substantial fee for a hangtag and the right to park on campus; yet, I find a lack of available spaces within walking distance to my office. I begin and end work early in order to secure a parking place. MSU needs substantially more spaces with some areas designated for employees, and a lower yearly parking fee for employees.

There is too much demand for parking during peak times. Also, for those of us that have had extremity surgery over the winter, getting around campus is a nightmare. There are no 'close' parking spaces to buildings which has put recovery at a further distance than it should. I also think that those of us that have to drop off children at public school before we go to work, it might be an idea to offer to have a bus drop for them as well. This might make me more likely to ride the bus and free up a space.

I am very concerned with the liability that we are likely to incur by not plowing parking lots regularly. Last week on the days of home b-ball games the handicapped parking spaces around the Field House were not plowed. This is a huge problem for people with wevere mobility problems. Also,we need to concentrate on providing safe walking routes from the parking lots to the interior of the campus. when you mix difficult walking routes with eratic campus lighting, it is very difficult for many of our late and early employees to get from their cars to their place of work.

MSU needs to contribute more to the community in whatever way that takes shape. MSU is a huge component of this communtiy and should not ignore its responsibility.

<p>I think a long distance transit system operated jointly by the county, the University, and the city would be a good option. My funding suggestion would be a minimal increase in the state gas tax to be allocated as a big break on the gas tax for anyone operating a mass public transportation system in the state.</p>
<p>The new transit system is much improved over the old Bobcat transit. We could use more runs to & from Belgrade: a 3rd morning run (later) & a 3rd evening run (earlier) at least. A pocket or purse sized schedule would be helpful when using transit around town - the current schedule is fine to post at home or work, but we may need to carry one if using a different route than our usual commute for running errands around town. There are so many buses stopping at the transfer stations that it could get confusing trying to get the right one if it's not your regular route. Your online schedules need to be updated - they have a wrong location for the Belgrade stops.</p>
<p>My reasons for not taking advantage of our current transit system is due to an irregular schedule and I often have other places to go after work. That said, I believe it is a valuable options for students or others who have a more regular schedule. Greater frequency/time options might make it more desirable.</p>
<p>In my instance, where I live, if the bus came down Valley Center Road on a regular scheduled route I would use it. Also there are a lot of sub divisions along Valley Ctr that have a few MSU employees I know of.</p>
<p>I work in a department 'off campus' (Tech Park). If transit was more convenient to my home and to my place of employment, I would consider riding the transit.</p>
<p>I do not know the routes for the current transit system. These have probably been well publicized, but perhaps advertise them again for people like me.</p>
<p>To give you an example of time: if I were to ride from 4 corners (still over a 5 mile commute to get to the bus stop) I would get on the bus at approx 6:30 am and wouldn't get to campus until 7:50 am. An incredibly LONG commute considering it's approximately 8-10 miles. I also wouldn't get to 4 corners until 6:30 pm - 7 pm. 2 hours commute a day for 15 miles isn't worth it. But I am open to different options and would like the opportunity (time feasible) to ride the bus.</p>
<p>the loop is too long. the ride home is 50 min. getting here is great only 10 min.</p>
<p>Not every body works from 8:00 to 5:00. I would ride if there were more times that the transit ran. Right now I would have to be at MSU about ten hours. If we go to four tens that would be great but not likley. To long of day.</p>
<p>If Streamline were a little more often I would stop using my car. Right now, there are days when I have so much to do on campus then off, then on, that I have to take the car. Parking at certain hours is so far from my Building (Reid) that I pay to park if I am only going to be on campus for an hour or so.</p>
<p>I would be more likely to use the Stream Line Bus if they started running earlier in the morning. The earliest that the bus comes by my house (8th and Main) is at 7:35am, which is nice, but I have to be at work at 7:30am, so it is not practical for me to use. I would suggest a 6:30am start time for opporating to benefit those who have early work and class schedules. Thank you.</p>
<p>1)Please make bus service more frequent and reliable with more routes. In the last city I lived in, I only drove my car on weekends. The bus service was great. 2)Build two multi-story parking garages. One of these should be hourly pay parking. The other lot other should be an S&B lot out by the stadium with a bus that runs to campus every 10 minutes at peak times. 3) We sit around and talk about what to do about the parking problem, but nothing ever gets done. It seems tome that the planning staff trying to solve the parking problem are working very hard. Somehow we get close to a solution and then it gets thown out and the process starts again. No solution is going to be approved of by everyone. Please do something soon. 4) I am very unimpressed with the staff that administers parking on campus. I have worked at other universities and never dealt with staff that communicates so poorly and does such a poor job. Many people on campus are angry about the parking situation because they feel they have been given incomplete or incorrect information by parking services. The parking enforcement is also incompetent.</p>
<p>I live off of Graff and near Goldenstein, I would take the bus if it were even a 1/5 mile closer.</p>
<p>I live in Three Forks and as the bus is set up now I would have to drive to Belgrade to catch a bus. If I am going to drive to Belgrade, I might as well continue the extra few miles to the university in my own car. I would consider a park and ride in Manhattan if the times to catch the bus are reasonable and the bus doesn't wind it's way through Bozeman and Belgrade first before heading west.</p>

I live in South Bozeman so I know the likelihood of a route coming down here is low given the number of homes in the area. However, I don't think building a parking garage is the answer to the campuses parking problems. But, perhaps facilities could start by removing all the miscellaneous trucks, trailers, and other vehicles that they store in the parking lots (I'm speaking of the SB lot by the police station and the gravel F lot by the fieldhouse). And to be honest, I really don't think this campus has a large parking problem. I've never once not been able to find a spot at any time of day. Obviously, if campus wants to grow it will become more of an issue, but for the time-being, I don't understand what people are complaining about. Having to walk 5 to 10 minutes from a lot to a building isn't a problem, that's laziness. Having said that, many other universities in the country have their own shuttle services that extend far beyond campus and it's a great convenience. If more routes extended to the west, where many people that work at MSU live, they would at least have the option to ride it.

As Bozeman develops more (UGH!!) I'm sure the transit issue will be greater. I live in a SE neighborhood and there is no service out there. When the proposed development becomes a reality there will be a great need for a campus commuter transit to ease the traffic on Kagy. Also, a trail system to encourage walking/biking would be beneficial.

While I agree that a transit system is very needed in Bozeman - I don't think the university should foot the whole bill - this is a community need and thus should be funded accordingly, additionally charging those of us who pay for a parking permit and drive to campus extra to support the transit system is ridiculous, obviously we are not using it so why should we pay for it! - your survey did not ask why I would not ride the bus (which I think would be useful to ask...) I work 2 jobs and go directly to my other job from campus and do not get off of work until 10:00pm or so, which makes using the bus impossible for me - I would support a park and ride however - I used it at the UM and it was very convenient and dependable.

the reason the bus is difficult for me is because i am transporting my children to after school activities or appointments...

I would ride the bus everyday but I have to take my son to school on my way to and from work because his school doesn't have bus service! I am planning on using the Streamline/Skyline service to travel to Big Sky for skiing but I am waiting for the snow conditions to improve. I think the current transit system is a huge improvement over the Bobcat Transit. Bozeman definately needs a transit system and having one that provides service to MSU is an added bonus. I have lived other places where public transit is essential and I believe over time the citizens of Bozeman will also come to see the Streamline/Skyline services as essential services. I also support parking further away from campus if I could ride a bus directly to the SUB. I think it is a much better idea that an ugly parking garage. It would be great to park at the Stadium and get a ride to the SUB especially in the winter. I would also be willing to park at the Gallatin Valley Mall. Great job Mr. Lashaway on this excellent transit service and being open to new ideas about dealing with parking.

I used the Streamline bus for a week or so when my car was in the shop. It is a great service. However, normally I need to get my daughter to school in the morning so I haven't found a good way to make use of the bus. I'm not a fan of park and ride because, if I start my car every day anyway, there is no added value in also tying myself to a bus schedule.

I can't use the bus right now because I live 10 miles from Bozeman and have to drive my kids to school every day, since their school has no bus system. I use a reserved lot close to Culbertson, where I work, which allows me to get to work on-time and work longer in the day, since I don't have to go far to get my car. Getting dropped off by a bus at the SUB would still mean a 10-minute walk to my office, which at this point in my life would just add another layer of stress to an already hectic life. That said, I think buses are a great idea for Bozeman. I used to work in Ames, Iowa and rode the bus frequently, but that was before I moved to Bozeman and had kids. Parking is scarce and expensive on campus, so a bus system makes a lot of sense for Bozeman. On another note -- the cost of parking on campus is ridiculously high, and the response from the parking office is that they can charge whatever they want because demand is so high. How many other businesses in Bozeman charge their employees for parking at their office? I think this is just one of the small, but important reasons, why MSU has lost its competitive edge in attracting good employees.

The bus isn't an option for those of us who must respond to pagers, and don't have a set work schedule.

Paul Burns is doing an outstanding job.

The campus would be well served if bike racks were more readily available in the core of campus. Also, pedestrian crosswalks, more reasonable speed limits, and enforcement of existing speed limits are needed around the periphery of campus. Such things would encourage walking and biking, which would reduce some of the parking issues.

This is a very unfair survey. Transit hasn't asked us individually for additional funding, they have asked the university system. Apparently, the university doesn't want to help their classified employees by helping fund this marvelous benefit. I have a second job because I can't make ends meet with my wages at MSU and some days the bus isn't an option for me, to go back and forth to work. I do use the bus for my medical appointments so I don't lose my parking spot while I'm gone. Please send another survey when the facts are presented correctly.

The survey is flawed. You need to give a more complete combination of options. For example, remote parking with Streamline shuttle would be desirable to me IF it were FREE or MUCH cheaper than close-in parking. Similarly, you don't say if a transit surcharge on the parking tag would provide continued free access to Streamline. I would be willing to pay a surcharge IF it provided me a benefit. If I paid the surcharge and then also had to buy a bus pass or pay a per ride fare, that would not be good for bus ridership. Regarding the route and frequency questions: again, you are not asking the right query. The problem for many of us is that the closest route goes in the wrong direction: I would have to ride the bus from southeast Bozeman downtown, then switch buses, and finally reach the SUB. I could walk faster than that. Also, it would be desirable to have the buses circulating continuously rather than trying to keep a certain schedule. IF the mean time to wait could be kept to 15 minutes or so, I would be inclined to wait for a bus. But if I need to synchronize my errands for hourly service--and have to wait an hour if I just missed the scheduled bus--that's a big penalty and a strong disincentive for me to ride the bus downtown or to the mall during the day. Please try again with a more thorough and carefully worded survey. As it is, I fear your results will be difficult to interpret, and may lead to the wrong conclusions. [Name, extension, email address]

I am not sure that this survey will really help assessing the situation there are way more grey areas and individual situations than what you are able to assess with this survey.

Good Luck