

**Transportation Services  
Parking Forums  
December 9, 2008 10am**

**17 Attendees;** total includes 2 members of the USC (University Staff Council) 1 member from the TSAC (Transportation Services Advisory Committee and 8 members of the Transportation Services Staff

**What's the average cost of above ground parking garage? Total cost**

If we were to build a garage today it would cost \$15k per space. A 4,000 space garage would run around \$60 million.

**Are you getting visitor revenue from 12<sup>th</sup> man?**

We do collect some revenue from 12<sup>th</sup> man for Football, men's basketball, baseball, conferences. All these services at one time were free and paid for/financed by the permit holders, faculty, students and staff.

**How many parking spaces do we sell?**

We have issued over 40,000 permits which includes motorcycle, night, retiree permits.

**How many spaces are issued for free? Is the President's space free?**

We do not issue any parking spaces for free. The president does pay for her parking space. There used to be a lot of spaces that weren't paid for. Now everyone pays something. The Transportation Services Advisory Committee has helped make this consistent for us. Departments pay for their departmental reserved spaces.

**How about university vehicles?**

Depends on where they are parked. University Vehicles that park in a garage are paying for the space. If they are parked in an uncontrolled surface lot, the departments are not paying. We are working with the Transportation Services Advisory Committee trying to write a consistent plan for University Vehicles, so no matter where you park you pay for a permit.

**When will you make a change in the price at the WCG? Will the prices change since you have sold double permits?**

The residential students used to park in the lots around Reed Arena. We moved the resident students to the West Campus Garage for two reasons; we wanted to clear the lots around Reed Arena for special events, so the spaces could be used for events held at Reed and to keep the students from having to move their cars prior to an event. Now the parking area at Reed Arena is all commuter parking. It may go up in time; in increments of \$10-\$20 per year.

**When we build this life science building, where are they going to park?**

We've been told that very few people will be officed in this building. The university said there are less than 500 people that will be officed there. Lot 30 is across the street so

perhaps the residential student numbers in lot 30 might go down a little. When lot 42 went away we had to scatter the people parking there. Students move to west campus. We have been told that around the loading dock at the Life Science building there will be a small parking area (20-30 spaces). We're advocating that a few of those spaces be designated for 30-min spaces.

**We're building two mega student housing complexes on north and south side, 1,000+ each where will they park?**

We have been working with Ron Sass and the CBE (Council of the Built Environment) to see if there might be ways to phase this project a little differently. We don't think the parking system can stand that kind of expense right now. We might be able to come up with a plan for surface parking. Residential students might have to pay more than commuter students. It's our understanding that when the new ones are built the old ones will come down and the number of residences won't significantly increase or decrease. In the residential areas right now we're short, more on north than south. If you're going to fix the residential situation today you need to add spaces. If you had to build a garage on Southside to accommodate the shortfall plus the loss of parking, you have no net gain and you have more expensive spaces.

**Are you involved in the push to increase enrollment how will this affect the transit system?**

We can handle 50k students except on the transit system at class change time. The students will end up on west campus. Ultimately it would be good for our system because we'll have more customers.

**Will the closing of the Memorial Student Center have any effect on parking or transit?**

We've met with Chuck Sippial and Sherry Wine, during these meetings we talked about the whole MSC closing. It's my understanding that the bus stops will not be affected by the renovations. Lamar Street will remain open. Right now Joe Routt in front of the Koldus building has four lanes of traffic. The plan is to close the two lanes closest to the MSC for the duration of the project. The other side will be marked for two way traffic. That affects buses because we'll have to trim trees and slow down there. The campus will need to divert traffic from the area. Some of the campus community would like to see Joe Routt Street closed permanently and turned into a pedestrian area much like Ross Street. It will be gated and there will be buses and service vehicles using the area. This closing would be allowing pedestrian movement.

Other questions?