

SENATE RESOLUTION #2679

TITLE: Condemning Any Planned Decrease of Parking Spaces Available on Campus

DATE INTRODUCED: November 5, 2019

AUTHOR: Senators Greig and Milburn; First-Year Senator Swilling

SPONSORS: Senators Diaz, Espy, and Rubano

1. WHEREAS, the purpose of the Associated Students of the University of Wyoming (ASUW)
2. Student Government is to serve our fellow students in the best manner possible; and,
3. WHEREAS, University of Wyoming (UW) Transit and Parking Services made a proposal to
4. reduce the number of parking spaces, in line with the guidelines recommended by the
5. Campus Master Plan; and,
6. WHEREAS, there will be less parking available if this plan goes through; and,
7. WHEREAS, UW's Interim Vice President for Community Affairs was quoted by *The*
8. *Laramie Boomerang* saying, "many individuals will have to adapt to new and perhaps less
9. convenient parking circumstances in the near future," as shown in Addendum A; and,
10. WHEREAS, the current attitude towards parking within the UW campus, as shown by the
11. parking survey in Addendum B, shows that 77.19% of the individuals on the UW campus
12. consider convenience to be a important factor when it comes to parking, likewise 67.09%
13. consider availability to be another very important factor when it comes to parking; and,
14. WHEREAS, 57.77% of the individuals on the UW campus tend to drive to and from campus,
15. and thus, parking is essential for their ability to do their day-to-day activities, such as
16. going to class and attending meetings, indicated in Addendum B; and,
17. WHEREAS, due to the current lack of parking on campus, 58.73% of individuals have been
18. late to a class, meeting, or other obligation, as shown by Addendum B; and,
19. WHEREAS, an overwhelming 92.52% of individuals on campus own a motorized vehicle,

20. shown in Addendum B, and thus parking is a priority for those individuals; and,

21. WHEREAS, as seen in Addendum B, 61.66% of respondents are not interested in sharing

22. bicycles and/or electric scooters, and 71.89% are not interested in car-sharing, proving that

23. these forms are not viable sources of transportation during the winter months; and,

24. WHEREAS, students, faculty, and staff view parking as essential, as evidenced by

25. Addendum B with 68.77% of respondents reporting that they believe an increase in available

26. parking should be the number one priority for UW investment over the next ten years, and in

27. total 89.50% of respondents reported that creating more parking should be one of the top

28. three priorities for UW over the next ten years; and,

29. WHEREAS, Addendum B shows that 63.15% of respondents report that finding convenient

30. parking is their biggest concern with their commute; and,

31. WHEREAS, 71.03% of students reported, in Addendum B, that they have been unable to

32. find a parking space for which their permit is valid within the last year; and,

33. WHEREAS, one respondent to the survey in Addendum B reported that, “This is a small

34. town with a very tough winter climate. Busses cause folks to spend a lot of time in cold

35. weather. Cycling is not a realistic option for many days of the school year. [In a way, I

36. admire those folks who try to cycle year round. But I also think they are taking serious risks.]

37. Walking is great when the weather permits it (and it does not have to be perfect).”; and,

38. WHEREAS, in Addendum C the consultant company, Walker Consultants, stated that “The

39. University has more parking supply than current levels of demand that is required,” however,

40. the information provided within the resolution clearly shows that the statement by the

41. consultant company is in direct conflict with the opinion of the majority of people who work,

42. attend classes, and live on the UW campus.

43. THEREFORE, be it resolved by the Associated Students of the University of Wyoming
44. (ASUW) Student Government that we do not support the removal of any parking spaces on
45. the University of Wyoming campus in either a short or a long-term basis; and,
46. THEREFORE, be it further resolved that the opinion of the ASUW Student Government is
47. that an ad-hoc committee dedicated to the issue of parking be created to review this matter in
48. a more in-depth manner; and,
49. THEREFORE, be it further resolved that a copy of this resolution be delivered to each
50. member of the Board of Trustees, the Director of Transportation Services, the current Acting
51. President of the University of Wyoming, the current Acting Vice President for Student
52. Affairs, Faculty Senate President, and the Staff Senate President; and,
53. THEREFORE, be it further resolved that the President of ASUW read this resolution aloud at
54. the next meeting of the Board of Trustees.

Referred to: Advocacy, Diversity, and Policy; Program and Institutional Development

Date of Passage: _____ **Signed:** _____

(ASUW Chairperson)

**“Being enacted on _____, I do hereby sign my name hereto and
approve this Senate action.” _____**

ASUW President

Addendum A

University of Wyoming

UW prepares for parking disruptions

By LUKE TILLEY ltilley@laramieboomerang.com Oct 22, 2019



Jim Herrera glances in the rearview mirror while waiting at a stop sign on Iverson Avenue. Many individuals on the University of Wyoming campus will have to adapt to new and perhaps less convenient parking circumstances in the near future, including using bus routes.

[Buy Now](#)

Boomerang file photo

The University Wyoming's Wyoming Hall will be the first tear-down project as plans for new campus housing move forward, meaning that new parking alternatives will need to be found for its many employees.

Chris Boswell, UW's interim vice president of community affairs, said that many individuals will have to adapt to new and perhaps less convenient parking circumstances in the near future – and that includes himself — once construction begins on the Iverson parking garage south of Old Main next year.

"That means I've lost my parking space too," Boswell said. "A whole lot of people will have to get used to doing something that not enough of us do now, which is to take the bus. That's just a reality."

According to a timeline presented at the UW Board of Trustees meeting on Oct. 16, a shuttle bus will begin running from the gravel lots across from War Memorial Stadium on 22nd Street in January.

As Wyo Hall is phased out and demolished, many employees will go to work in Hill Hall in December. Like Ross and Knight Halls, Hill is a vacated residence hall to be repurposed as a work environment. Paul Kunkel, director of transportation services, said plans are in motion to re-allocate permit parking in the lot east of Crane and Hill halls on Grand Avenue.

"We have to be cognizant that we're putting staff parking around where students are living," Kunkel said. "It's a learning process right now of exactly how many people, and who is moving over there and who will require parking."

Spots will be converted from "R" (Resident) to "A" (Faculty/Staff) parking – Kunkel said a plan with final numbers should be settled upon in November, and that a decrease in the residence hall population should make the process a little easier.

"We're planning on a typical exodus for those students that don't come back in the spring to open up some spaces," Kunkel said. "That will open up some spots in the residence hall spaces, and we're not likely going to be selling any spring resident permits over there either."

According to the timeline presented to trustees last week, other planned permit-parking conversions in January will target the South Express Lot, from which many students take buses to the Union.

The timeline calls for these currently unregulated spaces, which Kunkel said are often at maximum capacity around mid-day, to be converted to "R" parking. "R" permits currently cost \$163 annually.

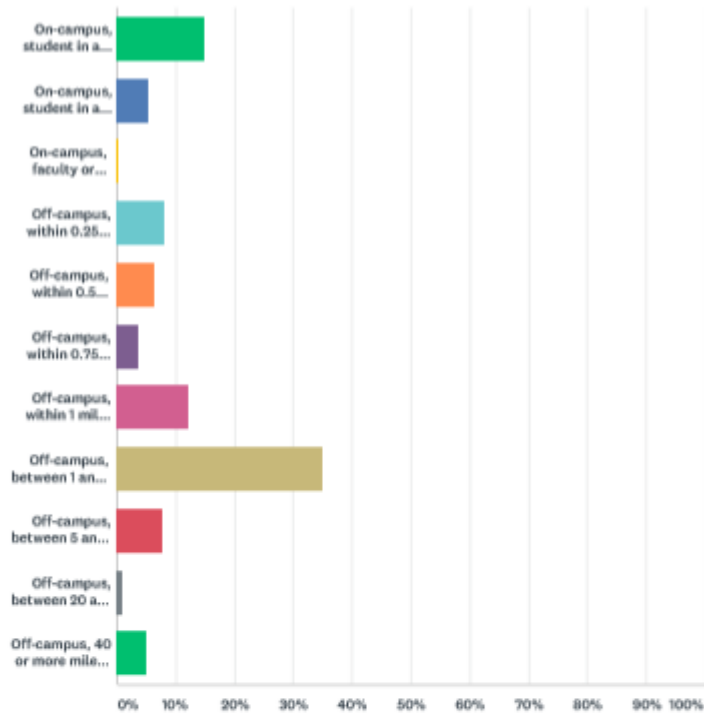
However, UW spokesman Chad Baldwin says it's possible that some proposals in that timeline may not pan out — at least not in the time-frame described in that report.

"These are just some of the things that the university is considering doing with parking," he said.

Addendum B

Q5 Do you live:

Answered: 4,568 Skipped: 29



ANSWER CHOICES	RESPONSES	
On-campus, student in a residence hall (RAs should classify themselves as students)	15.15%	692
On-campus, student in a campus apartment	5.43%	248
On-campus, faculty or staff in campus housing (RAs should classify themselves as students)	0.42%	19
Off-campus, within 0.25 miles of campus	7.99%	365
Off-campus, within 0.5 miles of campus	6.28%	287
Off-campus, within 0.75 miles of campus	3.83%	175
Off-campus, within 1 miles of campus	12.22%	558
Off-campus, between 1 and 4.9 miles from campus	34.96%	1,597
Off-campus, between 5 and 19.9 miles from campus	7.77%	355
Off-campus, between 20 and 39.9 miles from campus	0.92%	42

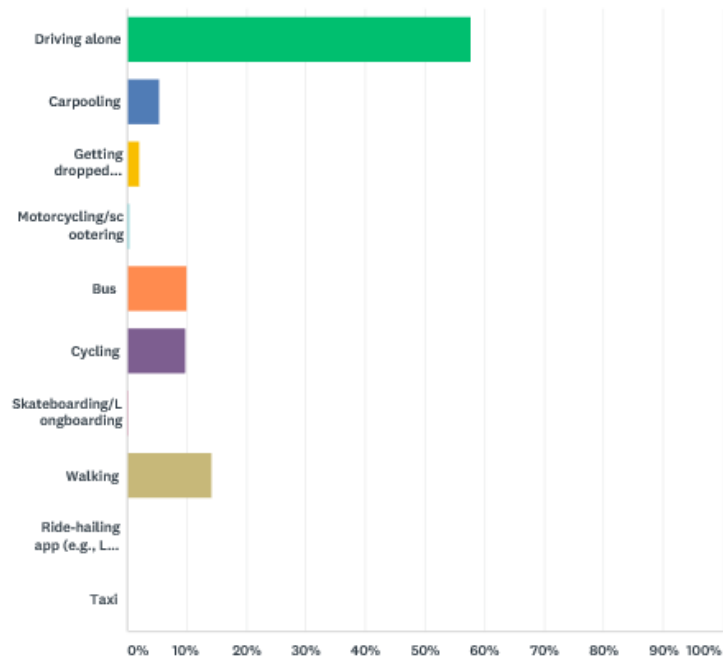
5 / 278

Parking and Transportation Survey 2018

Off-campus, 40 or more miles from campus	5.04%	230
TOTAL		4,568

Q6 How do you most frequently travel to and from campus?

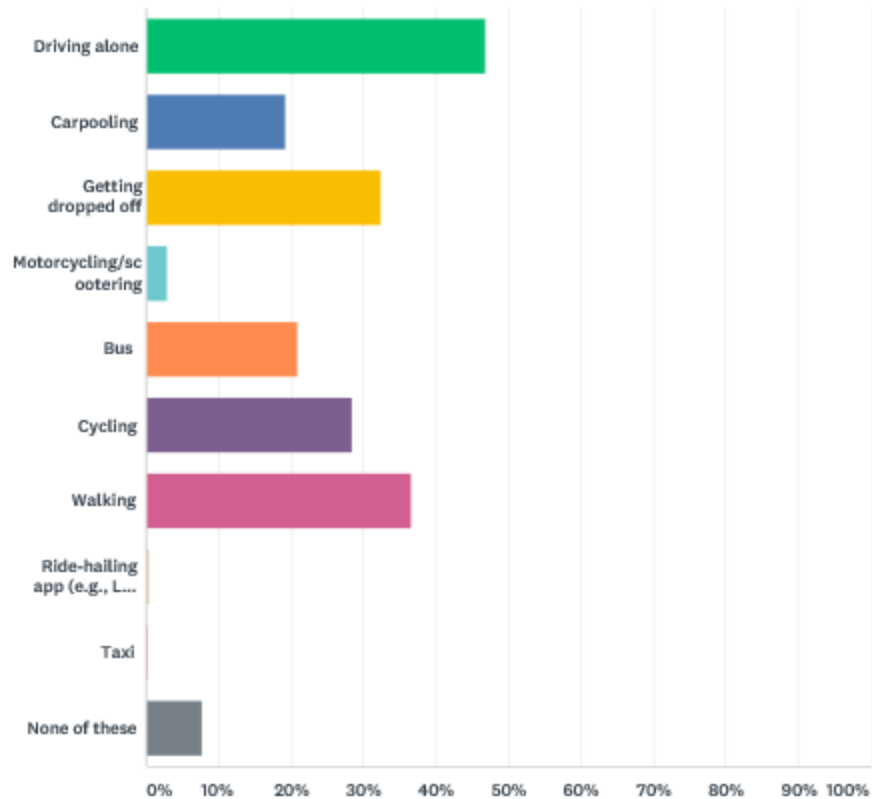
Answered: 3,590 Skipped: 1,007



ANSWER CHOICES	RESPONSES	
Driving alone	57.77%	2,074
Carpooling	5.35%	192
Getting dropped off/picked up	2.14%	77
Motorcycling/scooter	0.42%	15
Bus	9.97%	358
Cycling	9.83%	353
Skateboarding/Longboarding	0.17%	6
Walking	14.32%	514
Ride-hailing app (e.g., Lyft or Uber)	0.00%	0
Taxi	0.03%	1
TOTAL		3,590

Q8 What other modes do you or have you ever used (part-time or seasonally) to get to and from campus? (Please choose all that apply.)

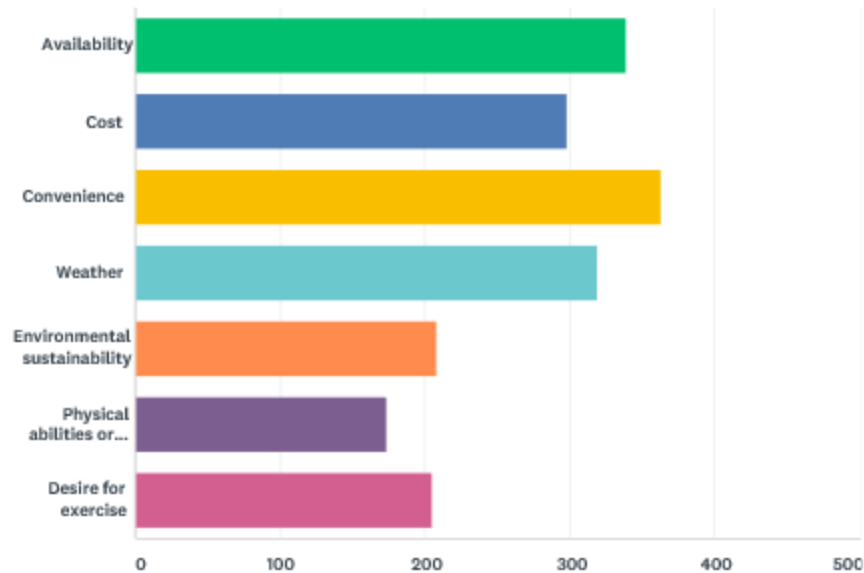
Answered: 3,519 Skipped: 1,078



ANSWER CHOICES	RESPONSES	
Driving alone	46.86%	1,649
Carpooling	19.32%	680
Getting dropped off	32.42%	1,141
Motorcycling/scooter	2.93%	103
Bus	20.92%	736
Cycling	28.39%	999
Walking	36.69%	1,291
Ride-hailing app (e.g., Lyft or Uber)	0.45%	16
Taxi	0.14%	5
None of these	7.81%	275

Q13 How important are the following factors in determining what mode of transportation (e.g., walk, bike, ride transit, drive, etc.) you use to travel to campus?

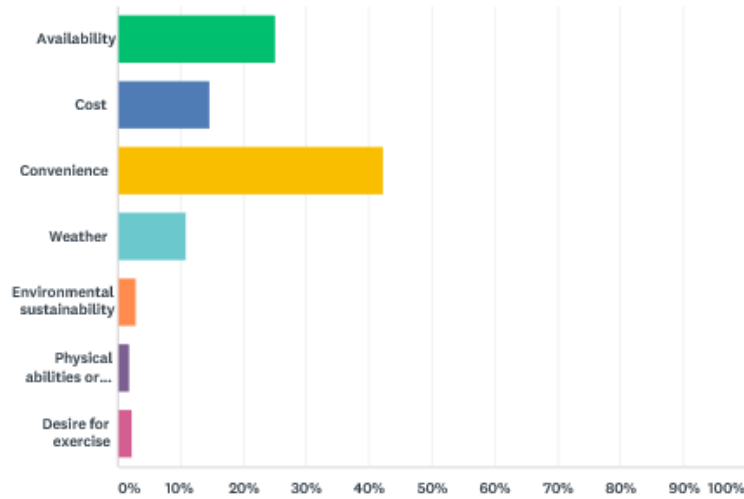
Answered: 4,371 Skipped: 226



	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	N/A	TOTAL	WEIGHTED AVERAGE
Availability	5.70% 247	3.92% 170	18.67% 809	67.09% 2,907	4.62% 200	4,333	338.88
Cost	8.47% 367	10.80% 468	25.88% 1,122	50.36% 2,183	4.50% 195	4,335	298.04
Convenience	2.19% 95	1.68% 73	16.99% 738	77.19% 3,353	1.96% 85	4,344	363.28
Weather	6.14% 266	9.64% 418	21.59% 936	60.39% 2,618	2.24% 97	4,335	318.96
Environmental sustainability	18.74% 806	24.16% 1,039	30.97% 1,332	20.46% 880	5.67% 244	4,301	208.16
Physical abilities or disabilities	27.98% 1,208	17.88% 772	17.09% 738	17.79% 768	19.27% 832	4,318	173.89
Desire for exercise	17.39% 753	23.89% 1,034	35.85% 1,552	15.94% 690	6.93% 300	4,329	205.10

Q14 Which one of these factors is most important to you?

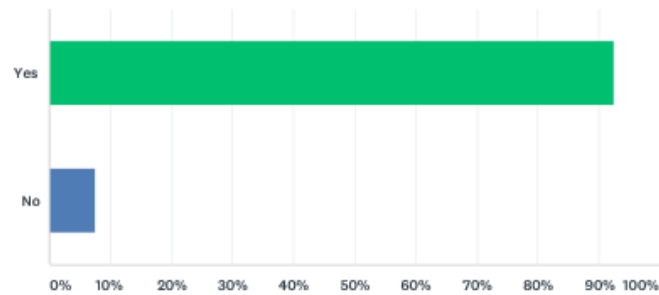
Answered: 4,274 Skipped: 323



ANSWER CHOICES	RESPONSES	
Availability	25.20%	1,077
Cost	14.65%	626
Convenience	42.23%	1,805
Weather	10.95%	468
Environmental sustainability	2.88%	123
Physical abilities or disabilities	1.80%	77
Desire for exercise	2.29%	98
TOTAL		4,274

Q17 Do you own or lease a motorized vehicle (car, truck, motorcycle, and/or scooter)?

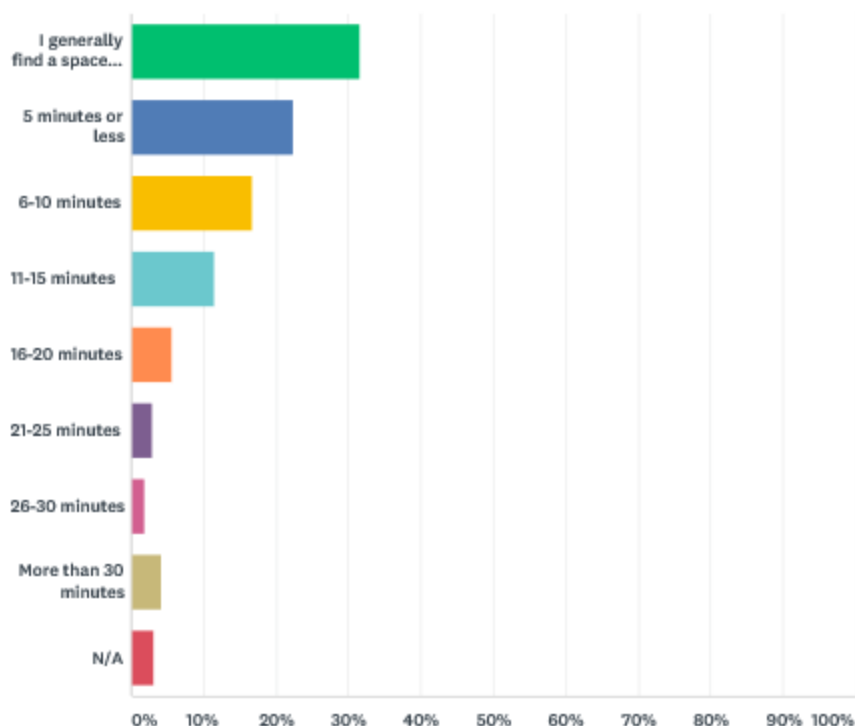
Answered: 4,291 Skipped: 306



ANSWER CHOICES	RESPONSES	
Yes	92.52%	3,970
No	7.48%	321
TOTAL		4,291

Q22 Typically, when you first arrive on campus, about how many minutes on average do you estimate you spend searching for a parking space and parking your vehicle?

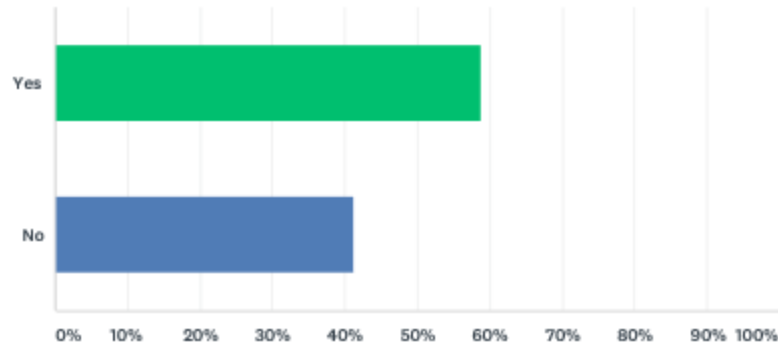
Answered: 1,604 Skipped: 2,993



ANSWER CHOICES	RESPONSES	
I generally find a space immediately	31.61%	507
5 minutes or less	22.44%	360
6-10 minutes	16.77%	269
11-15 minutes	11.41%	183
16-20 minutes	5.55%	89
21-25 minutes	2.93%	47
26-30 minutes	1.93%	31
More than 30 minutes	4.11%	66
N/A	3.24%	52
TOTAL		1,604

Q24 Within the last year, have you been late to class/work/meetings due to unexpected difficulties finding parking?

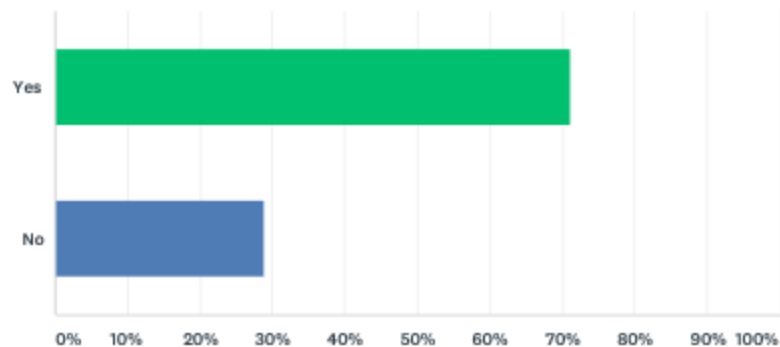
Answered: 1,592 Skipped: 3,005



ANSWER CHOICES	RESPONSES	
Yes	58.73%	935
No	41.27%	657
TOTAL		1,592

Q25 Within the last year, have you ever been unable to find a parking space on campus for which your permit is valid?

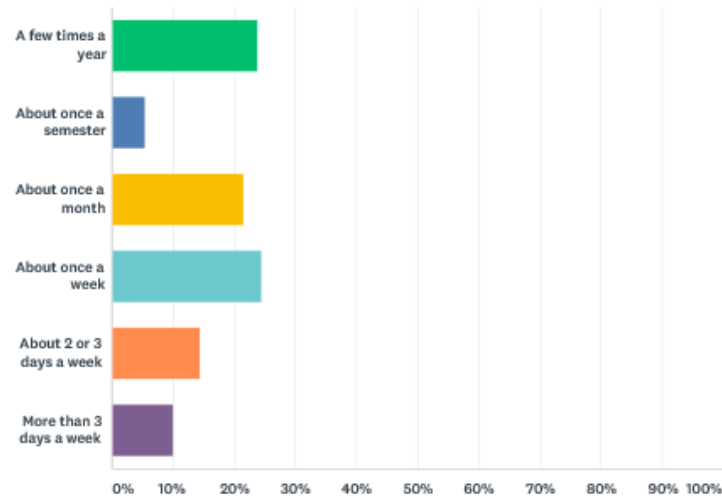
Answered: 1,595 Skipped: 3,002



ANSWER CHOICES	RESPONSES	
Yes	71.03%	1,133
No	28.97%	462
TOTAL		1,595

Q26 How often are you unable to find a space?

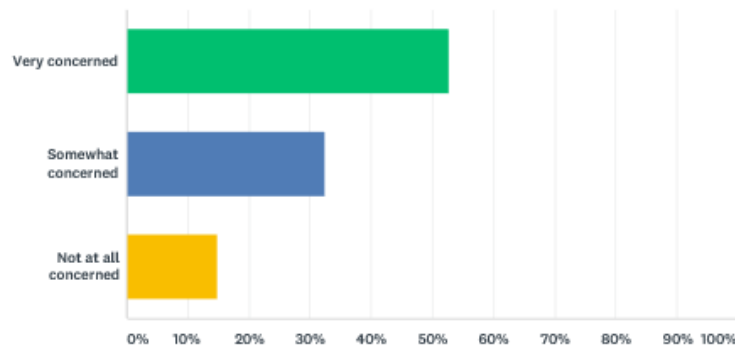
Answered: 1,133 Skipped: 3,464



ANSWER CHOICES	RESPONSES	
A few times a year	23.92%	271
About once a semester	5.47%	62
About once a month	21.54%	244
About once a week	24.54%	278
About 2 or 3 days a week	14.47%	164
More than 3 days a week	10.08%	114
TOTAL		1,133

Q28 When parked on campus, how concerned are you that if you leave in the middle of the day, when you return you won't be able to find a comparable parking space?

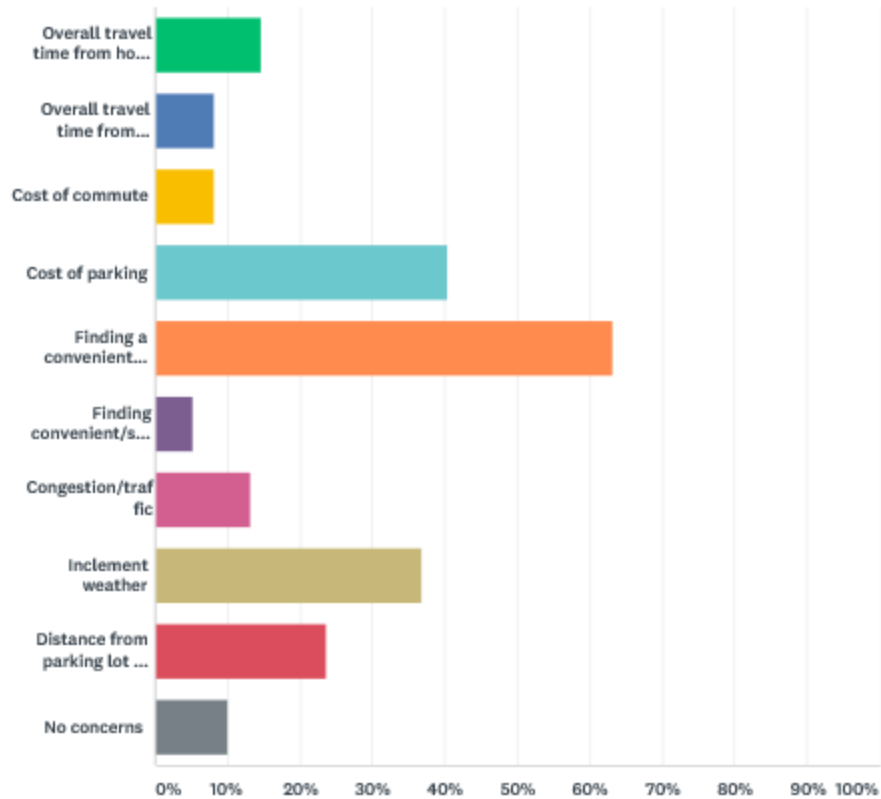
Answered: 1,590 Skipped: 3,007



ANSWER CHOICES	RESPONSES	
Very concerned	52.70%	838
Somewhat concerned	32.52%	517
Not at all concerned	14.78%	235
TOTAL		1,590

Q31 What concerns you most about your current commute? (check all that apply)

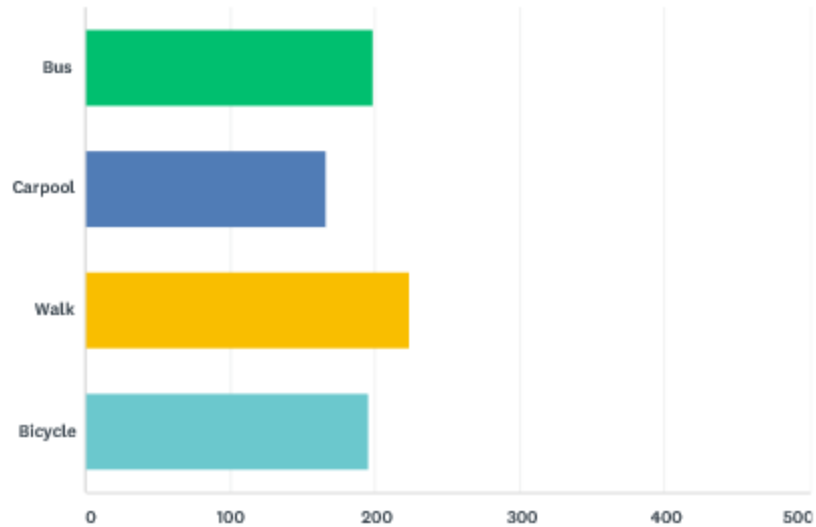
Answered: 1,566 Skipped: 3,031



ANSWER CHOICES	RESPONSES	
Overall travel time from home to campus	14.62%	229
Overall travel time from campus to home	8.17%	128
Cost of commute	8.24%	129
Cost of parking	40.36%	632
Finding a convenient parking space	63.15%	989
Finding convenient/safe bicycle parking	5.24%	82
Congestion/traffic	13.28%	208
Inclement weather	36.72%	575
Distance from parking lot or bus stop to building	23.63%	370
No concerns	10.09%	158

Q32 How willing would you be to try each of the following alternative forms of transportation?

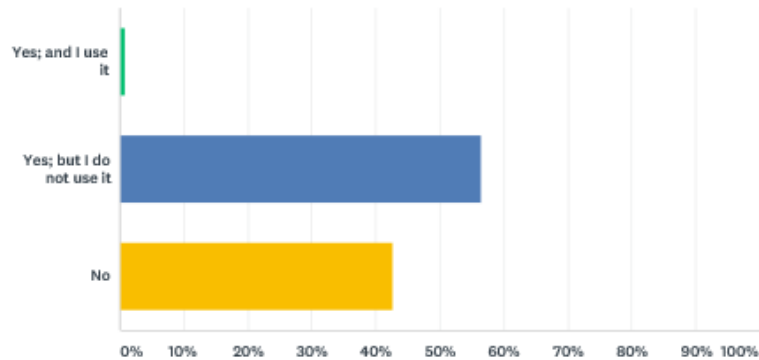
Answered: 4,209 Skipped: 388



	NOT AT ALL WILLING	SOMEWHAT WILLING	VERY WILLING	I ALREADY USE THIS MODE AT LEAST SOMETIMES	NOT SURE	TOTAL	WEIGHTED AVERAGE
Bus	25.42% 1,070	28.84% 1,214	14.73% 620	27.11% 1,141	3.90% 164	4,209	198.36
Carpool	31.22% 1,314	29.84% 1,256	14.40% 606	18.18% 765	6.37% 268	4,209	166.38
Walk	27.56% 1,160	19.96% 840	9.93% 418	40.96% 1,724	1.59% 67	4,209	223.67
Bicycle	28.94% 1,218	25.37% 1,068	13.73% 578	28.91% 1,217	3.04% 128	4,209	195.73

Q33 Have you heard of Pokes' Spokes Bike Library (semester bicycle rentals)?

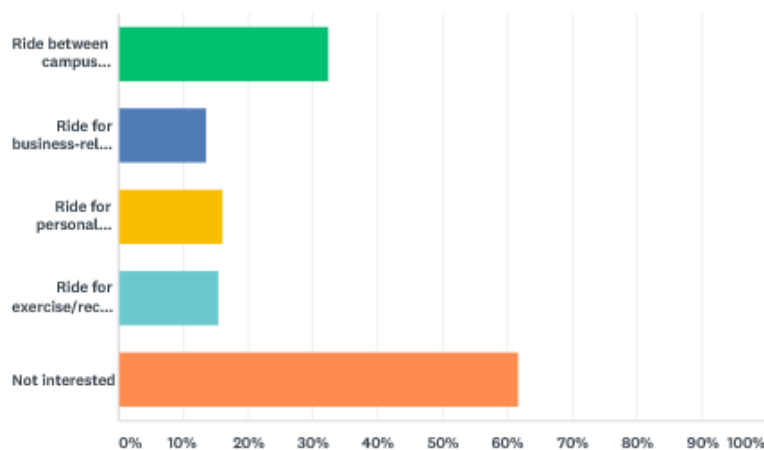
Answered: 4,189 Skipped: 408



ANSWER CHOICES	RESPONSES	
Yes; and I use it	0.93%	39
Yes; but I do not use it	56.43%	2,364
No	42.64%	1,786
TOTAL		4,189

Q34 Would you be interested in bikeshare bicycles or electric scooters (single-ride trips) for any of the following (check all that apply):

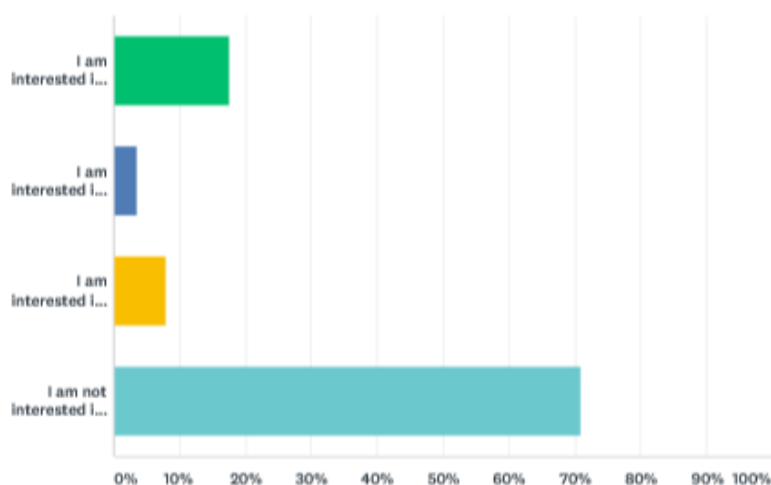
Answered: 4,178 Skipped: 419



ANSWER CHOICES	RESPONSES	
Ride between campus destinations	32.36%	1,352
Ride for business-related errands	13.52%	565
Ride for personal errands	16.06%	671
Ride for exercise/recreation	15.51%	648
Not interested	61.66%	2,576
Total Respondents: 4,178		

Q35 Would you be interested in having carshare cars (e.g., Zipcar) available for any of the following?

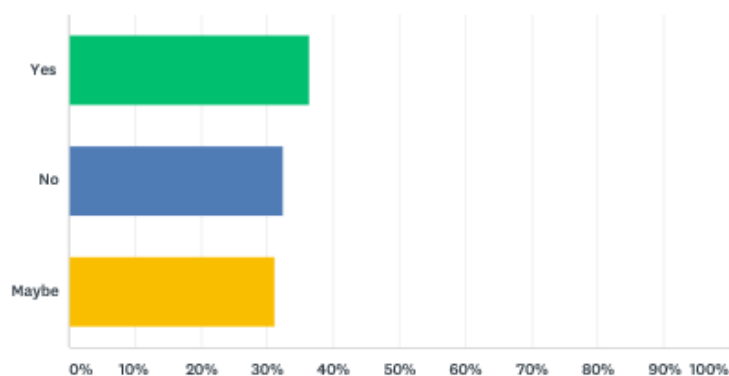
Answered: 4,156 Skipped: 441



ANSWER CHOICES	RESPONSES	
I am interested in using it for University-related business (department paid)	17.66%	734
I am interested in using it for personal errands (individually paid)	3.59%	149
I am interested in using it for business and personal errands	7.87%	327
I am not interested in using it	70.89%	2,946
TOTAL		4,156

Q36 Do you consider carpooling to be a reasonable alternative to driving by yourself?

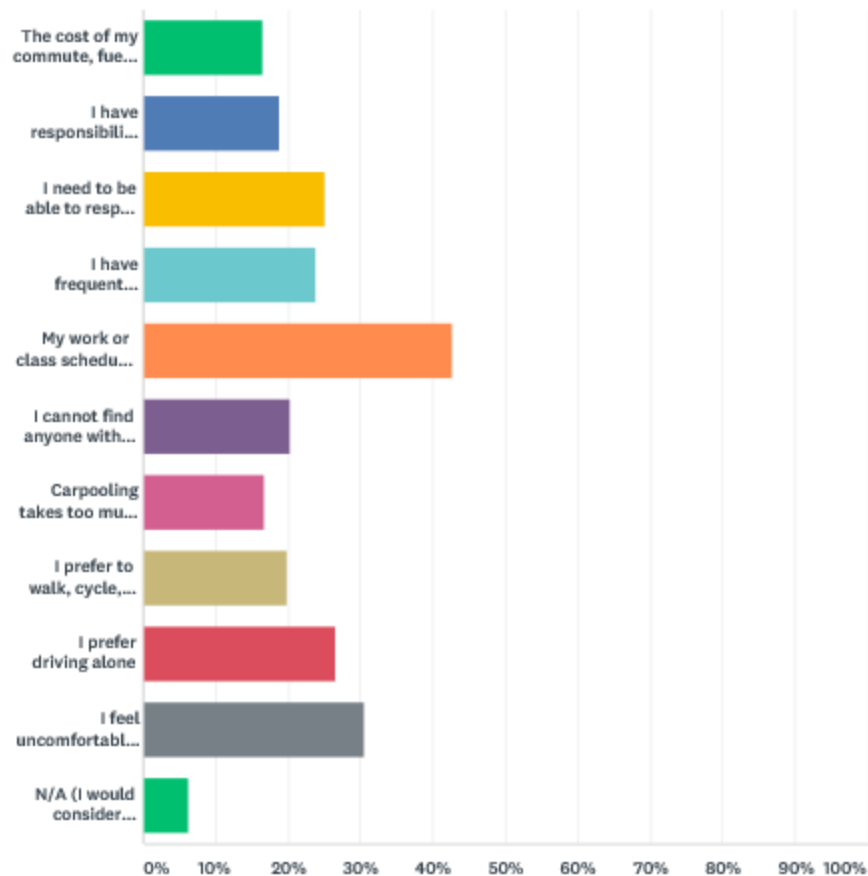
Answered: 4,183 Skipped: 414



ANSWER CHOICES	RESPONSES	
Yes	36.34%	1,520
No	32.49%	1,359
Maybe	31.17%	1,304
TOTAL		4,183

Q37 If you prefer not to carpool, or would not consider it as an option, which of the following best describes the reasons why? (Please select no more than three choices.)

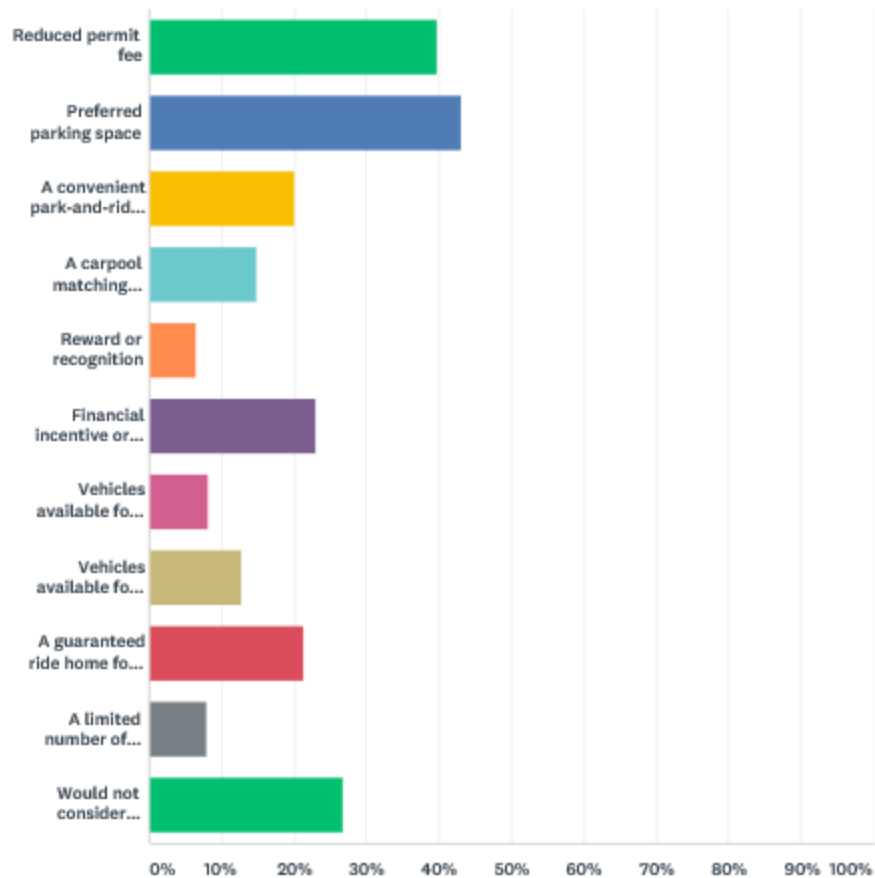
Answered: 2,648 Skipped: 1,949



ANSWER CHOICES	RESPONSES	
The cost of my commute, fuel, and parking are reasonable	16.43%	435
I have responsibilities to a child or children and must be able to respond to their needs immediately	18.92%	501
I need to be able to respond to an emergency without inconveniencing anyone else	25.04%	663
I have frequent appointments off campus	23.90%	633
My work or class schedule is too irregular	42.67%	1,130
I cannot find anyone with whom to carpool	20.32%	538
Carpooling takes too much time	16.81%	445
I prefer to walk, cycle, or ride the bus	19.83%	525
I prefer driving alone	26.62%	705
I feel uncomfortable not having my personal vehicle available to me	30.59%	810
N/A (I would consider carpooling)	6.31%	167
Total Respondents: 2,648		

Q38 Which of the following would make you more likely to carpool?
(Please select no more than three choices.)

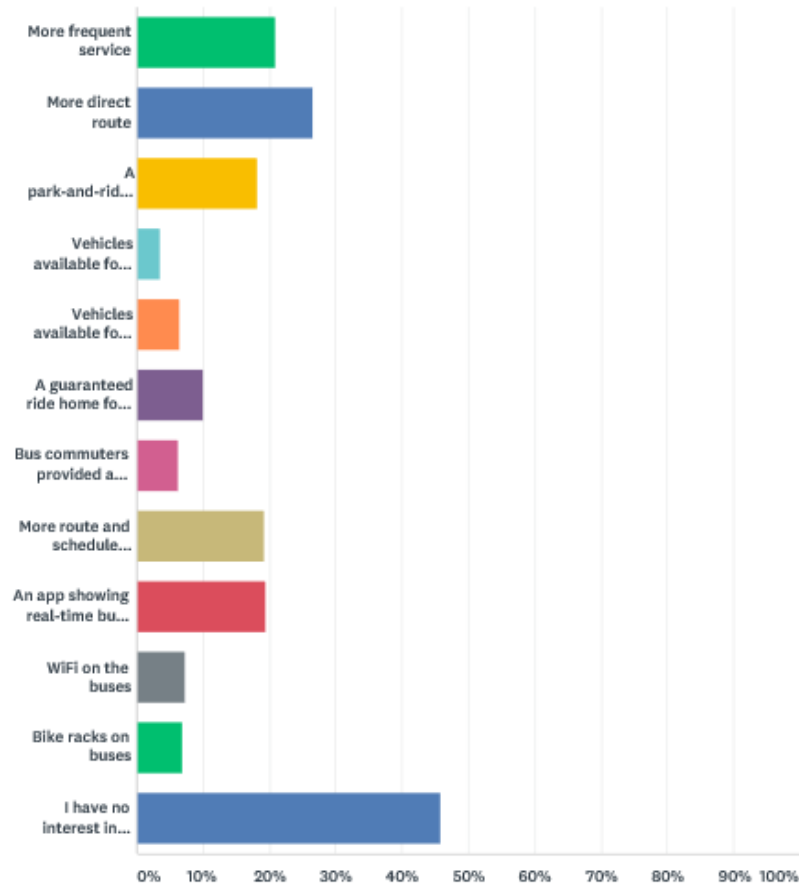
Answered: 4,146 Skipped: 451



ANSWER CHOICES	RESPONSES	
Reduced permit fee	39.75%	1,648
Preferred parking space	43.20%	1,791
A convenient park-and-ride lot at which to meet my carpool	20.12%	834
A carpool matching website	14.81%	614
Reward or recognition	6.42%	266
Financial incentive or prize	23.06%	956
Vehicles available for business appointments	8.25%	342
Vehicles available for personal appointments	12.71%	527
A guaranteed ride home for emergencies	21.39%	887
A limited number of one-day parking passes	8.03%	333
Would not consider carpooling under any circumstances	26.68%	1,106
Total Respondents: 4,146		

Q41 Which of the following would make you more likely to use a bus for your commute? (Please select no more than three options.)

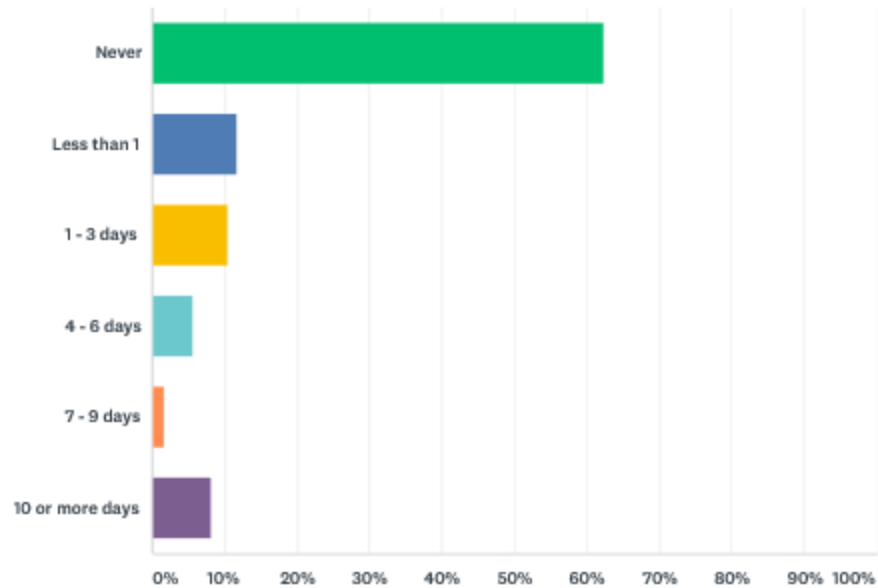
Answered: 2,906 Skipped: 1,691



ANSWER CHOICES	RESPONSES	
More frequent service	20.99%	610
More direct route	26.50%	770
A park-and-ride lot on my approach to campus	18.27%	531
Vehicles available for business appointments	3.54%	103
Vehicles available for personal appointments	6.54%	190
A guaranteed ride home for emergencies	10.05%	292
Bus commuters provided a limited number of one-day parking passes for occasional car use	6.33%	184
More route and schedule information	19.20%	558
An app showing real-time bus locations	19.55%	568
WiFi on the buses	7.40%	215
Bike racks on buses	6.95%	202
I have no interest in riding the bus	45.80%	1,331
Total Respondents: 2,906		

Q42 In a typical two-week period, how often do you ride a bicycle to or from campus? (includes riding between a residence hall and central campus)

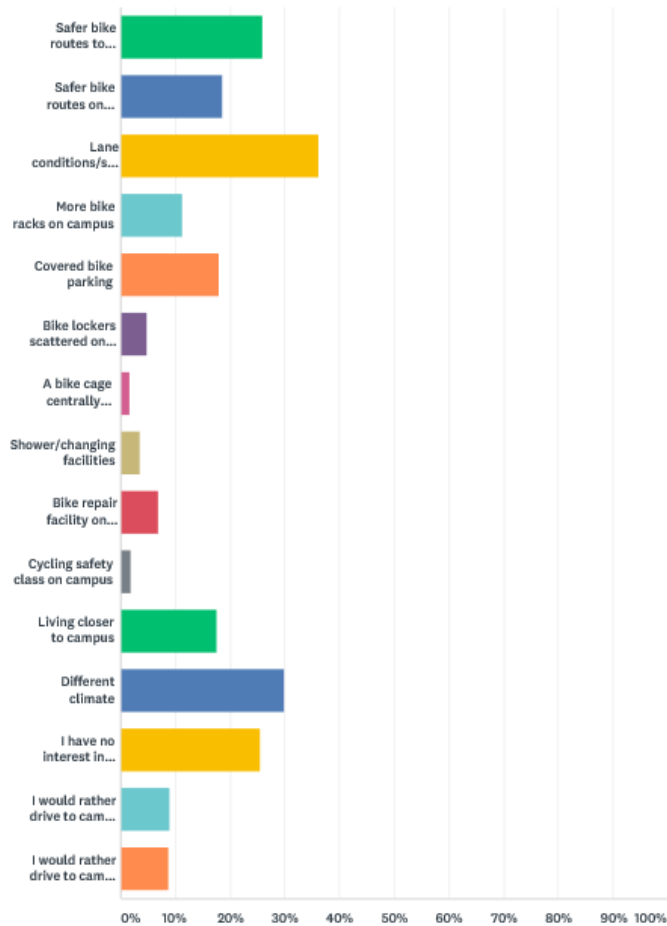
Answered: 4,110 Skipped: 487



ANSWER CHOICES	RESPONSES	
Never	62.26%	2,559
Less than 1	11.75%	483
1 - 3 days	10.54%	433
4 - 6 days	5.55%	228
7 - 9 days	1.73%	71
10 or more days	8.18%	336
TOTAL		4,110

Q43 Which of the following would make you more likely to commute by bicycle? (Please select no more than three options.)

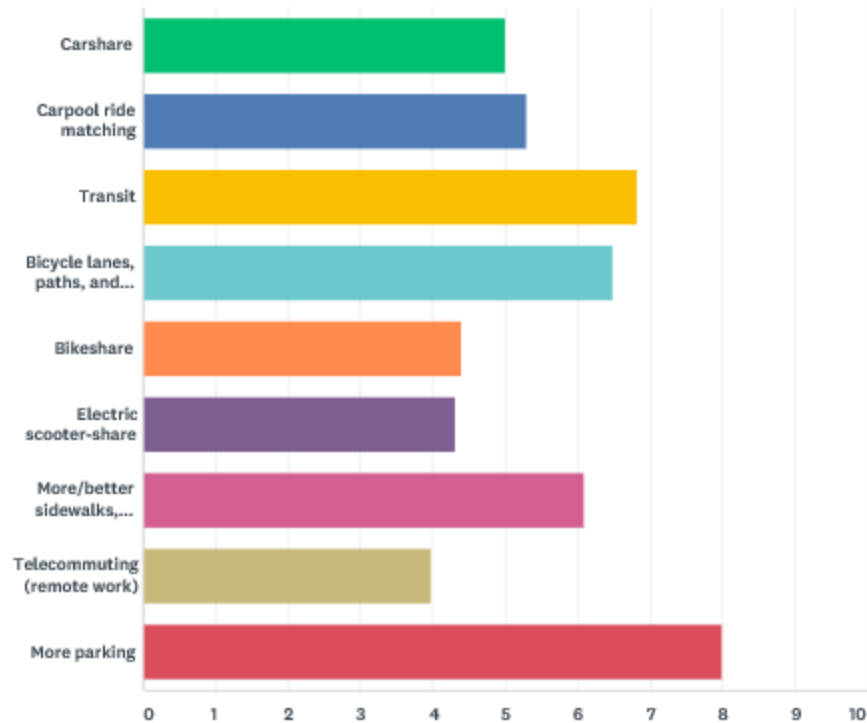
Answered: 3,967 Skipped: 630



ANSWER CHOICES	RESPONSES	
Safer bike routes to campus	25.86%	1,026
Safer bike routes on campus	18.55%	736
Lane conditions/snow removal	36.15%	1,434
More bike racks on campus	11.32%	449
Covered bike parking	18.05%	716
Bike lockers scattered on campus	4.89%	194
A bike cage centrally located on campus	1.64%	65
Shower/changing facilities	3.55%	141
Bike repair facility on campus	6.81%	270
Cycling safety class on campus	1.94%	77
Living closer to campus	17.49%	694
Different climate	29.95%	1,188
I have no interest in riding a bicycle	25.54%	1,013
I would rather drive to campus and use my bike to move between campus locations	9.10%	361
I would rather drive to campus and use a bikeshare bike to move between campus locations	8.75%	347
Total Respondents: 3,967		

Q45 In what transportation alternatives should UW prioritize investment over the next 10 years? Please rank only your top three (i.e., 1, 2, 3; while you can rank more only your top three will be considered).

Answered: 3,913 Skipped: 684



	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Carshare	5.80% 108	9.35% 174	12.09% 225	22.03% 410	12.95% 241	8.92% 166	8.87% 165	7.79% 145	12.20% 227	1,861	4.99
Carpool ride matching	4.06% 79	12.69% 247	16.38% 319	14.38% 280	20.60% 401	11.45% 223	6.93% 135	7.96% 155	5.55% 108	1,947	5.30
Transit	13.75% 371	30.68% 828	24.75% 668	9.37% 253	7.97% 215	7.08% 191	3.56% 96	1.82% 49	1.04% 28	2,699	6.82
Bicycle lanes, paths, and racks	15.35% 394	21.74% 558	22.20% 570	12.54% 322	8.61% 221	9.70% 249	6.04% 155	2.80% 72	1.01% 26	2,567	6.49
Bikeshare	3.01% 59	6.38% 125	8.88% 174	5.92% 116	17.76% 348	19.35% 379	23.18% 454	11.49% 225	4.03% 79	1,959	4.39
Electric scooter-share	3.04% 62	10.04% 205	13.61% 278	4.60% 94	6.46% 132	17.48% 357	17.73% 362	18.36% 375	8.67% 177	2,042	4.31
More/better sidewalks, paths, and crosswalks	7.42% 196	28.79% 760	26.67% 704	6.86% 181	3.67% 97	3.48% 92	8.83% 233	11.10% 293	3.18% 84	2,640	6.09
Telecommuting (remote work)	8.34% 192	13.86% 319	10.78% 248	3.09% 71	4.22% 97	3.09% 71	4.69% 108	18.25% 420	33.68% 775	2,301	3.98
More parking	68.77% 2,398	12.70% 443	8.03% 280	1.29% 45	0.63% 22	0.57% 20	0.60% 21	0.63% 22	6.77% 236	3,487	8.00

*The above figures are not a representation of the complete survey results.

Addendum C



February 8, 2019

EXECUTIVE SUMMARY OF PRELIMINARY RECOMMENDATIONS, AS DETAILED IN THE INTERIM DELIVERABLE

Initial conclusions and the associated preliminary recommendations are based on findings, which are detailed in the Interim Deliverable and its accompanying PowerPoint presentation.

INITIAL CONCLUSIONS

- The University has more parking supply than current levels of demand require
- Parking/transportation functions are well regarded among many members of the campus community
- Bus drivers were particularly commended for their professionalism and customer service
- The rapid increase in Freshman class size for Fall 2018 led to a communication breakdown that resulted in Parking being unaware of the large number of incoming resident students. This created ill-will among R permit holders, which has persisted throughout the year.
- There are many individuals on campus that perceive the system as inadequate due to the congestion and demand on the west side of campus, whereas others do not see a parking problem
- The shuttle/remote lots are highly utilized for their convenience and cost
- The shuttle system is appreciated and well utilized
- There is much debate over the possibility of a closure of 15th Street – pedestrians heavily use the crosswalk at 15th and fraternity/sorority row
- There is likely uncaptured demand of parking legally or illegally in neighborhoods to the west of campus
- Many UW students and employees are resilient and proud to bike year-round, or as long as possible

PRELIMINARY RECOMMENDATIONS

PARKING

Walker does not recommend the addition of any on-campus parking facilities, including a parking structure. Our study of demand indicates the parking inventory is and will continue to be adequate.

- Maximize the use of the available parking inventory to relieve overcrowding of core campus lots
- Introduce a tier-based parking permit fee structure, with closely managed permit allocations
- The price of each tier should be commensurate with the demand
- Recommended tiers include: Central, Perimeter, Peripheral, Remote, and Resident
- Permits recommended to be sold on a lot-by-lot basis, not user group. Sales should be capped
- "Peripheral" and "Remote" tiers need be served by frequent, reliable transit
- A tier system should more efficiently distribute demand—reducing frustration, circulation, congestion
- In order to further reduce traffic coming to campus, the University can consider the development of additional "Remote" lots to the north or west of campus

POTENTIAL NORTH AND WEST REMOTE LOT LOCATIONS

Walker surveyed the areas of Laramie that lie to the north and east of the main campus, to seek potentially analogous facilities to those that already have been designated to the south and west. Locations identified by Walker may or may not be available. Among the four locations identified there are between 450 and 600 parking spaces. The South Express Lot (242 spaces) is about 0.9 miles from the Union, and the East Express (813 spaces) lot is about 1.25 miles.

- **Safeway Plaza/Big K:** 100-200 spaces; 1.5 miles
- **Laramie High School:** 200-225 vehicles; 1.1 miles
- **Church of Jesus Christ of Latter-Day Saints:** 150 spaces, 0.8 miles
- **First United Methodist Church:** 35-50 spaces; 0.6 miles

BICYCLE AND PEDESTRIAN

- Improve inadequate or confusing pedestrian crossings with pavement markings and improved wayfinding, traffic control, and accessibility (install ADA-compliant ramps where needed)
- Decrease conflicts between pedestrians and other modes traveling on campus
 - Separate bicycle and pedestrian paths and/or vehicle lanes for highest use facilities
 - Limit vehicular use within areas of high pedestrian activity
- The consultant team does not recommend closing 15th Street to cars; however, changes are required to improve the safety, function, and efficiency of this important campus and community access particularly for pedestrians, cyclists, and public transportation
- Construct additional sidewalks or multiuse paths to promote continuity of a pedestrian path network
- Consider increasing the amount of lighting fixtures and pavement conditions along well-used paths
- Develop a Bicycle Master Plan consistent with the overall transportation network for the campus.
- Consider dedicated bike lanes on Willet Drive, 12th Street, and 13th Street
- Inventory bicycle use and identify areas where bicycle storage is inadequate and where it is substantial
- Consider the development of a bicycle education program for UW
- Review goat path trails for improvements to the network
- Emphasize campus communication and enforcement of bicycle regulations

TRANSIT

- Transit stops located near and on campus should be improved to provide amenities including lighting, benches, and—where possible—heat.
- Within the Campus Master Plan, consider public transit corridors within the future roadway network
- Invest in high-efficiency fuel transit vehicles to be consistent with campus sustainability goals
- Seek additional revenue sources outside the University to expand system further into the community
- Budget to improve the transit maintenance facility, with room for future expansion
- Plan efficient waiting areas for ridehailing (e.g., Lyft and Uber), for pick-up and drop-off of passengers
- Continue to market, promote, and provide easy access to parking and shuttle information.
- Operate buses as posted on schedules, with enough capacity to meet demand
- Continue to provide, improve, and market real-time bus data
- Develop a new branding theme—combine fixed route, LaramieLink, Dial-A-Ride, and SafeRide services

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management strategies could reduce the number of trips to, from, and around campus—enhancing safety and lessening the burden on the core campus parking areas.

- Consider adding park-and-ride lot(s) to the north and/or west of campus
- A bus route to the west and/or north could have limited stops along the way to serve those residential areas as well as park-and-ride facilities
- Much of the campus community seems open to the possibility of carpooling, creating incentives, discounts, priority parking, and promoting online ride-matching could reduce campus parking demand
- Enhance people's ability to participate in TDM programs, with support services such as:
 - Guaranteed ride home program
 - Car- or bikeshare programs
 - Occasional one-day parking privileges