

Tabled indefinitely

STAFF SENATE
University of Wyoming
Resolution No. 188

Sponsored by the Compensation Committee

A RESOLUTION CONCERNING THE PROPOSED PARKING PLAN

1 WHEREAS, President Dubois stated in a memo dated November 13, 1999, to the
2 Parking Review Committee (see Addendum A), describing his parking improvement
3 recommendations, that “our parking rate structure should reflect not only the relative
4 convenience of the parking purchased, but also the ability to pay”; and

5 WHEREAS, Staff Senate supports the President in his efforts to resolve the long-
6 term parking issues; and

7 WHEREAS, Staff Senate recognizes that there is no perfect solution to the
8 parking issues, but in addition, does not visualize any real improvements in parking as a
9 result of the current proposed plan and permit increases; and

10 WHEREAS, President Dubois has solicited our comments in regard to the
11 proposed parking plan; and

12 WHEREAS, approximately one-half of staff earn \$25,000 or less, with half of
13 those earning \$20,000 or less, which severely impedes their ability to purchase permits at
14 proposed costs; and

15 WHEREAS, numerous staff who cannot afford the proposed permit costs will be
16 forced to use the remote free shuttle; and

17 WHEREAS, the remote free shuttle will not meet the needs of many employees
18 who have off-campus obligations and commitments throughout the day; and

19 WHEREAS, the remote free shuttle system will not operate during hours when
20 large numbers of crucial employees work (very early mornings and late nights); and

21 WHEREAS, Staff Senate agrees with President Dubois's early recommendation
22 and the basic premise on which it was founded, of a stratified system of parking permit
23 costs based on income level, (see Addendum A); and

24 WHEREAS, it is essential that sufficient permits are purchased in order to
25 generate the necessary funds to improve the parking situation; and

26 WHEREAS, an affordable stratified system of permit cost would in all likelihood
27 make it possible for more employees to be able to afford to purchase permits;

28 THEREFORE BE IT RESOLVED, that Staff Senate respectfully recommends
29 that President Dubois's recommendation and basic concept of a stratified system of
30 parking permit costs based on income level, be revisited and reconsidered, and then used
31 to develop an affordable system of parking permit costs, as one viable solution to the
32 parking problems on campus.

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ADDENDUM A

Go to [Comments](#) at bottom of page to send email about campus parking.

November 13, 1999

To: Mr. George Krell, Director of Physical Plant and Chair, Parking Review Committee

Re: More Suggestions for Parking Improvement on Campus

Dear George:

As you may recall, in spring of 1998, I asked the Parking Review Committee to study the current condition of campus parking and to make recommendations to address our most serious parking problems. The Committee's recommendations were aimed principally at reducing the gap that exists between the number of available parking spaces on campus (slightly over 4,100) and the number of permits sold to faculty, staff, and students who want parking (slightly over 7,200). The Committee suggested constructing new surface lots and parking structures on campus and acquiring additional space for off-campus lots on properties adjacent to the campus (along 9th and Lewis Streets). No major changes were recommended in our structure of parking fees or fines, the designation of parking lots, the use of parking meters, or the initiation of alternative transportation options.

Subsequently, I developed a set of eleven additional ideas for consideration, including the creation of additional parking spaces through the conversion of Iverson and Lewis Streets to one-way streets. Campus response to those ideas generated nearly as many additional good ideas and brought to light additional considerations that need to be considered in any set of solutions.

I have now spent a good deal of time reviewing the various comments received during the past academic year. I have also read and considered an assessment of innovative approaches to campus transportation planning, *Finding a New Way: Campus Transportation for the 21st Century*, published by the University of Colorado Environmental Center and the Colorado Office of Energy Conservation. The attached "checklist" of elements of successful Transportation Demand Management (TDM) Programs comes from that publication (Attachment 1).

I'm determined to get the parking issue resolved by the end of the current academic year. As the University President, I need to spend most of my time working on the things that matter—like our budget—but it's time to get the parking situation off my desk.

As you know, more than 90 percent of our student respondents to the ACT Student Opinion Survey (administered in 1994, 1996, and 1998) continue to tell us that they are dissatisfied with campus parking. I also hear complaints from faculty and staff, who waste valuable time and effort looking for parking. This issue will continue to fester unless we think outside the box a bit. We need to find a creative way to diminish the number of cars on the core campus without spending UW dollars needed for other purposes and without adversely affecting all the neighborhoods around us.

Although we could imagine attempting to solve all campus parking problems, that approach is

