



Associated Student Government

Office of the Chair of the Senate
Colman Betler



Lot 72 and 73 Parking Review

This past calendar year (2018), an endeavor of research and data collection was undertaken by a group of students to review the parking environment on the University of Arkansas campus. The purpose of this review is to showcase how parking, in its current form, does not utilize the finite number of spaces to their greatest potential. The goal of this review and subsequent action by this group of students is to enact change on behalf of the entire student body, to alleviate parking congestion and offer the greatest utilization of resources to students.

Our intention is to propose an alteration to the current parking structure that would alleviate parking congestion and allow more commuters to park in spaces which are closer in proximity to their classes on campus. The proposal is that lots 72 and 73 primarily, with the potential of all or parts of lot 74 be rezoned to become parking for commuters. This would open more than 600 spaces for daily commuters to park while they attend to business on campus or attend/teach classes.

These spaces can be utilized by faculty, staff, the over 4,000 graduate students, as well as the over 17,000, non-first year, undergraduate students that do not live on campus.¹ These are groups which must commute to campus daily. While faculty and staff have lots designated to them with desirable location, some of these faculty and staff choose not to purchase these permits due to their cost, or due to their availability.

The situation was first observed, when lot 44 offered green (student) parking, that some students would utilize as extended parking, staying for greater than one day at a time. This behavior was seen in other lots as well, notably lots 72, 73, and others down Razorback road. These Lots are of significant interest to students as they are the closest green lots to the campus. Complaints have been lodged, alleging that students abuse these lots to park their vehicles for extended periods of time. This behavior is counterproductive as it removes spaces that could be utilized by commuters and instead causes these commuting students to park further from campus.

Lot 73 (excluding lot 73A) has around 205 spaces where students can park their vehicles. Lot 72, the southern half, has 132 spaces based on our count and has a northern half containing around an equal amount of spaces. This is over 450 spaces for commuting students to park their vehicles, which are routinely taken by students who choose to park in these spaces for extended periods of time. These lots (72 and 73) were the lots focused on for a parking review during the end of the Fall semester of 2018. On December 3rd, lot 73 was surveyed at 12:30 pm, and was found to contain 205 parked vehicles. On the same day, at the same time, the southernmost half of lot 72 was also surveyed and was found to contain 132 parked vehicles. Each car was then accounted for by placing a sticky note on the driver's side window. Three days later, on December 6th at 8 am, a second survey was taken to determine how many cars were utilizing these lots as long-term parking. During this survey, lot 73 was found to have 118 of the original 205 still parked in the same spot, accounting



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for 58% of all spots. The southern half of lot 72 was found to contain 75 of the original 132 vehicles parked within it, for a total of 57% of all spots available.

The demographic of students who are likely to park their vehicle on campus, for extended periods of time, can be found to be mostly first year, on-campus residing students. They, for the most part, have no need to regularly access their vehicle as their dining and living is required to be on campus based on current housing policy within the university which is as follows, “All single freshmen under 21 years of age are required to live on campus in a residence hall unless they live with a parent or legal guardian’s permanent home. That home must be within 70 minutes of campus.”

These students that do require regular access to vehicles have other options, other than green permits, to purchase to park their vehicles. These options include resident reserved, which are lots specifically for students living in on-campus residence communities. These lots constitute 1,304 parking spaces of the 9,197 currently available parking spaces on the University of Arkansas campus. Additionally, these students have the option to apply to purchase garage passes. These garages are Garland Garage for those on the north side of campus, Harmon for the south side of campus, and Stadium garage as additional spaces. These three garages, which freshman can apply to purchase, constitute a bulk of University of Arkansas parking. Finally, these students have the option to purchase remote lot passes for lot 99, which contains 1,125 spaces.

As of Fall 2018, there were 4,585 beginning freshman students, the majority of which are required to live on campus, unless they fill the distance requirements which allows them to be exempt from this requirement. This group is far less than even the seniors which constitutes 6,712 students and yet receives preferential on campus parking.¹ As mentioned previously, these reserved lots constitute 1,304 spaces, which would be spots for 30% of all freshman, if all on campus residents decided to bring vehicles.

The argument may still be made of displacing freshman from these parking spaces, making their transition to the University harder, and affecting retention. However, under this proposed change, Lots 47, 46, 60, and 56 would all still be on-campus resident accessible. Lot 56 alone is an underutilized lot simply because it is further from central campus locations but could be ideal for long term parking. It is currently so underutilized that Transit and Parking sells permits to Fayetteville High School to fill these spaces; a practice it will conclude in the 2019-20 academic year following the completion of two new residence halls. This is in accompaniment to the garage passes and the resident reserved spaces which allow for proximity parking for those that absolutely require ample access to their vehicles.



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Finally, Lot 99 is a university owned lot near the Beechwood apartment complex, which houses 1,125 spaces for a reduced permit cost to those who choose to park further away. This lot, while previously inconvenient, has been utilized more in the past year and has seen improvements that allow it to continue to increase utilization. The student government funded the placement of bus stop shelters at this location to make the wait for a transit bus more pleasant. The University of Arkansas Transit and Parking department has increased bus stops in this same location to around every 15 minutes, allowing for easier access to and from vehicles parked at this location. It is our goal to offer reasonable and fair parking to all students at the University of Arkansas and believe that under this proposed amendment to the current structure, we can do just that. With this change, we may offer more beneficial parking to those who need it, while still offering space for those who need long term parking.