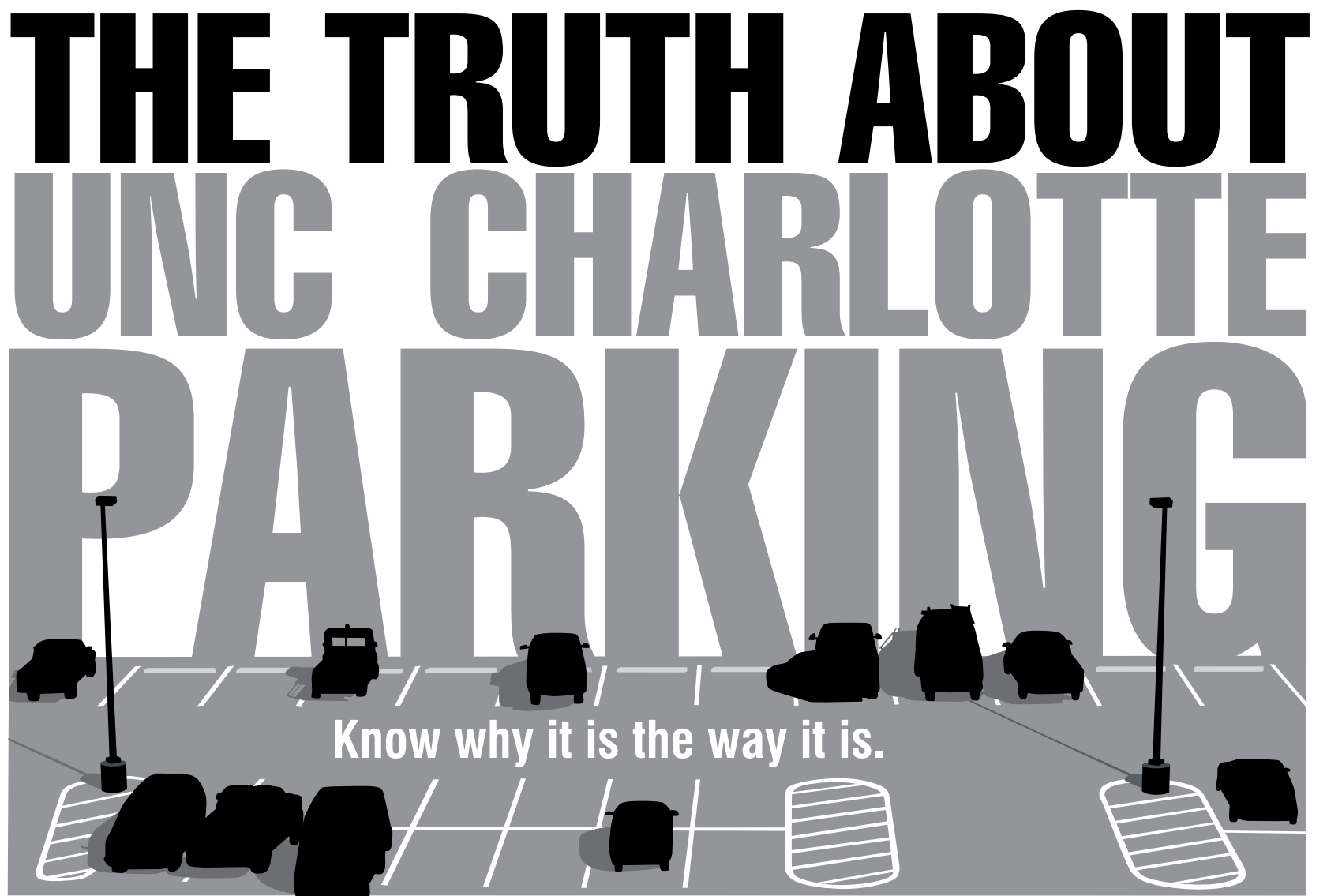


# THE TRUTH ABOUT UNC CHARLOTTE PARKING



Know why it is the way it is.

## The high price of regular, full-time permits

Permit price is based almost entirely on the cost of new deck construction and replacing flat lots with decks.

- It's expensive to design, build and maintain new parking decks needed for a growing campus.
- Existing surface lots make way for new buildings and residence halls; those parking spaces must be replaced with decks, as outlined in the UNC Charlotte Master Plan.
- Decks are far better use of land than paving large swaths of acreage, but they cost a lot more to erect and maintain.

## How permit proceeds are spent

Almost all of it goes toward:

- design and construction new parking decks;
- debt service (paying back construction bonds) and maintenance of existing decks and lots.

A small percentage pays for:

- traffic control staffing;
- support of the CATS Campus Shuttle.

## Why permit prices keep going up

Permit prices are determined by how much will be needed to support a ten-year financial plan that will pay for parking that accommodates enrollment increases. As demand goes up, so must prices. Other factors include:

- loss of parking lots to new building (academic and housing);
- cost of infrastructure: emergency blue lights, utility lines, etc.

If these were the only factors considered, rates would be much higher. The financial impact on students, faculty and staff is taken into account, too. Prices are kept as low as fiscal responsibility will allow.

Until demand goes down, permit prices will continue to rise.

### ***Lot versus Deck: cost comparison***

Surface Space Design and Construction

- \$2,000-\$3,000 (per space, depending on land condition)

Deck Space Design and Construction

- \$12,000 to \$14,000 (per space)

*Decks cost about 3 times more than surface spaces to maintain.*

## More permits are sold than there are spaces

If permits were sold on a one-decal-to-one-space system, thousands of students and staff would be denied the privilege to park while lots and decks would be half empty much of the time. That's because the majority of commuter students occupy a space for less than 6 hours. Not everyone has classes or works here every day. Spaces turn over constantly in this environment.

The current formula for permits sold in relation to spaces available is working, at least for now. There is adequate parking available, all the time. Space verification counts — conducted regularly and often — consistently prove this.

## Where does the money for parking citation fines go?

**PaTS and the University do not financially benefit from citation fines.**

There are State statutes governing our parking fines (GS 115C-457.1-3 - page 305).

Basically, the law says that civil fines (i.e., your parking ticket) minus the cost of collection, have to be remitted to the State; then the State allocates the money to local public schools (not colleges and universities).

The cost of collection is capped at 20%. Enforcement and collection costs University more than the amount we're permitted to keep.

## “Don't Let Freshmen Park!”

We often hear that (from upperclassmen). Some schools don't allow freshmen to park on campus at all, or assign available parking based on class status.

At UNC Charlotte:

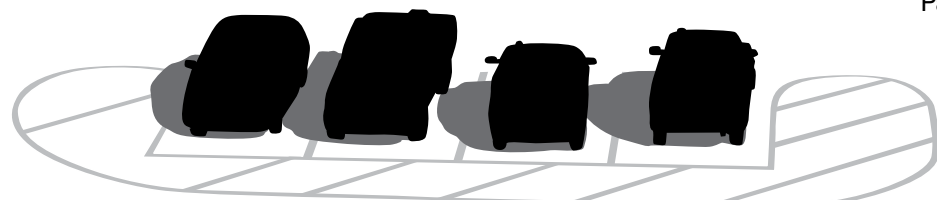
- everyone who buys a permit is able to park;
- the price is the same for freshmen to seniors, post-grads to faculty and staff;
- permission to park is granted equally.

Parking availability may get tight, especially in areas closest to the academic core, but there is enough parking for everyone. As long as that holds true, depriving permits to any one segment of the population is unjustified.

## “Do Something!” We did.

Recent measures to ease demand include:

- completion of North Deck, adding 1,183 spaces;
- prohibiting contractor employees from parking on campus;
- providing economical remote parking options, Lot 6A (\$280/yr.), Lot 27 (\$170/yr) and off-campus parking with shuttle service at Regal Starlight Cinema (\$60/yr);
- Rt. 49 Green Line shuttle stops at The Flats, 901 Place and University Village, to encourage residents living in nearby apartments to leave their cars at home.



All commuters face the same problems: getting to campus on time, finding a parking place, and avoiding tickets,



finding a perch between classes.

Page from *UNCC Rogues 'N Rascals* yearbook, 1971. Parking was a common complaint even when the campus population was 75% less.

## Commuter parking at CRI? Brace yourself.

- Construction of the new Football Complex has eliminated much of Lot 23.
- The gravel lot just South of the Bioinformatics Building is scheduled to close in late September for construction of the Portal Building.
- Commuter parking at CRI campus is going to be quite limited for the 2011-12 academic year. (Fortunately, a new deck is scheduled for CRI next year).

### CRI parking advice

Unless you arrive early (before 8) to justify hunting for a spot at CRI, the best alternatives are:

- park in areas along Rt. 50 Red Line and take the shuttle to CRI (see [parking.uncc.edu](http://parking.uncc.edu) for shuttle route maps) or
- park in West Deck or Union Deck and take the walking path up to CRI, or
- park at North Deck, take Rt. 49 Green Line to the Student Union, then pick up the Rt. 50 Red Line to CRI.

PaTS welcomes your questions, comments and suggestions  
[unccpark@uncc.edu](mailto:unccpark@uncc.edu)

[parking.uncc.edu](http://parking.uncc.edu)



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