

# UNCC Parking Situation Presents

## Problems To Faculty And Students

—by queenie mackey

Parking at UNCC is still a problem, a sampling of student and faculty opinion suggests.

The diversity ranges from faculty members having difficulty in finding parking spaces in their designated areas to students complaining that faculty members shouldn't have parking spaces closer to classroom buildings than those of students.

Eleven persons were interviewed on the issue of parking spaces and parking meters. Some opinions expressed included:

David Frye, sociology instructor, says his "faculty sticker is no help". But he sees no solution beyond what the administration has already committed itself to (Master Plan) — there is "no magic solution".

"Meters should be given more time" for the money they require says commuter Ken Russel.

Fran Saxon, UNCC student feels parking areas are located

too far in the same direction. "They're adequate but inconvenient". Saxon, a commuter, said "meters should be in areas D or B instead of E." The UNCC traffic department issues B permits to faculty and staff, E permits to commuters and D permits to dorm student and A permits to handicapped, maintenance, etc.

A group of Concord car poolers, Scott Beeker, Larry Parker and Rick Freeze, was firm on the issue. Parker said visitors should park elsewhere. "Parking should be free". Beeker said "meters are a rip-off".

The Master Plan (UNCC Campus Planning workbook), printed in May, 1974, gives a clue to the problem. One statement reads:

"Since the University has been designed as a pedestrian campus the plan should strive to maintain the separation between pedestrian and vehicular traffic."

In cluded also in this

workbook are the rationale for recent developments of physical concept that account for many of the changes in parking facilities. A few examples of the specific concepts determined by the long range planning in conjunction with CRS (Caudill Rowlett Scott) an architecture engineer planning service seek to: 1) "Establish a pedestrian street system to provide for ease of movement. 2) Separate visitor and public traffic from normal campus vehicular movement. 3) Provide a central structured parking facility for visitors and short term parkers. 4) Provide for separation of vehicular and pedestrian traffic".

These concepts are beginning to take shape. 800 new faculty/student parking spaces have been constructed and Ed Ayers, director of Physical Plant and Business Services, said in October about one-third had been paved.

Because the state doesn't allocate money to build

university parking lots, student fees were increased. To pay for revenue bonds, maintenance and utilities for the parking lot, costing around \$355,000 the cost of parking stickers for 1974-75 went from \$12 to \$20.

At the request of UNCC Dorm Councils and Student Government, Jerry Hudson, director of Public Safety, says parking meters were put up near the dorm areas to accommodate short term visitors.

Meters were placed near the main buildings at the request of part time and short term students who felt they shouldn't buy \$20 stickers for the little time they were on campus when feeding meters would be more economical.

Presently there are 77 meters in the main parking lot, 35 in the Union parking lot and 38 in the dorm areas. This is an increase of 90 new meters over last year's total of 60. Meters increased in the Union from 35 to 45, but since construction for

expansion of Cone University Center began, the meters allocated for salesmen, visitors and those seeking admissions or information have not been as productive as those in the main lot. This will be reviewed by the traffic committee, said Hudson.

The meters are timed to service parking for four, eight and 16 hours. Hudson said the meters cost from \$45 to \$50 apiece and \$20 to install. Plan are to install two free meters near the Rowe building and lake area. This will give 30 minutes free parking for loading and unloading purposes.

In response to why meters were placed in the main parking lot areas E and B Hudson said,

"The through street was reason for location." After construction of the Earth Science building is complete, those presently parking in the graveled parking lot will be "absorbed in the B areas of the main lot, with exception of a few handicapped spaces."

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## Semester Break Brings Traffic Changes

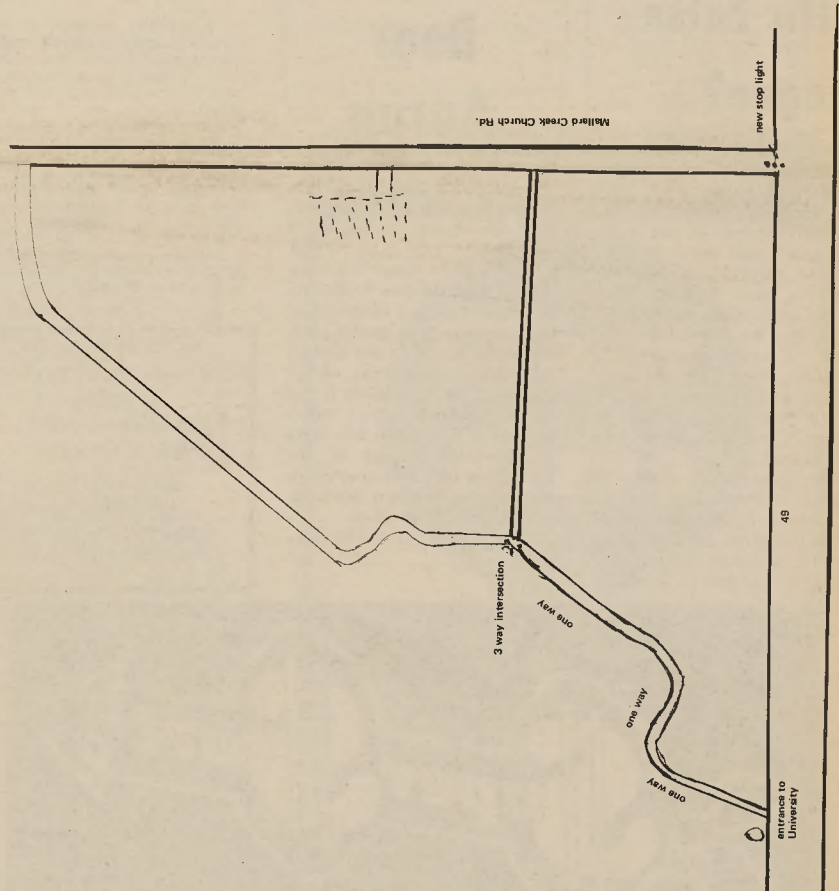
—by susan sluss

During the semester break, there are going to be major changes in the traffic flow here at UNCC. The reason for the changes, according to Jerry Hudson, Director of Parking and Safety is "to relieve the congestion at the main entrance of the University".

The changes affect the section of Mary Alexander Road from the University Boulevard entrance into the University to the entrance to the four-way intersection in the parking lot. That section of the road will become one-way, inbound. All traffic from the Academic buildings must then exist via Mallard Creek Church Road. Traffic may enter from this intersection also. A traffic light will be installed at the University Boulevard and Mallard Creek Church Rd intersection. A yellow flashing light will replace the traffic light now located at the main entrance of the University. A survey count will be held at the main entrance for two weeks after the yellow light is installed to determine whether the flashing mode is adequate.

During the past six months, UNCC has retained two separate professional consulting corporations, one for long range physical planning, the other for traffic. Both looked thoroughly at the traffic flow pattern and through their recommendations and UNCC's own analysis, the changes are being made.

Approximately 7000 cars go through the main entrance of the University daily. Two thousand move to the dorm area and 5000 go to the academic parking areas.



## Woody Named Legislative Intern

—by jerry proctor

UNCC junior Political Science major James Woody has been named as a Legislative Intern next spring in Raleigh. A Forest City native, Woody will serve as a staff assistant to officers and members of the 1975 General Assembly.

While in Raleigh, James will also pursue a parallel course of academic study at N.C. State

University. He was one of only 10 students chosen by the N.C. State Department of Politics and General Assembly representatives out of 160 applicants in North Carolina accredited colleges and universities.

The internship will allow James to enroll in three upper-division courses at N.C.

State. These courses are: 1) a Government Internship Seminar, 2) Legislative Process, and 3) Problems of State Government.

James will work a minimum of 25 hours each week at the General Assembly, which convenes January 15, 1975. He will be paid \$50.00 a week for the twenty weeks of the session.