Residents and the **50** spots from Rice and Rivers Lot are restored, there still will not be enough spots for these residents. Moreover, allocating Lot M to residential parking will reduce spaces available for commuters, further straining resources for faculty, staff, and commuting students. While some might say parking is not a pressing issue for faculty, staff, and commuting students who could just park blocks away and walk during the day, it is undeniably an issue for north residents who should be able to park close to where they live.

Data Obtained from the Office of Institutional Research

The Student Government Association (SGA), in collaboration with the Office of Institutional Research (OIR), has gathered baseline data that provides a comprehensive overview of campus parking trends throughout a typical day. This report includes valuable information about parking availability, the number of students holding parking permits, and the distribution of commuters scheduled for face-to-face classes scheduled between 7:00 a.m. and 10:30 p.m. Please refer to ***Addendum #1*** for the full data report from OIR, which also addresses certain limitations and assumptions inherent in the analysis.

The key components of the report are as follows:

1,945 Commuter parking spaces on main campus
191 Designated residential parking spaces
2,136 Total student parking available on main campus

To assess parking capacity, the following calculation was made:

2,136 (total amount of student parking) **1,418** (all residential students who have a permit assuming they have a car) = **718** spots left for commuters throughout the day

9:30 a.m. and 3:30 p.m., with the following parking deficits at maximum capacity for each day:

560 spaces short on Mondays
732 spaces short on Tuesdays
589 spaces short on Wednesdays
676 spaces short on Thursdays
110 spaces short on Fridays

These findings suggest that parking demand far exceeds available capacity during peak hours, particularly on weekdays. The information provides valuable insight into current parking challenges and can serve as a foundation for further discussions on improving parking solutions on campus.

We also have attached a map and a list of parking spaces available that was provided by Facilities parking for visitors and service vehicles, as well as the daily parking needs of faculty, staff, and

the rising demand for parking is essential to support the needs of our growing community effectively. Proactively planning for these changes will be critical as we move forward.

Proposed Solution

Lot O Proposal

When considering solutions for the future, our SGA Parking Ad Hoc Committee recommends constructing a parking deck on Lot O as a long-term solution to address campus parking challenges. Lot O, located at the northern edge of campus, offers a strategic location. It is far enough from the main campus activities to avoid disruption, yet close enough to residence halls and academic buildings to remain easily accessible. Additionally, its proximity to the future Bank Independent Stadium and Flowers Hall makes it an ideal location for game-day parking. Currently, Lot O provides **149** parking spots primarily for students unable to find parking elsewhere. Nearby, Lot M offers approximately **303** spaces, nearly double the capacity of Lot O, and is currently designated for residential student parking due to the partial closure of Lot S. Should a parking deck be built on Lot O, Lot M could continue serving students during construction, minimizing disruptions to on-campus parking. Upon completion, the proposed parking deck could increase campus parking capacity by **600** spaces, complementing the existing parking deck, which currently provides **660** general student spaces. This expansion would significantly alleviate parking challenges, especially during high-demand events like games and special gatherings at the new stadium. Additionally, the deck design could include accommodations for electric vehicles, supporting the

visitors.

Financial Considerations

monetization. A parking deck at this location could generate revenue on game days and potentially extend monetization to regular parking use. For instance, if the proposed parking deck were to accommodate approximately **600** vehicles and guests were charged **$10.00** per pass for day use, the university could earn an estimated **$72,000** annually from home game day passes alone, based on six home football games in the fall and six home basketball games in the spring. This figure could increase with additional revenue from parking passes for other athletic events, such as baseball and soccer. Additionally, in a survey