

Parking

continued from page 1 management problem."

Dillahunt's sentiment was echoed by David Hollenbeck, director of the Department of Public Safety. "There are thousands of spaces available. The perception is that they are not convenient," Hollenbeck said.

A parking lot survey completed in February, 1994, indicates there are 4,621 student parking spaces on the UNLV campus. Almost 3,000 of these spaces are at the Thomas & Mack Center, located on the southwest side of campus. The complaints often come from students who have classes on the north side of campus.

Tom Hudek, UNLV parking enforcement supervisor believes the problem is not in the lack of available parking. "There's plenty of room at the Thomas & Mack Center," Hudek said. "The place we need more parking is on the north side."

Recently completed parking lot R, which added 423 parking spaces for students, is expected to

make parking more convenient for those with classes on the north side of campus. The new parking area brings the total number of student spaces on the north side to 792, representing 17 percent of the total campus parking.

Abdul Bakshi, a junior civil engineering major said the new parking has improved parking for students. "Since they built that new lot it's gotten a lot better," Bakshi said.

Another proposal that would add parking to the north side of campus is the construction of a multi-level parking structure. The proposed site of the new structure would be what is currently lot A. At present, lot A, adjacent to the Artemus W. Ham Concert Hall and the Thomas T. Beam Engineering Complex, has 334 spaces of which 269 are reserved for students.

The proposed new parking structure would increase parking in lot A to an estimated 900-1,100 spaces.

Opinions about the need for a new parking structure are varied, but Hudek said the new parking structure is needed.

Anthony Aversano, a commu-

nications graduate student disagrees with Hudek. "A garage would be a waste of money," Aversano said.

At the core of the decision on whether to build the new parking structure is how to obtain funding for the project.

In responding to the proposed one-time, \$10 fee recently sought by some UNLV students, Hollenbeck said the money raised from students would not be sufficient to fund such a new parking structure.

"A 1,000 car garage will run about \$6 million in the low end... and it's probably going to run about \$100,000 a year to maintain," Hollenbeck said. To support such a facility, Hollenbeck said UNLV would need development of new "revenue streams."

Dillahunt said it's unlikely a private donation will be given for a new parking structure, thus ensuring the project would probably need to be financed from a state bond issuance.

"Nobody (private donors) wants to put their name on a garage," Dillahunt said. She believes more money is needed to finance the increased parking

related expenses, which at this time, are financed solely by the revenue generated from parking citations.

Hollenbeck supports a parking fee as a way of generating more money for such expenses.

Hollenbeck said the proposed fee had been approved by the Board of Regents but was not enacted because former UNLV President Robert Maxson would not allow it. The proposed fees were to be \$50 a year for staff and \$25 for students.

The proposed fee is a fraction of what is charged at other major universities such as the University of Arizona, where, according to Thomas Hardina, a pre-professional biology, junior transfer student, a parking permits cost between \$40 and \$200 a year.

Similarly, at the University of Texas, Austin, the fee for student parking permits are approximately \$125 a year.

The proposed fee would remove UNLV from the distinction of, as

Hollenbeck put it, "being the only major university in the country that doesn't charge for parking."

"I would be okay with that (the fee)," said Vivi Stavropolous, a pre-professional biology senior who attends most of her classes on the north side of the campus, but added, "considering students who don't have the funds though, that could be a concern."

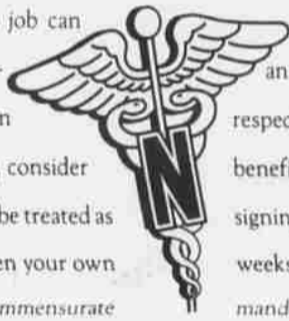
"At the current rate of growth, it's probably five years (until) we're faced with a crisis," Hudek said. "Now would be the time to start making estimates on where we're going to be."

Another concern of students and staff is parking lot safety. When asked about the level of student safety in UNLV's parking lots, Hollenbeck said, "I think they're relatively safe."

Statistics released by the department of safety show that students and staff were not victims in any homicides, rapes, or aggravated assaults in campus parking areas in 1993.

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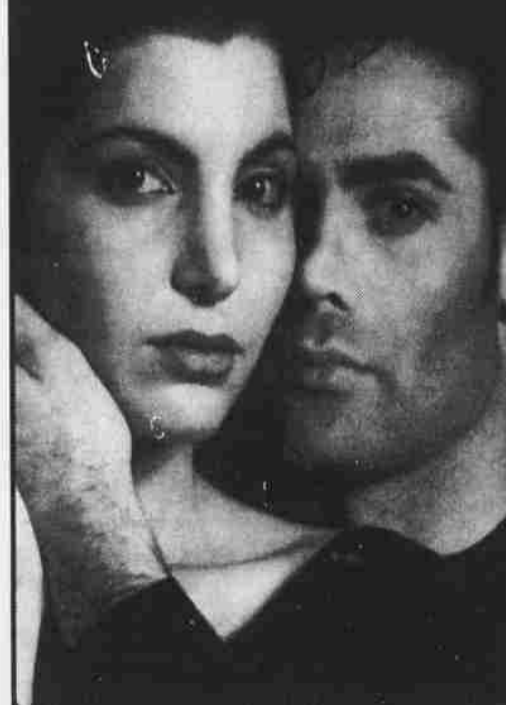
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