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Faculty Meeting
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Lake-Fill Parking

U.W. Faculty Kills Proposal for Lake-Fill Parking Space

By an overwhelming vote, the University of Wisconsin faculty Monday night killed a proposal to fill in Lake Mendota near the Hydraulics laboratory to provide parking space for about 350 additional cars.

The proposal was made in a series of recommendations on campus parking

improvement made by the committee on parking. The faculty approved all the recommendations except the lake-fill. The fight against the lake-fill was led by Zoology Profs. John T. Emlen, who reported unanimous biological division objection to the fill, and Arthur D. Hasler, who darkened the room and flashed a color slide on a screen to make his point.

"This proposal is a serious step backward for the university," Hasler said. "Filling of lakes is



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bad conservation practice to which this university should not be a party."

The parking committee had suggested that in the enabling act which would have to be requested of the Legislature to accomplish the fill, "it be stipulated that no further expansion of the lot (beyond that necessary to park 350 additional cars) be permitted in the future for any purpose."

The committee reported that the parking problem at the northeast end of the campus, and in the University hospitals area, is "critical."

"No provision has been made for parking needs that will arise with completion of the Wisconsin Center. Parking spaces available to faculty and civil service staff in this area have decreased from

275 to 188 during the year and will decrease to 105 when the parking area between the Union and the Armory is eliminated."

Pending expansion of other parking facilities in that area, the committee recommended that the Union-Armory lot be maintained at its present capacity.

As additional help in this area, the committee asked construction of a multi-deck parking structure in the Lake st. area and in the Art Education-Journalism building area. It suggested that improvements be financed by charging for parking by "evening visitors to the east end of the campus."

The committee recommended reduction of the present faculty-staff parking charges which range from \$12 to \$36 per year.

"Faculty and civil service staff should not be charged with the costs of capital improvements of parking lots," the committee asserted. "The lots are state property

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in which faculty, civil service staff, and students have no financial interest and over which they have no control."

It suggested that faculty-staff charges cover only their proportion of the cost of parking lot maintenance, snow removal, repair of surfaces, cleaning, policing, administration, and the cost of the bus service—less cash bus receipts.

"The university has a direct responsibility for the costs of visitors, administrative, and university business use of parking facilities and should assume these costs," the committee reported.

Other recommendations made by the committee and approved by the faculty included:

ONE. The present bus system should be enlarged with further growth of the campus, and as it becomes more and more a university transportation service the university should assume a proportionate share of the financial burden;

TWO. The long-term solution of the campus parking problem is the establishment of additional fringe area parking lots, like that at Walnut st., to be served by an expanded bus system;

THREE. A multi-deck parking structure should be built on the lot at Orchard and Johnson sts. of such size as to take care of the hospital's entire present parking needs, and parking charges levied should be adequate to make the structure financially self-supporting;

FOUR. The expansion of the university campus south of University ave. should be anticipated by development of large parking areas;

FIVE. The practice of granting free transportation on the bus to certain groups of visitors should be discontinued and the costs of a university-operated bus system should be examined. The present bus is operated by the Madison Bus Co.

The committee report indicated that 3,747 parking spaces are

now available at the university, of which 758 are not assigned. Of those not assigned, 341 are in areas assignable to students.

In addition to present available space, the university could expand its Walnut st. lot to provide 250 to 300 additional spaces on short notice, the committee said. However, the committee indicated, these spaces are not in the areas of critical shortage.