Summary of LSU Parking & Traffic Analysis
May 2005

The Chancellor’s Parking/Transportation Task Force received a Parking and Transportation Master Plan from Walker Parking Consultants of Houston on April 19, 2005. This plan is intended to complement the University’s overall Master Plan adopted by the Board of Supervisors in 2003.

The issues that the consultants were instructed to address included:

- Perceptions of parking and transportation problems and the expectations of the University community.
- Adequacy of parking and transit for resident students, commuter students, and faculty/staff.
- Adequacy of linkages between parking areas, residential areas and academic areas.
- The role of peripheral shuttle parking vs. convenient structured parking.
- Issues of access to Campus destinations related to heavy volumes of traffic accessing the Core Campus.
- Conflicts between pedestrians and vehicular traffic.

The Walker Parking and Transportation Master Plan recommends:

1. LSU focus on satisfying a projected 2010 Core Campus parking deficit by the construction of a new parking structure at the Union/Old Alumni Lot site.

2. The Core Campus parking deficit is forecasted to continue to increase to the extent that a second parking structure will be needed before 2015.

3. It is recommended that a second parking study be completed by 2010 following completion and stabilization of the first parking structure to ensure right-sizing and site selection for the second parking structure.

4. Because of the large number of spaces to be displaced within the Core Campus by planned building improvements, this study does not include the replacement of the entire deficit with structured parking. Rather for this reason and from a general policy view it is recommended that the University consider implementing techniques to modify user behavior to reduce parking demand.

5. The LSU Campus has serious issues related to conflicts between pedestrians and heavy volumes of vehicular traffic accessing the academic Core Campus area. Walker has investigated the potential of restricting vehicles from certain internal Campus roadways to provide a more pedestrian campus. In Walker’s opinion, only those drivers with parking permits or visitor/vendor/service vehicle passes should be allowed to penetrate the Core Campus area. This is common at many university campuses, and is the best method of reducing traffic congestion and minimizing the danger to pedestrians.

Access would be controlled by a combination of card-activated access-control gates and security personnel. Parking control gates, only, would control some access points. Other entrances would be controlled with a combination of attended security booths, gates, and access control equipment. The higher traffic volume locations that visitors would be most likely to use would be provided with the combination of gates and security booths.

Two potential options for restricting core campus streets were analyzed:

Option 1 – The less restrictive option. This option would essentially restrict only those roadways within the Core Campus that are currently restricted by posted signs. Signage has not been a very effective method of eliminating through vehicles.

Option 2 – The more restricted option. This option includes all the roadways in Option 1, plus Dalrymple Drive west of Infirmary Road, a portion of North Stadium Road extended from Fieldhouse Drive.
Both options convert Infirmary Drive from a two-way to a one-way northbound roadway. As a one-way roadway, vehicles will be prohibited from entering the Core Campus on Infirmary Drive and vehicular conflicts will be essentially eliminated at Dalrymple Drive along with pedestrian vehicles and conflicts being greatly reduced.

6. As part of the parking supply solution, a 1,000-space shuttle parking lot on River Road is proposed in the overall LSU Master Plan. This remote parking lot is proposed to be constructed in the LSU West Campus area on peripheral, University-owned land west of the new track. Given the distance from the Core Campus, most LSU parkers would consider this lot to be remote. It is recommended that the University support this proposed parking facility by initiating an efficient, point-to-point shuttle bus route with headway between buses of no more than 6 minutes. The length of the shuttle bus route proposed by Walker (Red Option) is approximately 2.8 miles. A second 3.8-mile shuttle route that serves the shuttle lot, the Core Campus and the Student Recreation Sports Complex is shown in the Campus Master Plan, and is presented by Walker as the Blue Option.

The Traffic & Parking modifications adopted for the coming years from the Walker study include:

1. Plans to build a new parking structure on the site of Highland Cafeteria within the next two to three years (design studies are currently underway that indicate it may not be necessary to remove the existing buildings along Raphael Semmes Drive to accomplish this effectively);

2. The adoption of a greatly reduced traffic pattern within the Core Campus area as suggested by the Walker “Option Two” plan;

3. The planned addition of a shuttle bus service extending from a new River Road parking lot along South Stadium Drive to the Student Recreation Sports Complex.

4. Increased parking fees for students, faculty and staff for on campus parking over the next five years. Currently LSU students, faculty and staff pay very low rates for on campus parking when compared to our peer institutions. Current LSU rates are: student commuter $39; employee reserved $147; and employee regular $57. At the University of NC in Chapel Hill these rates are $252, $778, and $365 annually, while at Texas A&M they are $219, $401, and $346 annually, for example.

Standard student annual rates will increase over the next five years as follows; 2005 - $51; 2006 - $63; 2007 - $75; 2008 - $87; and 2009 - $100. Faculty and Staff annual B Pass parking rates will be; 2005 - $95; 2006 - $133; 2007 - $171; 2008 - $209; and 2009 - $250. Faculty and Staff annual C Pass parking rates will be; 2005 - $217; 2006 - $288; 2007 - $359; 2008 - $430; and 2009 - $500. For the B Pass this translates into a monthly parking increase of approx. $4.00 per month in the 2005-2006 year. For the C Pass this will be an increase of approx. $6.00 per month.

It should also be noted that there are a wide range of other ongoing traffic and parking improvements being made by LSU Facility Development on the campus that extend well beyond the specific suggestions made by Walker Consultants in this study.

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Figure 3: Core Campus Restriction Options

Option 1
Less Restrictive
(Blue, Only)

Option 2
More Restrictive
(Blue + Green)
Figure 1.3: Shuttle Lot Route

Option One: Red Route
Option Two: Red Route with Blue Route Extension: