In the many public involvement meetings that have been conducted for this project, we heard clearly from student, faculty, and staff that parking near campus is a concern. We also heard from nearby neighborhoods that they didn’t want the project to reduce available parking and force parking further into their neighborhoods. At the same time, we heard from others that the on-street parking created hazards for pedestrians, bicyclists, on-street parkers and motorists using Cascade Avenue. Furthermore, from an engineering standpoint, cars maneuvering into on-street parking spots and cars circulating through the corridor looking for on-street parking spots significantly reduce the capacity of the road for through traffic.

The adopted concept plan for Cascade Avenue was a parking neutral concept where any on-street parking that was lost would be replaced by additional off-street parking. The City has vacated Third Street on the west side of North Hall and turned it back to the University. The University will be undertaking a Lot Q expansion project during the summer of 2012. By fall of 2012, spaces available in Lot Q will be increased by 4-11 more than the number of on-street non-permit parking spaces lost to the Cascade Avenue reconstruction project.

The Cascade Avenue reconstruction project will begin in April 2012 and all on-street parking spaces between Second and Sixth Streets will be unavailable for about 5-weeks of Spring Semester. Some temporary additional parking will be added on Cascade Avenue between Oak Knoll Avenue and Crescent Street/Wild Rose Avenue resulting in a net decrease of fewer than 80 spots during the last 5-weeks of Spring Semester. By the time fall semester begins in September, Lot Q expansion will be complete and available parking should return to normal.