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We asked students to share their stories and perspectives about parking on campus.

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Faculty, staff have just as many parking issues as students.

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The Daily Texan follows a PTS officer for a day.

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West Campus parking meters placed by Austin City Council leaves employees on the Drag without parking.

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Longhorns divulge their troubles with parking.

COLLEGE COMPARISON

An analysis of parking troubles at other colleges.

TODAY

Master Pancake

Come watch Austin's favorite movie mockers, Master Pancake, as they mock their way through George A. Romero's "Night of the Living Dead." The jokes and singalongs start at 7 p.m. at the Alamo Drafthouse Ritz and tickets cost \$13.50.

Avant Garde

Experimental Response Cinema, a group of collective avant garde film artists, are showcasing experimental films from the dark side as part of its Avant Halloween special. The screenings start to-night at 7:30 p.m. at Spider House Street Ballroom.

Texas soccer plays West Virginia

Longhorn soccer takes on the West Virginia Mountaineers. Features include Hook 'Ems Halloween (wear costume for parade and trick-or-treating) and Scout Day: \$4 general admission ticket for Girl Scouts, Boy Scouts and guests. The game will take place at Mike A. Meyers Stadium & Soccer Field from 7:30 to 9:30 p.m.

TODAY

IN HISTORY

In 1968

Soviet cosmonaut Georgy Beregovoy piloted Soyuz 3 into space for a four-day mission.

THE PARKING ISSUE

Without space to expand, concerns will continue

By Megan Strickland

Fewer than 16,000 parking spots serve the 75,000 students, faculty and staff who make up the UT community, creating challenges for drivers and Parking and Transportation Services officials.

Every time a new building goes up on top of a parking lot, it leaves fewer spaces to accommodate needs and makes it harder for PTS to cover more than \$14.5 million in expenses.

"If 75,000 people decided to come to campus today and said, 'I'm going to hop in my car and no one's going to ride in the car with me,' we would have a big problem," Jeri Baker, assistant director of PTS, said.

Eleana Galicia, an urban studies senior, parks in the Longhorn Lots on the periphery of campus near Interstate 35.

"You're never going to find parking on campus," Galicia said. "I really don't think they have enough parking spaces for everyone."

Baker said UT does have enough parking spaces, despite the fact that it sold 15,869 more permits than total spaces during fiscal year 2010-2011. UT sold 31,744 parking permits during the year, and the campus has 15,875 spaces.

"Last year there wasn't a day when people who had a C permit didn't have a place to park," Baker said. "Not everyone comes to campus every day."

Because commuters are on campus for such short times on different days of the week, PTS Services is able to sell more permits than spaces but regulates sales to make sure there isn't a parking shortage, Baker said.

"I don't look strictly at the number of spaces we have," Baker said. "I look at what the utilization of those spaces are. The worst thing you can do is walk past a space and wonder why you can't buy a permit for that space."

Michelle Hodge, a Spanish and UTeach junior, said as long as she arrives early she has plenty of spots to choose from in the C lots, where she parks Monday, Wednesday and Friday. She said she would automatically go to the Longhorn Lots if the C lots were regularly full when she arrives, although she sees many people who don't do this.

"I think a lot of people don't want to go to the Longhorn Lots because of having to take the shuttle or make the long walk over to campus," Hodge said. "I think a lot of people, if there is not parking in the C parking, will opt for street parking or drive around forever waiting for someone to come to their car and leave."

The more parking passes PTS sells, the lower prices are, Baker said. The entity is self-funded from the revenue it generates selling passes and issuing citations. Each year it estimates its expenses prices parking fees just high enough to break even, Baker said.

In the 2010-2011 fiscal year, the organization's total revenue was almost \$16.9 million. Garage parking revenue accounted for

A PARKING DISCREPANCY

If 75,000 people decided to come to campus today and said, 'I'm going to hop in my car and no one's going to ride in the car with me,' we would have a big problem.

JERI BAKER, Assistant director of Parking and Transportation Services

PERMIT SALES
13,255 student permits
12,662 faculty and staff permits
5,827 other permits

31,744

PEOPLE ON CAMPUS PER DAY

75,000

PARKING INVENTORY
7,716 surface lot spaces
8,159 garage spaces

15,875

Graphics by Natasha Smith | Daily Texan Staff

Accessible spots elude drivers

By Alexa Ura

Last week Jeff Butler, a management information systems senior, arrived 30 minutes late to his database management class. Butler uses a wheelchair and can only take accessible routes through campus, so when he can't find handicap parking near his classes, he usually cannot make it on time.

"I usually go up a hill to Whitis Avenue toward the Tower, where I can take the handicap ramp toward the South Mall and then cruise down a hill toward the business school," Butler said. "It's not ideal, but I'm used to it by now."

Butler said he usually finds parking on Inner Campus Drive near the McCombs School of Business but has missed class on multiple occasions when no parking spaces were available.

As is the case with most parking permits, the University doesn't have as many parking spaces for the disabled as permits sold by Parking and Transportation Services. Since the Americans with Disabilities Act became law in 1990, state accessibility standards require entities to

ACCESS continues on page 5

Pu Ying Huang | Daily Texan Staff

Business junior Andrew Bowen frequently bikes, walks or takes the bus rather than drive to school because of the cost of a parking pass and the time it takes to find parking.

Alternative wheels roll onto campus

By David Maly

As the search for a parking spot at UT becomes more difficult, more students are opting for alternative means of transportation to take stress off of themselves, their bank accounts and the environment.

Walking, biking and various forms of shared transit, including city and University buses, have emerged as UT students' top alternatives to personal vehicles. Blanca Juarez, alternative transportation manager for Parking and Transportation Services, said this change is continually occurring at UT because of the reduced stress, cost and environmental impact of alternative transit when compared to the personal vehicle.

Juarez said the University has increasingly pushed these modes of transit, recently introducing a Green on the Go campaign to promote alternative transit in order to reduce campus congestion and environmental pollution.

Juarez said she personally chooses to take Capital Metro's MetroRail to UT because of the reduced stress and free time it gives her.

"It's just one way to prepare myself for the day or on my way home to not have to deal with traffic," Juarez said.

University-endorsed alternative transit services include carpool and vanpool programs; shuttles to major Texas cities on weekends; the availability of charter buses for special events; the Zipcar "carshare" program; BikeUT, an initiative to make the University more bicyclist-friendly; an extensive UT shuttle program and a partnership with Capital Metro that allows students, faculty and staff to ride all mainline buses and MetroRail services free of charge.

Juarez said other alternative transit options that students use include the car2go "carshare" program,

WHEELS continues on page 7

Pu Ying Huang | Daily Texan Staff

Director of Parking and Transportation Services Bobby Stone has been with PTS for 26 years and oversees all transportation operations. Stone recommends commuters look at alternate transit options such as using bikes, buses and UT's carpooling program.

PTS director shares insight

By Lazaro Hernandez

Bobby Stone has worked for UT's Parking and Transportation Services for 26 years. As the director, he is responsible for overseeing all transportation operations, including campus parking, shuttle buses and maintenance of all University vehicles. Stone sat down with The Daily Texan to discuss the current state of parking at the University, common parking complaints and what he is doing to address these issues.

are the most common complaints you hear about parking on campus?

Bobby Stone: Having to pay to park. One of the biggest misconceptions is that we get funding from tuition or get funding from the state, and we don't. All our

The Daily Texan: What Q-AND-A continues on page 6

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We asked: Parking on campus

We asked students on Guadalupe Street about their most memorable parking experiences and their overall impressions of campus-area parking conditions.

“One time I was moving in from spring break or something and I parked my car outside of my dorm for five minutes to bring my stuff up, and I got a \$200 ticket. They were like, ‘you can’t park here, you have to have your flashers on.’

It’s kind of unfair. I think they expect us to pay a lot money if we want to park on campus, but it’s like, I already have a car, I’m already spending money on gas and stuff, so it should be easier.”

— Kelsey Mayfield, French and computer science sophomore

“I haven’t had a problem with it, really. I either park in my garage spot or at my fraternity house, so I personally don’t have a problem with it. Just experiences with campus parking in the garages haven’t gone too well.”

— Sean Wolff, biology freshman

“My friend got assigned a parking space that was for a compact car but she had a regular-sized car, so now she has to park in a garage that isn’t even under her apartment complex.

I guess there isn’t really much of a way to fix it unless you make it [campus] a big parking lot. It’s just overall inconvenient. It’s not horrible but it’s definitely inconvenient.”

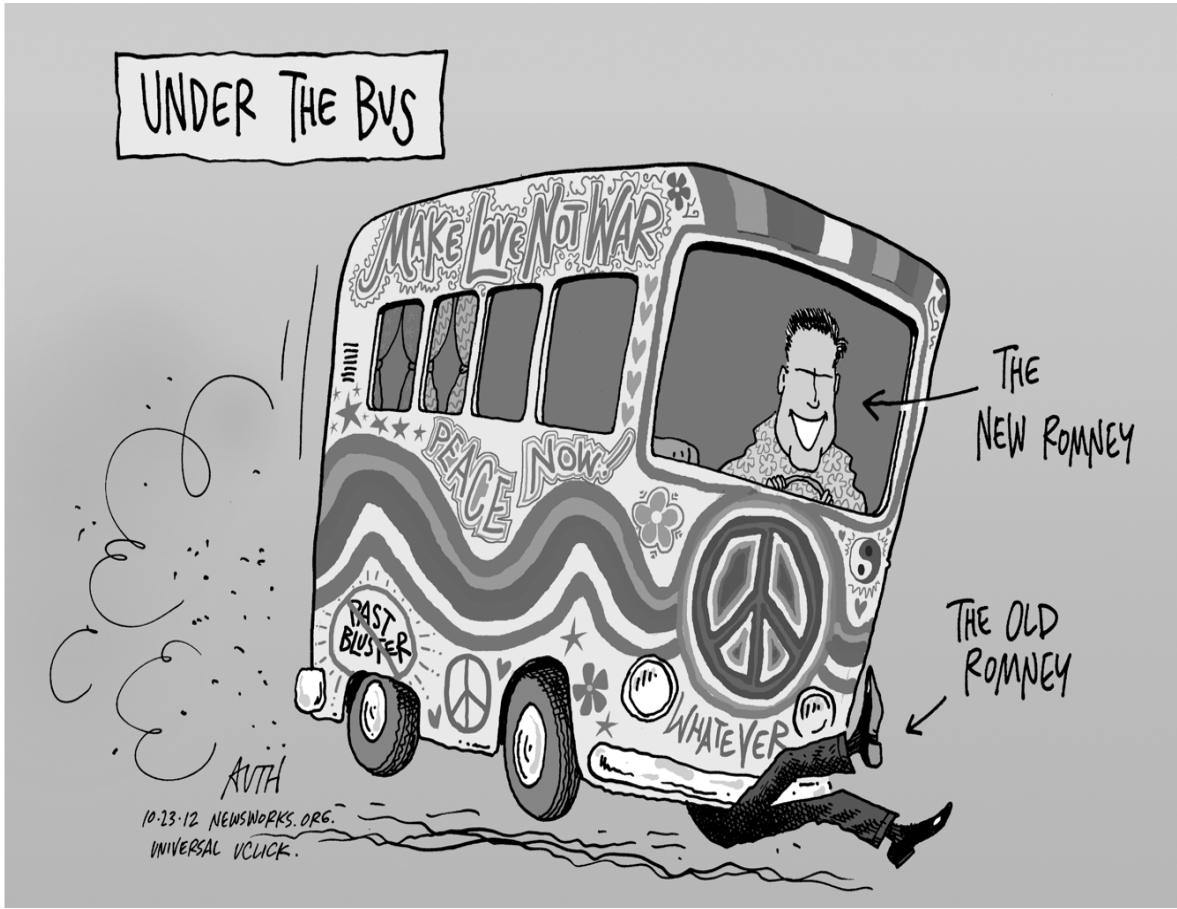
— Michaela Marziale, biology sophomore

“The West Campus parking situation is dismal. It’s completely terrible. I mean, there’s a ‘No Parking’ sign every 20 feet ... Even reserved parking gets taken all the time, so I wouldn’t be opposed to the construction of a parking lot or parking zone or something like that. I know that they say that’s just too expensive and that’s why they haven’t done it, but I wouldn’t be opposed to it.

[My fraternity] has accrued something in the way of a thousand dollars in parking tickets for parking in front of dumpsters, parking in front of fire hydrants, even parking in our driveway ... it’s just ridiculous. The parking control people take their job way too seriously.”

— Nathan Templeton, chemical engineering freshman

GALLERY



The cost of high-rent West Campus is more than money

By Ryan Nill

Daily Texan Columnist

On Nov. 1, Austin City Council will vote on a proposal to expand affordability measures in West Campus. Instead of tracking the number of affordable apartments, the city will count the number of affordable bedrooms per building. Currently the city defines an affordable apartment as one that costs approximately \$525-\$1,000 per month in rent. Under the current system, 20 percent of the units in any new building constructed in West Campus must be leased for rent within that price range. If developers pay the city a fee of 50 cents per rentable square foot, which they frequently do, they can offer 10 percent fewer affordable units. The money enters a trust fund that affordable housing providers can use to assist in development. If the upcoming proposal is passed and apartment owners switch to the new counting rules, the number of affordable beds will approximately double (not literally, but the number recorded by the city will double). Under the new proposal, the 50-cent fee for developers seeking to reduce the number of affordable units they offer will increase to \$1.

A decrease in affordable housing in West Campus will exacerbate the existing situation, in which high-rent apartments mean drastically fewer minority students live in the neighborhood. Since 2004, 23 apartment complexes have paid \$1.1 million in 50-cent fees to evade offering 480 affordable beds. In 2008, College Houses, a student housing cooperative, built the Super Co-op (a complex located at MLK and Nueces) using \$837,500 of the money

amassed from the 50-cent fees and created 86 new affordable beds. No other affordable housing providers have been able to take advantage of the remaining \$220,000, because no other housing providers have been able to come up with a feasible development plan. Considering the 400 lost beds, these rules are arguably in need of improvement.

Alan Robinson, general administrator of College Houses, said that the original rules were successful in increasing the amount of housing available and moderating prices. Robinson said that changing the terms from apartment units to bedrooms makes sense for students and that the \$1 fee would not discourage development. As for affordability, Robinson said, “I think we can do better than rooms costing \$1,000.”

If the rules pass, all future developments will have to follow them. But current properties have the option to stick with leasing affordable units instead of switching to the new affordable bedroom rules. Mike McHone, vice chair of University Area Partners — West Campus’ neighborhood association — said that the new rules have “advantages that are compelling enough that they should enter into the new programs.” To switch, owners will negotiate how long they will have to offer affordable bedrooms before they are allowed to lease them at market rates.

According to McHone, two companies own a large majority of new developments in West Campus: San Miguel Management and American Campus Communities. Mark Ezell, vice president of San Miguel, said that fulfilling the current rules is “challenging.” Researching students’ incomes to verify that they qualify for affordable

rental rates has been complicated — the formula fails to take into account parents’ incomes. Only students with incomes between \$35,000-\$37,000 per year could pay the \$1,000 rents. The developers could not identify enough students to fill all their affordable units. Units went vacant at a rate of about 15 percent. Ezell said that they will be able to fill those rooms under the new rules. He notes that bedrooms can be split, so two people paying \$280 each for one bedroom will offer true affordability.

Building managers in Austin for American Campus Communities have been instructed not to speak on the record. Their corporate office did not comment in time for publication.

With so little time left, students who want to make a difference must pressure apartment owners to switch to the new rules, assuming they are enacted on Nov. 1. Karen Paup, vice chair of the city of Austin’s Community Development Commission, would have preferred to require developers to provide affordable housing, rather than allow them to pay the fee instead. She said that even the new, higher fee is too low and that \$5 per square foot would be more appropriate. Developers claim that nobody will build under such restrictions. But considering that the ratio of lost to gained affordable units is 5-to-1, \$5 seems closer to the optimal number than \$1.

These rules will help, but they won’t produce the neighborhood students want. If students are going to get a diverse neighborhood, time, effort and original thought will be required to address the problems.

Nill is an ecology, evolution and behavior senior from San Antonio.

Don’t excuse balcony behavior

By Larisa Manescu

Daily Texan Columnist

Between the drunken whooping and hollering, wheels skidding and bottles smashing, West Campus sounds like a hybrid between a zoo and a crime scene on weekends and even some weekdays. Those of us who live here have adapted, considering the chaos a droning lullaby to which we fall asleep. Although witnessing such rowdy behavior is entertaining at times, some actions aren’t harmless and shouldn’t be excused as simply a part of the fun-loving party atmosphere of the neighborhood. Some of this behavior may be rooted as much in the neighborhood’s architecture as in the immaturity of its inhabitants.

Balconies make it easy for drunken groups of immature people to amuse themselves at others’ expense. Alcohol facilitates the behavior, but it is the distance from the targets on the ground that ultimately enables the action. Those on balconies are in a position that hides their identities. In my and others’ experience, the balconies that are most troublesome are those of 26 West and The Block on 25th, which overlook popular pedestrian streets and bus stops.

Triana Lopez, a communication studies senior, witnessed a particularly disturbing scene last spring near the Block at 25th.

“A girl across the street from me was walking under a bunch of balconies at the Block and all of the sudden she started yelling,” Lopez said. “A guy on one of the floors was peeing off the balcony and she happened to walk right into it.” Why was he urinating from the balcony? Because he could.

Just as inexcusable is the launching of beer bottles, frozen bags of spinach (this actually happened) or other hard objects that can cause serious injury.

It’s easy to condemn inappropriate balcony behavior but far more difficult to effectively combat it. As a result, residents of West Campus have become desensitized to the issue and dismiss it as one of the inescapable realities of living on streets saturated with student housing complexes, most of which include balconies.

Balconies make it easy for drunken groups to amuse themselves at others’ expense.

Jordan Dempsey, who lives at the Centennial Apartments, summarizes the typical response: “I think action should be taken. I don’t really know what.” He vaguely offered the idea of creating a “whole movement” against it. The fact that there are so many perpetrators and that it is almost always impossible to correctly identify them makes an effective response highly unlikely.

On an individual basis, however, there are options. Baha Eren, who lives at Texan Shoal Creek, describes a recent incident in which his sister took the initiative to speak out and stop rowdy balcony behavior.

“She was on the balcony and people were cussing and yelling next door, throwing glass bottles down at people,” Eren said. “She told them to be quiet and fortunately they did.” Eren said that his sister had already warned the people once before and threatened to call the cops after her second warning, which is when “they started to be quiet.”

If you know someone who engages in such behavior, consider the burden yours to do something about it. Nobody wants to be a snitch and get his or her friend arrested, but being assertive can potentially save someone from a bottle to the head. If you see it happen and don’t interfere, you’re as complicit as the person who threw it.

While the balcony phenomenon is often written off as an inevitable consequence of booze, alcohol doesn’t justify the acts or excuse the perpetrators from punishment. Something needs to be done.

Anyone who has ever been a target of primitive, offensive or violent balcony behavior shouldn’t brush it aside or accept it as an inescapable reality. As a community, we need to strive to make West Campus a more respectful place to live.

Manescu is a journalism and international relations and global studies sophomore from Ploiesti, Romania.

LEGALESE

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MULTIMEDIA A DAY WITH A PTS OFFICER



bit.ly/dt_parking

We spent a day with PTS Officer Jon Schorle, whose story consists of much more than just writing out parking tickets.



Kenneth Carnes | Daily Texan Staff

Employees face transportation woes

By Alexa Ura

Faculty and staff parking spots account for almost half of on-campus spots, but many employees still struggle to find parking. Parking for UT's 23,000 employees is scattered throughout campus, but some staff members have to park beyond walking distance from their offices in lots across Interstate 35.

Gary Thomas, a technical staff associate at the department of physics, said the University does not offer staff members many parking options and spaces on campus are limited.

"As a UT employee, I can buy an A permit to park on a surface lot where, on average, about 4.5 permits are sold for each space that exists," Thomas said. "If you visit a close-in surface A lot, you can see many staff arriving very early in the morning to claim a space, then killing considerable time eating breakfast, listening to the radio or reading the paper in their car while waiting for time to go to work."

Thomas said he served on the UT Staff Council Transportation and Solutions Committee two years ago, and some staff members in his department have shifted their work schedule to start at 6:00 a.m. so they can find a parking space within walking distance.

Faculty and staff can park in F parking spaces throughout campus and in University parking garages, totaling 6,197 parking spots, Bobby Stone, director of Parking and Transportation Services, said. Some employees spend more than a year on the waiting list for a garage parking spot. Most staff members qualify to park in the 977 A parking spaces located mostly on San Jacinto Boulevard, Robert Dedman Drive and Longhorn Lots east of Interstate 35. Parking spots cost \$476 for F lot-specific spaces, \$420 for F garage-specific spaces and \$142 a year for A spaces.

Stone said faculty and staff usually choose a parking permit based on when and where they work. The N and N+

parking permits provide evening staff with access to most parking spots after 5:45 p.m. and cost \$36 for a surface parking permit and \$60 for a surface and garage permit.

"Some of our evening staff don't necessarily need an F or A permit, because they work in the evenings when it can be easier to find parking in other areas of campus with other permits," Stone said.

The University offers all 17 deans their own parking spots in specific F99 spaces near the building in which their office is housed, Stone said. Other administrators also get first choice on nearby parking spaces, but some faculty members, including Glenn Frankel, School of Journalism director, prefer to use public transportation to get to campus.

"I step out on Speedway and 41st Street and can usually catch a Cap Metro or University shuttle that will get me to campus within five minutes," Frankel, who lives in Hyde Park, said. "I can't think of a more efficient and inexpensive way to get to my job."

Frankel said the University offered him a good parking space as director of the journalism school, but he said he did not want to spend hundreds of dollars a year for parking because he has the option of taking a five-minute bus ride.

PTS also promotes a carpooling service that is successful among faculty and staff, Blanca Juarez, manager of alternative transportation services at PTS, said. Last year 1,010 faculty and staff registered for the carpool program, which grants each carpool vehicle access to specific parking spots in the C parking lots, Juarez said.

University administrators, including UT president William Powers Jr., can purchase O permits for \$775 a year for access to 57 spots located primarily around the UT Tower. The athletics department's administration staff, including head football coach Mack Brown, park in F21 parking spots along the west side of the stadium or in limited parking spots underneath the stadium, Stone said.

ACCESS

continues from page 1

designate about 2 percent of parking spaces for disability parking, and one out of every eight accessible parking spaces must also be van-accessible.

The University provides 495 parking spaces for the disabled on campus, 178 more than required by state guidelines. Spaces for the disabled make up a little more than 3 percent of approximately 16,000 parking spaces on campus.

"The overarching problem is that there are not enough parking spaces on campus to begin with, but there is no good solution to this, so it's hard to get upset and fuss about it," Butler said.

Disabilities services coordinator Emily Shryock said

students with disabilities sometimes face additional physical barriers after finding parking.

"Students may find parking close to the building they need to get to, but then there's a giant hill in between where they parked and the building's entrance," Shryock said.

Services for Students with Disabilities promotes the public shuttle system as alternative transportation, but this does not always provide a clear solution when bus stops are not located near a building, Shryock said.

"This leaves the students to navigate their way to their actual classroom," Shryock said. "There's a gap there even if the campus hustles to eliminate the challenges that come with parking on campus."

In 2009 UT contracted Accessibility, an accessibility inspection company, to survey

accessible routes on campus. Shryock, who serves on a University committee working with the company, said they have identified a lack of parking for the disabled near the School of Social Work and Gregory Gym.

The University provides regular disability parking placards for \$110-\$138 and temporary disability parking permits for \$10-\$12 to the UT community if individuals provide proper documentation to prove their disability.

Parking spaces for the disabled must be on the shortest accessible route of travel to an accessible entrance, according to state guidelines.

Bobby Stone, Parking and Transportation Services director, said the University is looking into on-campus transportation services to assist students who are left to park in



The overarching problem is that there are not enough parking spaces on campus to begin with.

— Jeff Butler, management information systems senior

spaces that require extensive commutes to their classes.

Butler said he emails his professors when he has to miss class because he is unable to find parking near an accessible route, and professors usually provide an overview of what was covered in class.

"They are typically OK with it," Butler said. "But there is no solution to missing class."

SPOTS IN HISTORY

- 1920** Parking is banned on UT campus in "the interest of public safety and quiet in the study halls," in a decree by President Robert Ernest Vinson.
- 1922** The parking ban is revised to only include undergraduate students.
- 1955** The parking ban is reduced to apply to unmarried nonveteran freshmen with less than a B average.
- 1956** Police find one of the first parking meters installed outside of Robert E. Lee dormitory ripped from wet concrete. Police chasing the culprit allegedly had eggs thrown at them by students.
- 1957** University shuttle bus service begins.
- 1959** Daily Texan editor Robb Burlage is forced to resign due to accumulating too many parking tickets.
- 1968** The freshman parking ban is removed.
- 1986** San Jacinto garage is the first garage built on campus.
- 1993** UT student Farouk Omais is shot and killed in a dispute over an off-campus parking space.
- 1997** The first 24-hour garage opens.
- 2002** Texas Express and E-bus service begin.

Waller Creek Boathouse Grand Opening

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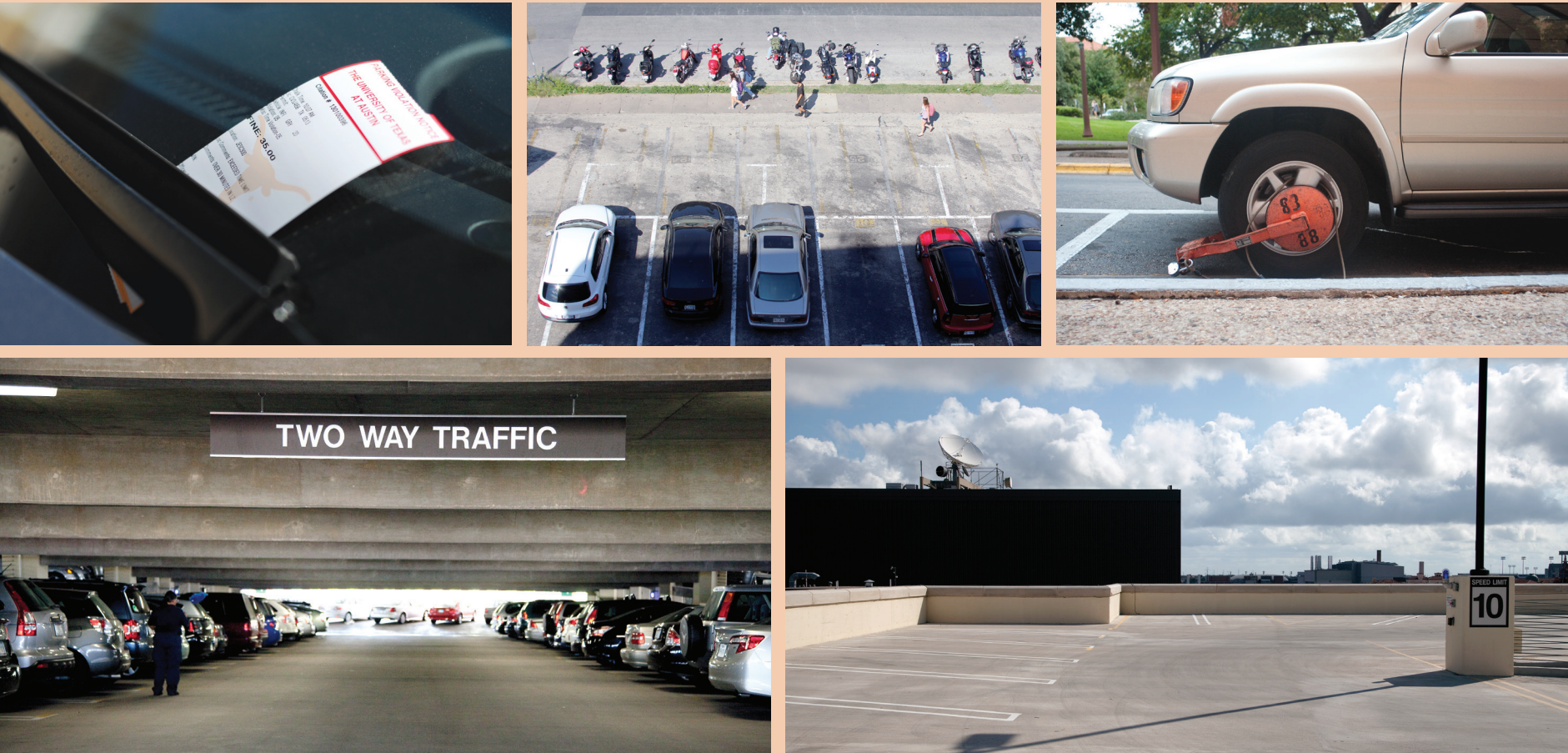
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TAKING A TOLL



Photos by Taylor Barron, Pu Ying Huang, Chelsea Purgahn, Zachary Strain and Fanny Trang | Daily Texan Staff

Added meters may hurt workers, residents



By Andrew Messamore

Thomas King searches West Campus for parking before every shift at Caff  Medici on Guadalupe Street, where he is a manager and barista.

Like several businesses on the Drag, Caff  Medici does not have employee parking spots. King said employees have to find parking in West Campus if they commute and don't want to pay for a spot. However, come December, new parking meters will eliminate many of these spots that service industry laborers use.

Austin City Council approved new parking meters in West Campus in September, hoping to clear West Campus' congested streets by producing higher turnover of parking spots. The city will begin installing the 385 new parking meters in December.

"I think it's an inappropriate and wrong way to make money," King, who commutes from another neighborhood, said. "In some ways I feel like it's a tax for anyone who works a service industry job. Students can buy parking spots, but not us."

Patrick Dougan, assistant store manager at apparel store Tyler's, said the new meters could make parking more difficult for him and his co-workers. On any given weekday at Tyler's, there are 12 employees with cars at work but only six employee parking spots, Dougan said.

"There's not enough parking to go around, and that's the issue they are trying to alleviate. But it might inhibit a lot of people from being able to work," Dougan said. "We've got to set an alarm and make a quick run on our breaks to pay for the meter if we don't want to get a ticket."

The new parking meters will have a five-hour time limit and operate Monday through Saturday from 8 a.m. to 6 p.m.

The initial meter fees will pay back the city bonds used to install the meters. Eventually 15 to 18 percent of the funds will go to improve walkways and lighting in West Campus, Brian Donovan, chair of West Campus' neighborhood association's parking committee, said. The rest will pay for the costs of credit card transactions, administrative expenses and other city duties.

The city and University Area Partners, the neighborhood association for West Campus, issued the plan for the new meters over the summer. The planning process began in 2009 with two meetings by Central Austin stakeholders interested



Fanny Trang | Daily Texan Staff

Thomas King, manager and barista at Caff  Medici, expresses his frustration with the unavailability of free parking spots for employees near the coffee shop.

in laying out a new parking plan for the neighborhood.

Donovan said the new meters will free up spaces for commuters in West Campus by requiring them to move their cars, but he added that the meters are not a long-term solution to the neighborhood's parking problem.

"This little thing happening in West Campus is not going to be fixing very much," Donovan said. "It's going to help with turnover, which should presumably help businesses along the Drag. But it doesn't help people who work there, and it doesn't help people who live here."

Donovan, who also serves as general administrator of the Inter-Cooperative Council, a West Campus cooperative organization, said the new meters will remove some free parking spaces that West Campus cooperatives use.

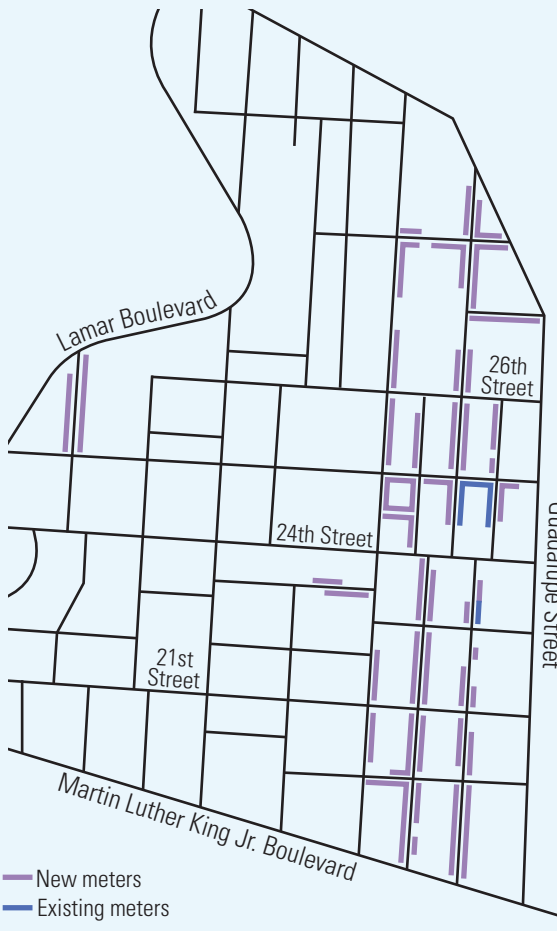
Residents at buildings that were built in or before 1959 can apply for parking permits that exempt them from paying for street parking. Before 1959, the city did not require builders to have parking available at West Campus complexes, so the city may issue exemptions to some of these residents.

The city will determine the number of parking permits issued at these residences in an assessment of need based on the ability of each building to provide parking spaces.

For now the new city ordinance states these permits will last for a year and cost \$20, although that may change in the future.

Donovan said he would like to see the city implement

NEW WEST CAMPUS METER LOCATIONS



improved rapid metro bus systems and take a study of parking around the University in order to provide alternative options for transportation that do not impede workers in West Campus.

"I think we have insufficient transportation choices now," Donovan said. "The most effective way for workers [to get to work] now would be carpooling, but that's still not a pretty picture. We need an assessment, and we need to look at this thing comprehensively."

Event parking remains limited



By Joshua Fechter

Parking options for UT home football games remain limited for students and the general public, but Parking and Transportation Services has strategies in place to ensure parking is available for concerts, lectures and other events on campus.

The Longhorn Foundation controls most of the game-day parking near Darrell K Royal-Texas Memorial Stadium, according to TexasSports. The foundation allocates spaces to donors based on annual contributions to the foundation and donors' parking preferences.

Marsha Beckermann, UT development manager for athletics, said although the general public cannot use Longhorn Foundation

parking, they may use alternatives such as the Longhorns Express, a shuttle that picks up attendees from Barton Creek Mall and UT Intramural Fields for a roundtrip fee of \$9.

"We're encouraging more and more people to take alternative transportation on game day," Beckermann said.

UT parking permit-holders may park in Guadalupe, San Antonio and 27th Street garages for no additional charge on game days, according to Parking and Transportation Services.

PTS also designates game-day parking for students with valid parking permits in lots east of Interstate 35.

Parking is available to the general public on game days for \$15 in San Antonio, AT&T Conference Center, Guadalupe, 27th Street and Speedway garages, as well as

various lots near West Dean Keeton Street and West 27th Street.

Linsey Duett, PTS special events manager, said parking needs vary depending on the event. She said PTS asks departments to submit an online event parking request form so PTS can arrange parking for the events.

Chris Ward, assistant events manager at the Frank Erwin Center, said parking needs can vary depending on the event, but parking is available for different rates in garages and lots near the center.

He said lots may be used because of technical needs specific to each event. For example, a musical performer's technical crew may need space in a lot near the venue.

"A Lady Gaga concert has different needs than graduation," Ward said.

Q-AND-A

continues from page 1

funding is derived from the people who use our service ... All we're asking is that people who actually use the service help pay to support it. We do set the service up in such a way that we only collect up the amount of money that we need to pay our bills and break even. We have some pretty big expenses in order to provide parking for everyone.

DT: UT has close to 75,000 students, faculty and staff but has 15,875 parking spaces available. Do you think it's valid to say UT has limited parking on campus?

Stone: I would tell you that is a misconception. We have run the University with about 15,000 to 16,000 parking spaces for about the last 10 years. Thirty-five percent of our students come to school in a single-occupant vehicle. When you compare that to

the city of Austin, its number is 75 percent of the people. So [having only 35 percent of students do that] is a really good thing, and that helps us a lot.

DT: Why do you think students complain about parking availability then?

Stone: I think really what the issue is, it's not so much that we don't have enough spaces, because on any given day I can show 300 or 400 spaces that are open on campus that people can use.

But the spaces we have are not really in the place students want them to be. They're not the most convenient spaces, and there's not a whole lot I can do about that.

DT: How do you ensure all parking spaces on campus are used as efficiently as possible?


Stone: What we do is we go out and do lot counts, especially on the most utilized lots. We make sure that the number of parking permits we issue back to a lot is one

that allows it to stay full and yet not be so full that people can't find a place to park. We are also looking at some new technology that is out there that will put some counters on lots. With these you will be able to go and access an application on a smartphone, and it will tell you if spaces were available on that particular lot when you were coming.

DT: What are your recommendations for students having trouble with parking on campus?

Stone: Don't let your first thought be, 'jump in the car and drive down here.' Look at the bus, look at the bikes, look at carpooling. UT has an excellent carpooling program, and to be honest, not many students take advantage of it. We also tell you that on those days that you have to come to campus, you should just give yourself a little bit more time and go to the Longhorn Lot. It's much easier to park there, but you're going to have to ride the shuttle across.

Students relate stories of despair, offer advice



By Bobby Blanchard

Andrea Wagner does not normally drive to campus. When she does, she usually regrets it.

Wagner, a social work junior, has a class C parking permit and is one of many students competing for the limited number of parking spaces on campus each day. The class C parking permit does not guarantee a parking spot, but it allows students to park in C lots and Longhorn Lots, which are large parking lots dotted throughout campus.

Wagner normally takes the bus, but one day in early October she had to go to her internship right after class. She thought it would be quicker to drive and park in a C lot. She arrived at 10 a.m., a time she thought was early enough to make her 10:30 a.m. class. “The entire C lot was filled, and other people were driving around and stalking people as they walked to their car,” Wagner said. “It was getting close to my class time, so I decided to go to the Longhorn Lot.”

When Wagner arrived at the Longhorn Lot, she saw it was closed due to an event. She kept searching for parking. “I went to every C lot, and they were all completely filled up,” Wagner said. “I was really frustrated, because

I was missing a class I had to go to.”

By the time Wagner got to class, it was more than halfway finished.

“I am already trying to do everything I can in the hours of the day, and I do not need to waste time driving around the campus looking for a parking spot,” Wagner said.

Parking in C lots is not guaranteed by UT’s Parking and Transportation services, which Wagner said is a problem.

“I guess they have it in their mindset that not everyone that has a permit is going to be parking at the same time,” Wagner said. “But most people with permits are going between 10 a.m. and 2 p.m., when they have class.”

Wagner said because of her experience, she does not plan to drive to campus for the rest of the semester.

From 2010 to 2011, there were 887 C lot parking spaces and 1,960 Longhorn Lot spaces. There were 5,361 C parking permits sold in the 2010-2011 school year, but Jeri Baker, assistant director of Parking and Transportation Services, said UT has not had a day in the past 10 years when C permit holders have not had a place to park.

“If everyday I filled up every single space that we had, I would tell you we sold too many permits, but that does not happen,” Baker said.

— Additional reporting by Megan Strickland



Zachary McKenzie
Health promotion junior



It has come in handy to just stay informed and know which lot is opened and at what time. Get to campus earlier than you need to; the lots definitely fill up pretty early. A lot of people complain about the parking on campus, but as long as you plan ahead I think it is pretty simple. It did not take me too long to figure it out. The bus system is pretty handy if you have to park over by the baseball fields, too.



William Wise
Desktop support specialist



My car was stolen on Dean Keeton near the law school. I work here at UT. I park there all the time. It just felt unusual for the car to be stolen. Dean Keeton is city property, and since it is right next to campus property, APD felt like it would be in UTPD’s jurisdiction. So I called UTPD, and then they directed me back to APD. I got my car back eventually, but it took way too long to hear back from APD.

NUMBERS *continues from page 1*

\$9,763,119. Students, faculty and staff purchased 9,163 regular permits to park cars in garages during normal operating hours of the University. The University has 8,159 garage parking places available in its nine garages.

Surface parking accounted for \$3,628,466 in total revenue during the same year. Students, faculty and staff purchased 13,139 permits that granted them daytime access to University regular car parking spaces. UT has 7,716 surface parking spaces. Many permits are already priced in the hundreds of dollars. “For a lot of students even the price of a C permit is a lot,” Galicia said.

The least expensive daytime car permit for students is the C permit, costing \$110 per academic year. It was the most popular permit in the 2010-2011 fiscal year. PTS sold 5,361 C permits that year. The R permit, which allows students who live on campus to park in garages, costs \$743 per year. In the same year, 1,739 students purchased R permits.

The least expensive daytime regular faculty/staff permit was the \$138 A permit. PTS sold 4,555 A permits in the 2010-2011 fiscal year. The most expensive daytime permit was the F surface lot permit, which cost \$464 per year. Faculty and staffed purchased 1,780 F surface lot permits during the year.

Administrators and operators of the University paid the highest for parking in the fiscal year at \$775. Deans and athletics staff also paid \$775 for F99 and F21 permits. These highest-priced permits were purchased by 191 staff.

Currently 30 percent of student fees, or \$55 per student each academic year, goes to PTS to pay for faculty and student ridership on UT shuttle buses, according to the department’s documents.

With 7.5 million student, faculty and staff boardings annually, Baker said Capital Metro service cost the department more than \$6,160,000 last year.

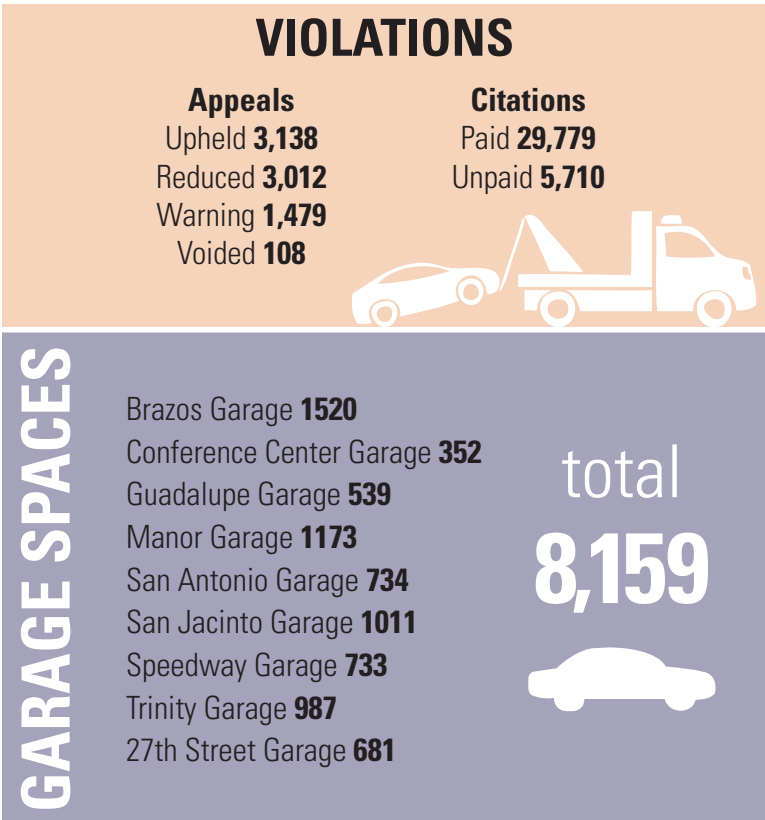
The shuttle, carpool, bicycling and other methods of transporting people to campus are critical to maintaining the transportation situation at UT, Baker said. Because other buildings surround the UT campus and limit places to build new facilities, parking lots are prime targets for demolition. Baker said every new building constructed in recent years except the Almetris Duren Residence Hall have been built on a former parking lot.

“Every time we lose spaces to construction, I’ve got to convince more people to take Cap Metro,” Baker said. “I’ve got to convince more people that riding on their bike is a good idea. I’ve got to convince more people to join the carpool.”

Currently 35 percent of students come to campus in a single-occupancy vehicle, and in Austin, 75 percent of people who answered the latest census said they commute via single-occupancy vehicle, Baker said.

Building garages to accommodate more parking is not a viable option because it is cost-prohibitive, Baker said. Prices to construct a garage on the UT campus can be as much as \$25,000 to \$30,000 per space, she said.

“Building a garage is expensive,” Baker said. “I don’t want that to be the first thing people think of. If I build a garage, I



have to pay for it. I don’t have a magic pot of money where I can snap my fingers and say the garage is paid for.”

The San Jacinto Garage, opened in 1986, is the only garage of nine on campus for which PTS has fully paid back the loan, Baker said. The University is going to open a 525-space garage in the area Players Restaurant and other noncampus buildings currently occupy.

In 2010-2011, debt service accounted for \$6,358,098 of the total \$8,199,046 in operating expenses for PTS. It also had \$542,154 in capital expenses, which pays for maintenance on vehicles, buildings and equipment. Salary and wage expense for the year totaled \$5,810,160.

Because UT patrons pay fees to access their parking, PTS wants to protect it, Baker said. Issuing citations helps accomplish that, she said.

“I think there’s this big misconception of enforcement hiding behind the bushes, just waiting until you leave to jump out and start writing a ticket,” Baker said. “That’s not what we do. We’re protecting the space you paid for.”

PTS was not able to provide the Texan with an amount of revenue generated by citations 2010-2011 fiscal year. However, in its 2005-2006 parking report, it stated 12 percent of its revenue came from citations and metered parking. In 2010-2011, the department issued 35,489 citations. Of those, 7,737 were appealed, according to PTS documents. PTS upheld 40 percent of appealed citations. The department reduced 38 percent,

voided 1 percent and converted 19 percent into warnings.

Baker encourages students to appeal tickets. She said she reads every citation issued, whether or not the recipient appeals. Sometimes appellees not only have a valid excuse but also provide information on improving parking.

“Through the appeal process I make changes to signs so they are worded more clearly,” Baker said. “I find out there are signs covered by branches. I find out the paint on the ground is getting faded. Through this process I get to make changes that benefit everybody in the long run.”

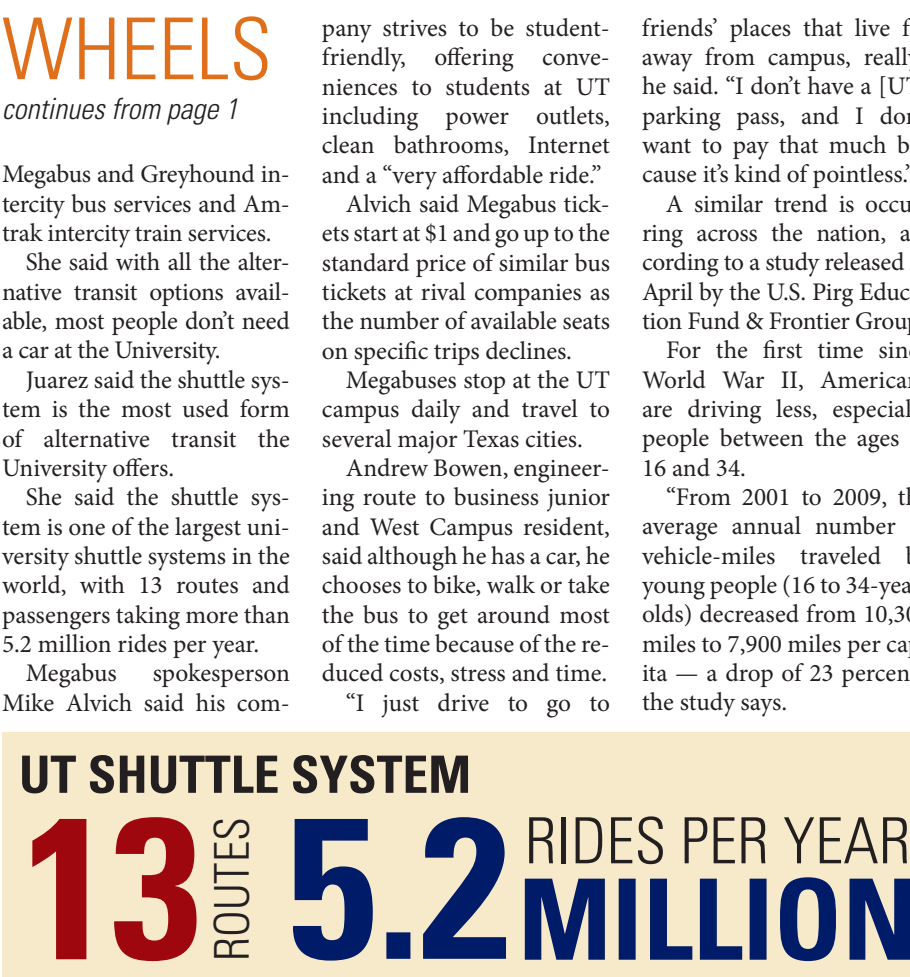
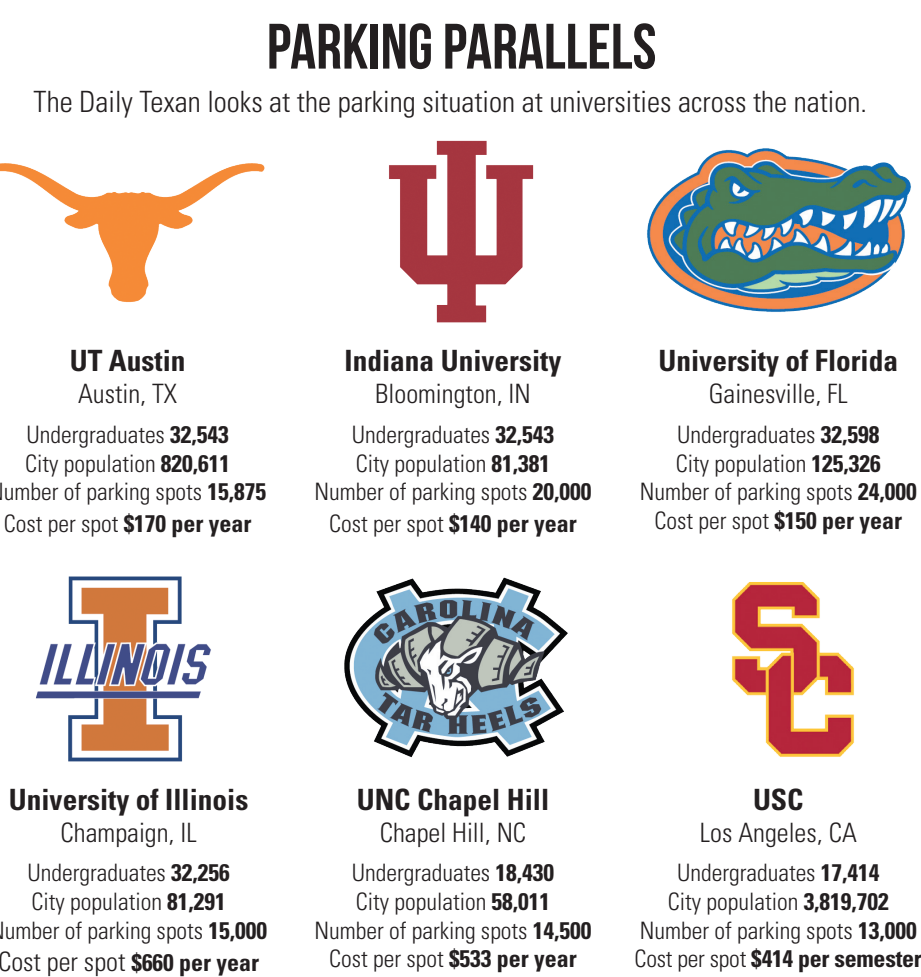
Baker also said it’s important to give PTS feedback to improve the campus transit system.

PTS changed the flow of traffic in lot 80, next to Darrell K. Royal-Memorial Stadium, because of a user suggestion, Baker said. Often PTS adds motorcycle parking in places users suggest, Baker said.

“PTS is usually viewed as the bad guy,” Baker said. “We issue citations. We make people pay to park on campus. But this staff is committed to providing outstanding customer service.”

Whether people view PTS as the villain or not, the department has the monumental task of making sure everyone is able to make it to campus each day. The current situation is far from ideal, but it’s something UT and PTS have to manage, Baker said.

“Everyone wants to park right outside where they work or where they go to school,” Baker said. “That’s not reality on this campus.”



SOCCER

Senior night to determine tourney slot

By Wes Maulsby

Texas will be playing its last home game of the 2012 season Friday. After being picked to finish sixth in conference before the season, the Longhorns have a shot at finishing as high as third with a win.

West Virginia has locked up the regular season championship in its first season in the conference. The Mountaineers are riding a 12-game unbeaten streak with eight wins over that span. They have not lost since dropping a 2-1 decision to Penn State on Aug. 31.

Friday's home game will be the final game in a Longhorns uniform for Kara Hoffman, Kristin Cummins and Hannah Higgins.

Hoffman transferred to Texas from UTSA after her freshman year and has had her most productive season to date in her final



Sharis Lachappelle splits a double team against Kansas. Tonight's match against West Virginia will be the final regular season game for three Longhorns as they prepare for postseason.

Zachary Strain
Daily Texan Staff

season. Cummins and Higgins have started every game this season and were both voted as preseason All Big 12 honorees.

Texas is guaranteed at least a fourth place finish

in the Big 12, which would put it against the fifth place team in the opening round of the Big 12 tournament. A win would give the Longhorns a chance to finish third in the conference

and a game against the sixth place team in the Big 12.

More importantly, finishing third gets the Longhorns out of the bracket with West Virginia and

allows them to play either the second or seventh place team in the quarterfinals.

Texas and West Virginia will kick off Friday at 7:30 p.m. at the Mike A. Myers Stadium and Soccer Field.

MEN'S CLUB VOLLEYBALL

Texas dedicating season to lost teammate

By Melinda Billingsley

"I think the biggest thing that he did was that he took the time to befriend every single person," head coach Elbert Ortiz said of former player Michael Purgason, who died in a car accident this past summer.

Purgason joined the team as a freshman about three years ago and was the president of Texas Men's Club Volleyball. He seemed to have an everlasting charisma and a passion for vol-

leyball that his teammates plan to honor this season and in many more to come.

"What's really special about this season is that we lost one of our teammates, and he loved volleyball with all his heart," middle blocker Julian Perkins said. "If he could major in volleyball, he would do it. So we definitely keep him in the back of our minds all the time and just play hard for him."

As a fifth-year senior in his fourth semester with the team,

Perkins is surprised at how strong of a team they have been, especially with all of the new players this year.

"He'd probably be the number one motivation," Perkins said.

Two years ago, the team won the conference and last year only fell to Texas A&M. In hopes of winning the conference again and making a run at the national championship, the team's fallen member is undoubtedly an inspiration.

"He had such a pride for the

University," Sammy Ramos, Texas Men's Volleyball president, said. "He motivates us to go in and work hard every single day."

Although the men's first team lost to Houston in the semifinals at this past weekend's Octoberfest tournament in San Marcos, the team's future seems promising with the vision that Purgason left them.

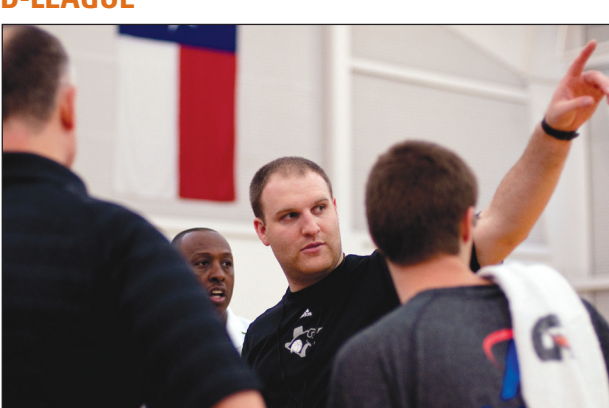
"I think this group has come in, and they've already set a legacy," Ortiz said. "But I think his passing has added extra fire and

extra motivation that they want to honor his own legacy by making this year, which would have been his senior year, one of the best years we've ever had."

Ortiz has coached both men's and women's volleyball for about 14 years. After coaching for two years for the women's club team, where he claimed a national championship, he moved to Washington, D.C., and has coached the men's club team

HONOR continues on page 9

D-LEAGUE



Becca Gamache | Daily Texan file photo

Taylor Jenkins is now the head coach for the Austin Toros. The Toros, a D-League affiliate of the San Antonio Spurs, will build their team to model the Spurs and their values.

Jenkins takes over Toros, modeling team after Spurs

By Michael Marks

For someone so new to his position, Taylor Jenkins understands his job exceedingly well.

The Austin Toros' first-year head coach knows that, like most coaches, his role is to instruct his players, to teach and mold them into better basketball players and better people.

Jenkins also understands that, unlike most coaches, that isn't where his job begins.

"We're building our team from scratch every year," Jenkins said.

He says this with a calm that belies the fact that Toros training camp opens in two weeks, and his roster currently exists in a state somewhere between "conceptually amorphous" and "nonexistent."

For Jenkins, however, this is the rule and not the exception. Jenkins served as a Toros assistant coach for four years before being promoted to head coach this September. Uncertainty isn't just a faint motif in the D-League; it's practically all you can count on. Player movement

and front-office turnover occur at an exponentially higher rate than in the NBA or other professional leagues. Again, Jenkins takes it in stride.

"You can't control what's going to happen tomorrow. You can't control what's going to happen throughout the season, but you can control what you do," Jenkins said.

For Jenkins, that means following the example set by the Toros' parent organization, the San Antonio Spurs. The Spurs are one of the few NBA teams to own their own D-League affiliate. According to Jenkins, the trickle-down culture is obvious.

"[The Toros and the Spurs] are on the same page. When you first walk through the door in San Antonio, you see the values there firsthand. It's not a cookie-cutter system. It's a standard that every day we live up to," Jenkins said.

That standard has equaled success. Since the Spurs bought the Toros in 2007, there have been 27 call-ups from Austin to the NBA, including current Spurs Danny Green and Cory Joseph, a

TOROS continues on page 9

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TOROS

continues from page 8

former Longhorn. Last year the Toros won their first D-League Championship. Jenkins has been a part of all of it.

“Our numbers don’t lie. Our relationships with our players are the best in the league,” Jenkins said. “We’re about setting up our players for success. That’s the mission that was set in place in ’07-’08, and it hasn’t changed.”

Jenkins’ next task in carrying out “the mission”: the D-League draft on Nov. 2. The draft is an opportunity for each of the league’s 16 teams to select eight players out of a pool of approximately 200 prospects who have signed one-year

contracts with the D-League. Players such as Utah’s Jamaal Tinsley (last year’s first overall selection), former Longhorn Gary Johnson and Cleveland starting small forward Alonzo Gee have all come up through the D-League draft.

Although his first draft as head coach represents Jenkins’ best opportunity to build the team he wants, he doesn’t plan to stray too far from the formula he learned as an assistant.

“My vision is number one for the team to be successful, but in many ways we want to do what we can to help the Spurs,” Jenkins said. “With this being my first draft, I don’t want to drastically change anything.”

Given the success the Spurs-owned Toros have had so far, he shouldn’t have to.

HONOR

continues from page 8

since his return in 2008.

“On a lot of men’s teams, the players feel like they’re getting scrutinized by their teammates and that they have to behave a certain way,” Ortiz said. “We finally broke down a lot of those barriers, because we had somebody special enough to help us get over that.”

Purgason’s outgoing personality was only one of many things for which his teammates remember him.

“He contributed such an intensity,” junior outside hitter Chase McKinzie said. “He’s one of the guys that started getting people riled up in games and would be so into it. He created that kind of passion for us.”

As one of the captains for the men’s first team, McKinzie said

he sees quite a difference in the team’s attitude this season.

“This year we have a lot more confidence in our ability to play competitively,” McKinzie said. “We all loved Michael’s intensity. That’s how we all started getting into this passionate mode that we’re carrying on this year, and that’s our biggest attribute. We loved his attitude on and off the court, and we’re living through it right now.”

Purgason’s legacy does not only shine through his teammates this season but will be honored in many seasons to follow, McKinzie said.

“We devoted our season to him, and we want to continue that,” he said.

In honor of Purgason, the team wants to rename the Adam Prinz Invitational, currently named after another alumni who died during his season at UT, to the Prinz-Purgason Invitational.

WOMEN’S CROSS COUNTRY | JORI EPSTEIN

When Texas competes in the Big 12 Championships Saturday, head coach Stephen Sisson doesn’t expect too many surprises.

“I designed the course, so I know where the twists, turns and strategic points are,” Sisson said. “We’ve had the chance to get out there two to three times, so we’ll be prepared for any intricacies that happen during the race and respond to them well.”

Emerging from a two-week hiatus, Texas last competed in the Pre-Nationals Invitational and finished fifth. The meet bumped up the team’s national USTFCCA ranking from its season-opening No. 26 to a season-high No. 14. The Longhorns are hosting the conference championships for the first time since 2003 and now face teams including No. 2 Iowa State and No. 27 Oklahoma State.

Hoping to beat its second-place finish from last year, Texas fields a deeper team than in years past. Teammates and coaches agree they no longer rely on one runner to carry weight.

“People feel more of an individual responsibility,” Sutherland said. “Every single girl that will line up on Saturday is going to be prepared, excited to be running at the conference meet and feeling a positive kind of pressure.”

The women’s 6K race begins Saturday at 10 a.m. at the Jimmy Ray Golf Course.

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By DAVID OUELLET

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S A T A E U O E G C E N E G S
T E R M A R C R C E I W E E Y
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T P P D D L T E P A D A E U E
I A H S O N T E N S T A R R H
O E E H E E E N R N T I T K P
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Word From a Bird: Star Struck (Based on a true story) By Aron Fernandez

I just packed. Be there in a bit...

...Hold on a sec. It couldn't be—

HALEY JOEL OSMENT in the FLESH

You'll never guess who I just met. Haley Joel Osment!

Big deal, are you still on your way?

That's totally awesome that you recognized me! I'm not doing anything if you'd like to hang out or...

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8	2	5	7	1	9	4	6	3
1	6	3	5	4	8	7	2	9
4	5	7	6	8	2	9	3	1
6	3	1	9	7	4	5	8	2
2	9	8	1	5	3	6	4	7
3	4	6	2	9	7	8	1	5
5	8	9	4	3	1	2	7	6
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The New York Times Crossword Edited by Will Shortz No. 0921

Across

1 Gremlins of the '70s, e.g.

5 Logic problem

9 Neighbor of Lydia

14 ___ Capital (investment firm)

15 Q7 maker

16 Like a national flag with a sword on it

17 Rising star?

18 One blatantly disobeying traffic laws

20 Pitcher Bedard

21 Tropical aquarium plants

22 Like small potatoes?

24 Grevin who wrote the 2008 best seller "How to Talk to Girls"

25 Holy higher-ups

28 "All in the Family" exclamation

32 Cell group

33 Creep's peep

34 With 11-Down, bugging no end

35 Aperture in some drills

37 Used bikes

38 It prompts tipping in a bar

40 Accessory near a basin

41 Relative of a man crush

42 Calls from a 27-Down

43 Reluctant wearer of a cap

46 "I'm not upset, really"

52 Classic covered walk

53 Composition of some orange spheres

54 Word with letters?

55 They take people out

56 Play to ___

57 Commend

58 Flavian dynasty ruler

59 The opposition

60 Heat meas.

Down

1 ___ J. Mikva, White House counsel under Clinton

2 Much-tattooed people

3 What a mayor tries to instill

4 Carver of Hells Canyon

5 Die

6 It'll help you get a bite

7 Flatter to a fault

8 Flexibility

9 Hull of the Constitution

10 Propulsion gear

11 See 34-Across

12 Flash d'inspiration

13 Isn't fine

19 Shakespearean title character

23 First name in '50s TV

26 Into-the-stands homer, say

27 Mohair source

28 "High Fidelity" star, 2000

29 Like a diva

30 W competitor

31 First character seen in "Zelig"

32 Boat stern

34 2009 Grammy winner for "Crack a Bottle," briefly

36 Hit the dirt?

39 Start to tank

42 Bill of fashion

44 Italian for "baked"

45 Flip chart supporter

46 "Law & Order: SVU" co-star

47 Move before taking off

48 Vexation

49 1943 U.S.-vs.-Japan battle site

50 ___ Taylor, old sitcom character

51 Believe

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SHIT!

WELL WELL WELL, NOW THE MISERY hath FALLEN. WHAT SWEET, DELICIOUS TONY.

SHUT UP TIMMY! JUST SO GET SOME REST.

WHY SHOULD I...?

HEY! COME BACK HERE!

FUCK YOU TIMMY!

FACEBOOK.COM/THISGUYSDISGUISECOMICS • DAVID HOOK 2012

SOME PARTY, EH?

WHO ARE ALL THESE PEOPLE?

I DON'T RECOGNIZE ANYONE.

WHAT ABOUT THAT GUY?

HE'S JUST BEEN SITTING THERE.

WHY DID I EVEN COME TONIGHT?...

I CAN ALREADY TELL I WON'T GET LAID...

WHY BOTHER?...

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Photo courtesy of Todd Purifoy
The second annual Josh Abbott Band Festival will feature the Josh Abbott Band (pictured), Curtis Grimes, Cory Morrow, and others Saturday.

Josh Abbott Band Festival brings together old, new

By Audrey White

The second annual Josh Abbott Band Festival hits Austin on Saturday with a lineup of established and up-and-coming country artists. Josh Abbott spoke to The Daily Texan about the festival and his band's burgeoning success.

Daily Texan: After a string of hit singles like “Tonight” and “She’s Like Texas” in the last year, your name has a little more impact than it did this time last year. What do you think of the growth in JAB’s popularity?

Josh Abbott: It seems like every year since 2008, when we started touring, we just get bigger and bigger. At some point that bell curve has to come down, but I’m not ready for that just yet. I hope we’re bigger than last year, and next year I hope we’re even bigger. As long as we’re not talking about my weight, that’s a great thing.

DT: What’s the philosophy of the festival? How did you pick the lineup?

Abbott: I want to be sure I’m putting on a concert that country music fans know when they come, they’re going to get a good value and see good music for a good price. We do it in Austin, Lubbock, East Texas and next year we’ll do it in Corpus Christi. I like that the lineup notes who the up-and-comers are and who the college kids are digging

Josh Abbott Band Festival

When: Saturday, Oct. 27, gates open at 3 p.m.
Where: Nutty Brown Cafe
Price: \$20
Website: JABfest.com

and also notes who paved the way for Texas country.

DT: What sets it apart from other country music festivals?

Abbott: It would be naive of me to think I’m doing something totally new. It’s just a different festival. I focus on fewer bands with later lineups and shorter set times. At these all-day festivals, some people get there early and fade out halfway through. Other people wait to get there toward the end of the night. I’ve always thought that was such a disrespect by the promoter to put these really cool up-and-coming young guys so early. We can start later in the day, where people can get there at 5:00 and watch all the bands and be done by 11:00 or 12:00.

DT: What do you think people love about your band? How have you grown so quickly?

Abbott: Our success has been a combination of the right songs with the right marketing and great fans. Our age demographic is like 16 to 28, and our fans have been really awesome about going to our concerts and spreading the word about us. When these Texas kids go off to school in Arkansas and Kan-

sas and Nebraska and they ask, ‘have you heard of Texas country?’ and say, ‘listen to this Josh Abbott guy,’ it’s really helped all of us grow. I hope that continues to still happen, but it never hurts to be the underground in the music world. Everyone bashes the favorites.

DT: What’s the story behind your latest single, “I’ll Sing About Mine?” Is it a jab at mainstream country acts?

Abbott: The ironic thing about that song is we didn’t write it. This is the first time we’ve ever released a song and recorded a song we didn’t write. I was just so in love with this song. It’s by Adam Hood and Brian Keane, who are friends of ours. This is real country music, and this is the song that explains it best. Tractors are not sexy. When you hear these kind of songs on country music radio, they’re focused on making it cute, making it hokey. How many country music singers, look where they’re from, and it’s like, what do you know about country? I don’t knock on those people, because I’ve met a lot of them. They’re very nice and very humble and thankful for their fans like we are, but they do things a little differently.

COSBY continues from page 12

Although his work stays true to time-tested subjects, Cosby has had no problem staying current in today’s world of social media and constant digital news. He has embraced social media on almost every platform. Unlike many members of his generation, Cosby has a Facebook page, a Twitter account and a YouTube page, in addition to his website. He is active on all of these sites, posting comments, videos and pictures, although much of the time the exact same thing is posted on all

four media portals.
“In show business I have to find the people,” Cosby said, explaining why he chose to venture onto so many social media sites. “I have to tell the people where I am and then hope they remember the icon part without seeing the ghost and get excited.”
On Sunday Cosby returns to Austin to perform his stand-up act at Bass Concert Hall. The audience might see an icon, a man with a killer sense of timing and a knack for storytelling, or they might

see a ghost, the man who used to be on “The Cosby Show” and “Fat Albert.” One thing is certain: They are going to see a man dedicated to performing who has given no indication of stopping any time soon.
“Fifty years. Wow,” Cosby said about his career. “But it could very well be 80 years. If I am still thinking and if the timing is still there ... it has to go somewhere, and until I am taken or stopped by Mrs. Cosby, I accept speaking and performance to cause laughter and entertainment.”

MOVIE REVIEW | ‘CLOUD ATLAS’



Reiner Bajo | AP Photo/Warner Bros. Pictures
This film image released by Warner Bros. Pictures shows Halle Berry and Jim Broadbent in a scene from “Cloud Atlas,” an epic spanning centuries and genres.

Unconventional film amazes with stunning visuals, writing

By Alex Williams

“Cloud Atlas” isn’t a film that can be assessed on any sort of traditional scale. It has half a dozen protagonists, scoffs in the face of three-act structure and spends the majority of its running time cutting between timelines, a single edit sometimes bridging centuries. It’s also the year’s most ambitious film, an unprecedented feat of storytelling from directors Tom Tykwer and Andy and Lana Wachowski.

It’s a dense, challenging work, and “Cloud Atlas” moves at a blistering pace. In its first 20 minutes or so, it hits us with a barrage of names and faces, setting up six different stories in six different timelines, all of them overlapping in one way or another. Adam Ewing (Jim Sturgess) sails across the Pacific in the 1800s, while struggling composer Robert Frobisher (Ben Whishaw) reads his journal in the 1920s. Halle Berry stars in a thrilling segment set in the 1970s, and her story is turned into a novel that publisher Timothy Cavendish (Jim Broadbent) contemplates in 2012 before being locked away in a nursing home. In a dystopian future, Sonmi-451 (Doona Bae) finds herself leading a revolution, and Zachry (Tom Hanks) leads a crew of refugees in a post-apocalyptic wasteland.

Each of the film’s principal actors pop up in multiple roles, often recurring in each of its segments. For

Directed by: Tom Tykwer and Andy and Lana Wachowski
Genre: All of them
Runtime: 172 minutes

a doctor, a hotel clerk, a scientist, a vengeful writer, an actor and post-apocalyptic badass Zachry. The act of casting the same actor in multiple roles is more than a parlor trick, and watching six different versions of Tom Hanks figure out what it means to be a good person over the progression of six different timelines makes the conclusion of Zachry’s story all the more meaningful.

It can be challenging for an actor to play multiple roles and make them distinct from one another, but everyone in “Cloud Atlas” is up to the challenge. Actors like Berry and Whishaw are effective in their big segments, but just as impressive is the way “Cloud Atlas” renders them unrecognizable in other timelines, dressing Berry up as an old man or Whishaw as a brutal post-apocalyptic tribesman. It’s a strong, commendable commitment to theme and message and one of many ways that “Cloud Atlas” bends the barriers of how a traditional Hollywood film functions.

Two performances stand above the rest, however. Bae plays futuristic waitress-turned-revolutionary Sonmi-451. She starts out oblivious and innocent, but once Bae starts to deal with the ugly realities of her world, it’s heartwrenching. Broadbent also deserves commendation for his work as Timothy Cavendish,

to a nursing home by his villainous brother. His escape from the home is the most broadly comedic segment in “Cloud Atlas,” but also probably its most plainly heartwarming, and Broadbent anchors the segment with his easy, befuddled charm.
The three people responsible for making “Cloud Atlas” the film it is are Tykwer and the Wachowskis, and their construction is inspiring. Once “Cloud Atlas” gets rolling, it is rare that a sequence unfolds without three or more timelines cutting their stories together, each edit perfectly timed to heighten suspense or draw a parallel. It’s breathless and hypnotizing, a way to tell a story.
There’s clearly a lot to discuss about “Cloud Atlas.” A second viewing already offers up numerous rewards, some coming from being able to spot actors in roles you may not have recognized there, in or simply being able to better appreciate a particularly resonant edit. “Cloud Atlas” manages to balance political thriller, science fiction, period drama and slapstick comedy without ever overdoing it, and its steadfast belief in humanity’s basic goodness is uplifting in a way that very few films can manage these days. The result is a film that’s rewarding to view, a beautiful feat of writing, editing, directing and acting — an unapologetic masterpiece.

BLOOD continues from page 12

ble that no other author does. Amid the confusion, Wolfe finds a way to make sense of it all for the reader. His novel reads like an oral transcription with a wide range of diction, meshed with every possible hyperbole the man has up his sleeve.
Wolfe’s writing style is something no one else can control. As long as readers are patient with him, Wolfe artfully guides them along. The beat of Wolfe’s style changes depending on which character he is writing about. This creates a second dimension to otherwise flat characters.
But while the book addresses the serious issues of immigration and race, Wolfe’s comically implausible plot takes away from what could have been a somber approach to the issues. Furthermore, his cartoonish style often translates into cartoonish characters. For example, psychiatrist Norman Lewis is a loony, mad-scientist type who counsels



Tom Wolfe, creator of new journalism, returns after an eight-year hiatus with “Back to Blood.”

Photo courtesy of Mark Seliger

and treats porn addicts, yet possibly suffers from a sex addiction himself. And there is the Miami Herald’s editor, Edward T. Topping IV, a cowardly man who initially is afraid to do any kind of real journalistic work for Miami’s most widely circulated paper. These characters weaken the novel’s

attempt to tackle serious issues.
Though flawed, “Back to Blood” is an enjoyable book as long as you have both the time and energy to deal with Wolfe’s imaginative world and stylized prose. If you do not have these luxuries, “Back to Blood” might be a book best saved for Christmas break.

EVENT PREVIEW

Cosby hits fresh, new punch lines

By Faith Ann Ruszkowski

Bill Cosby
When: Oct 28
Where: Bass Concert Hall
How much: \$22.25 - \$52.50

When Bill Cosby returns to the UT stage Sunday night, his reputation will precede him. The legendary comedian has been to UT many times. He has a UT sweater. He has UT socks. He is an honorary member of the football team and the women's track team. But Bill Cosby's career has not been a 100-meter dash. With a legacy in show business that spans five decades, Cosby has proved to be more of a long-distance runner.

The comedian, now 75, has a gruff and grandfatherly manner that accompanies his slow-spoken but sharp humor. Unlike many comedians today, who Cosby said concentrate too much on getting to the punch line fast and delivering comedy quickly, Cosby eases slowly into funny.

"You can't get a fast food performance here," Cosby said. "You are going to marinate, to smile and forget about 'Is this hip or not?' You are going to get lost in a world of smiling, in identification. Forget about being hip."

Based on his body of work, Cosby has never been very concerned with being hip. From his early stand-up career to his time on the popular sitcom, "The Cosby Show," his subject material has concentrated on family, the follies of young adults and raising children, not exactly edgy stuff. But what Cosby's material

lacks in trendiness, it makes up for in timelessness. His fan base spans over three generations, and his comedy has earned him legendary status in show business.

Cosby, however, is not entirely comfortable with his iconic position in the world of comedy.

"Many people will say, 'You're a legend,' and I say, 'Okay, 40,000 fathoms under the sea is a legend,'" Cosby said. "It's brand new for me, so I feel that it means old. Old and museum-like, like a ghost."

He is coming to terms with the label of "icon" or "legend" as he recognizes what it means to be respected and appreciated for one's work. However, he wants to distinguish the notion of legend from the notion of relic.

"I don't want [people] to think that because I'm 75, that [they are] going to get a crotchety [performance]," Cosby said. There is a difference between old and timeless, and while Cosby described his performances as something the audience may have seen in their childhood with their parents, his comedy is still on point and relevant.

COSBY continues on page 12

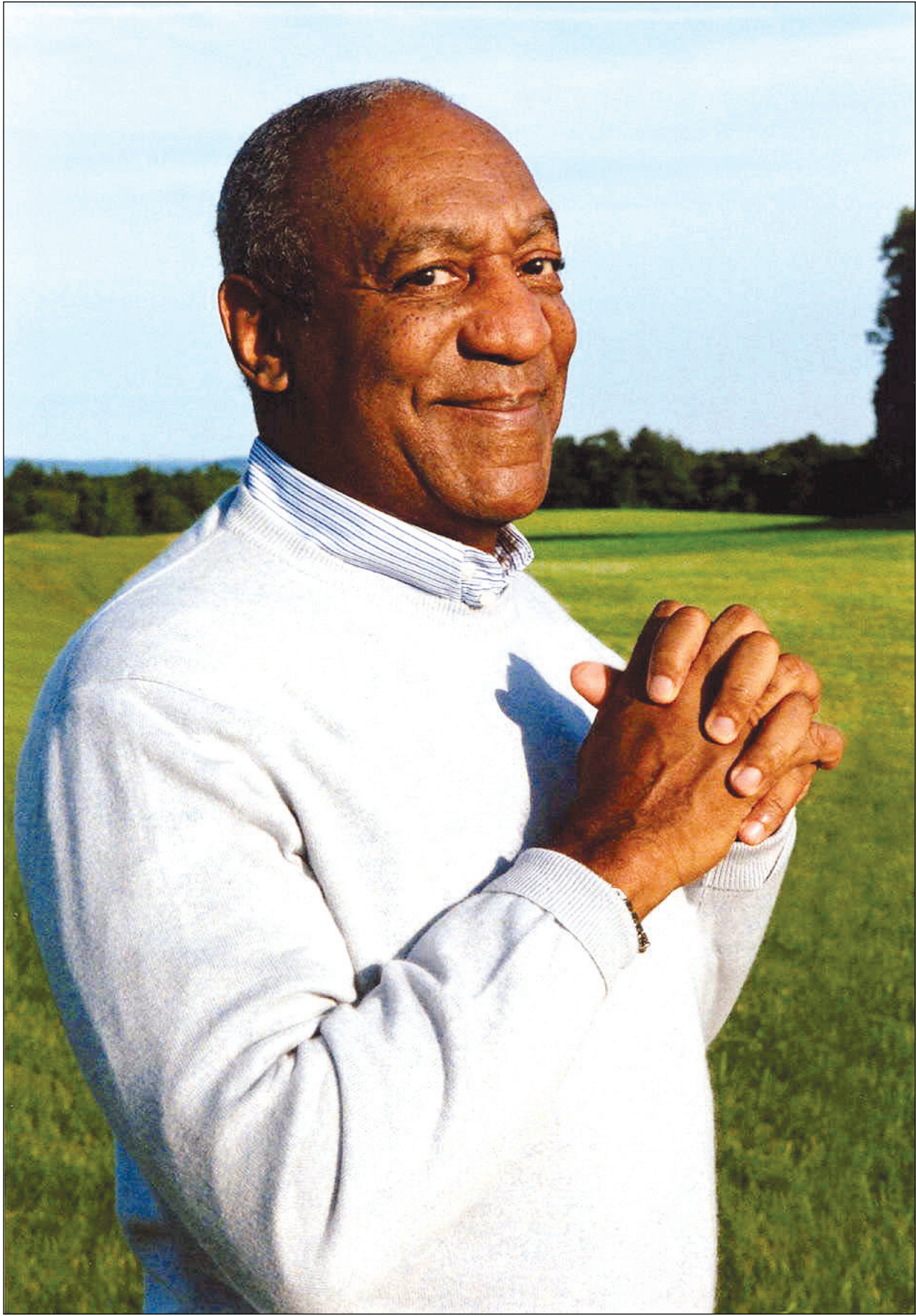


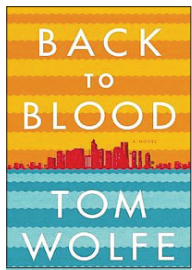
Photo courtesy of Erinn Cosby

Bill Cosby, an honorary member of the UT football team and the women's track team, will be performing at Bass Concert Hall Sunday.

BOOK REVIEW | 'BACK TO BLOOD'

Wolfe's new novel rivets readers

By Bobby Blanchard



Back to Blood
Author: Tom Wolfe
Genre: Literary Fiction

“While the plot is laughably outlandish, Wolfe still finds a way to weave together an engaging plot line.”

With a BANG, a SMACK, hundreds of ellipses and God only knows how many exclamation marks, Tom Wolfe is back.

Wolfe released his new book, "Back to Blood," earlier this week, after an eight-year dry stretch. In his novel, which has a plot that is anything but realistic, immigration, race, class and today's state of journalism are just some of the issues addressed.

Set in Miami, the novel's opening scene features Cuban-American cop Nestor Camacho saving a Cuban's life while simultaneously preventing him from illegally entering the United States. This causes unrest and intense disapproval among his Cuban-born family and community. Meanwhile, a Yale-bred journalist by the name of John Smith (yes, really) begins investigating a tip that Russian oligarch Sergei Korolyov donated forged paintings to a local museum. Through some

odd twists, Camacho begins to help Smith with his investigation of Korolyov, who happens to be seeing Camacho's ex-girlfriend (yes, really).

While the plot is laughably outlandish, Wolfe still finds a way to weave together an engaging plot line. Besides, it is not Wolfe's plot that is the strong point of the novel — with any novel he writes, the strong point is always his writing style.

Wolfe coined his own style when he introduced "new journalism" to the world in the

1960s. It is quick, energetic, never-stopping, heart-thumping and often downright confusing. Wolfe buries the reader in a sea of adjectives, punctuation, alliteration and onomatopoeia, making the novel overwhelming at times. With the exception of the short reprieves between chapters, his writing has no pauses for breathing or rest.

Despite the frustrations of his style, Wolfe brings strong language to the literary ta-

BLOOD continues on page 11

POP INDEX

BY ALEKSANDER CHAN

HORNS UP

Natalie Portman was at the Baylor game.

The Onion's TED Talk spoof, Onion Talk.
 "No mind will be left unchanged."

"Happy Endings" is back. Another season of irreverent, pop culture mania.

The iPad Mini.

Michael Fassbender at the Baylor game.
 He probably can't help that he looked a little terrifying.

"Cloud Atlas."
 Crazy or crazy brilliant?

Clark Kent quit The Daily Planet. But really, how good of a journalist was he?

Denny's "Hobbit"-themed menu.
 Some ideas should just stay ideas.

So, energy drinks might be really dangerous.

Ryan Gosling sightings overdose.
 Every text: "OMG R GOS ON SAN GABRIEL!!!!!!!"

HORNS DOWN

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