

Parking Advisory Committee

Meeting Minutes – Friday, November 2, 2001

Parking Advisory Committee Chairperson David Cowan convened a regular meeting of the Parking Advisory Committee at 1:06 PM on Friday, November 2, 2001 in the Conference Room of the Student Association in the Centennial Student Union.

Regular PAC Members Present – 5 of 6

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| 1. Rose Marie Ley | Representative for Classified Employee Groups |
| 2. David Cowan | Administration Representative |
| 3. C. Rhys Gaffer | Student Association Off-Campus Representative |
| 4. Steve Bohnenblust | IFO Faculty Association Representative |
| 5. Ande Davis | Stu.Assn.On-Campus Rep. – Abby Tritabaugh's Alternate |

Regular PAC Members Absent – 1 of 6

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| 1. Scott Hagebak (Excused) | MSUAASF Bargaining Unit Representative |
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Ex-officio Nonvoting Mem. Present – 3 of 7

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| 1. Sue Edstrom | Parking & Traffic Services Coordinator |
| 2. Darcy Larvik | Business Affairs Representative – Dave Neve's Alternate |
| 3. Kristen Young | Res. Hall Assn. Pres. – Nonvoting Res. Hall Assn. Representative |

Ex-officio, Nonvoting Mem. Absent – 4 of 7

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| 1. Kate Voight (Excused) | Parking Citation Appeals Board Liaison |
| 2. Diane Solinger | Residential Life Office Representative |
| 3. Larry Kohanek (Excused) | Facilities Mgmt. Planning & Construction Manager |
| 4. (Vacant) | Space Scheduling Office Liaison |

Others in Attendance - 2

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| 1. Joe Muggli | Stu. Assn.'s Stu. Svcs. Coordinator & Off-Campus Senator |
| 2. Teritius D. Fortune | Student Association's Legislative Affairs Coordinator |

Meeting Agenda Approved

Without objection it was agreed that the primarily agenda item would be proposals contained in the Bohnenblust Report, the development of which was sanctioned at the PAC's 26 October 2001 meeting.

Meeting Minutes of October 26

As the minutes had not yet been printed off, the PAC agreed to defer review and approval of the minutes of the PAC's 26 October meeting.

PAC Chairperson Cowan circulated copies of emails and two *MSU Reporter* letters to the editor dealing with the observation that on October 18th the Red Eye Shuttle took a group of students down to a Broad Street location contrary to known policy. The emails to the Red Eye Shuttle drivers laid out the policy. The driver involved is not now driving. It was reported that a full page display was published in the Thursday, 1 November, edition of *The Reporter* highlighting for campus customers the following shuttle regulations:

- Nighttime passengers picked up at residence halls and academic buildings will be taken to other campus buildings or to their vehicles parked on MSU property.
- Potential nighttime customers calling in from off-campus locations will not be picked up, even if their destination is on MSU's property, regardless if they are within the bus "U" Zone route. These individuals need to seek alternate transportation to MSU including calling the local cab company.
- Shuttle drivers will not transport customers from the residence halls or other campus locations to off-campus party locations or bars.
- Shuttle drivers will refuse service to anyone who appears to be under the influence of alcohol or drugs.

2001-02 Permit Sales – Preliminary Report

Chairperson Cowan reported that PAC members by now should have received the preliminary report entitled "2001-02 Permit Sales". He cautioned members the report showed just sales made this Fall and that additional permits would be sold during the Spring Semester. A significant number of December graduates turn in their permits for a refund which opens up stall vacancies in Gold and Purple permits.

Consistent with a request of Diane Solinger's, the report breaks out all sales according to "students" and "faculty/staff" by permit type. PAC members detected some percentage errors that needed correction on the report. A revised report would be forthcoming.

Bohnenblust Report

Steve Bohnenblust then presented his report. Bohnenblust moved and Rose Marie Ley seconded that the PAC adopt the following changes which affect permit allocations for next year:

- Gold permit and on-street Purple permit stalls be converted to faculty/staff parking.
- 75 Green residence hall slots from Lot 13 and/or Lot 3 be converted to Gold.
- Provide a graduate student priority and allow commuting students to purchase remaining Gold at the beginning of Fall Semester at 75%.
- Gold prices be frozen for two years (2002-03 and 2003-04).

Bohnenblust stated that residence hall students are treated quite differently than any other group on campus. Of the University's parking stall total of 5,000, residence hall students enjoy 1,496 close-in stalls (30% of total capacity), get overnight parking, and only pay \$138. Another 333 stalls have been set aside for residence hall students (7% of total capacity) at a \$62 discount rate in Lot 20a where buses and the Red Eye Shuttle provide free service to and from the dorms. Gold permit holders pay \$210 each and in many cases are parking further away from the campus core than residence hall students. On top of that, far too many Gold permit holders who park in the premium close-in Gold areas are students, a fact which finds a significant number of faculty/staff Gold permit holders in Gold lots further out.

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Bohnenblust indicated that in terms of revenue impact, because of the ability to oversell Gold permits while still honoring the guaranteed parking pledge, each Gold permit stall generates \$248 annually while close-in light Green permits only generate \$138 each for such prime stalls. [971 Gold permits sold divided by 824 Gold stalls = 1.18% or an accumulated 18% oversell x \$210 Gold price = \$248 earning performance. The \$138 earning performance ratio of Green permits reflects the fact that Residence hall Green close-in stalls now virtually equal existing Green permits though the plan had called for a 5% to 7% oversell. A number of residence hall students who originally applied or purchased a Green permit no longer possess them.]

Bohnenblust also said that a parking area like Lot 19 Gold (Alumni & Foundation Center) is not fully utilized. Some of its spaces could be sold at a special 75% to commuting graduate students within a certain timeframe.

It was noted that overall of the 971 Gold permit holders, students comprise 371 or 38% of that total and were part of the Spring Gold Permit Drawing held last March. That number has been growing and many of the students were lucky enough to “win” stalls in close-in coveted Gold areas like Lot 6 (Morris Hall), 4a (Sunken Lot), Lot 11 (Union horseshoe shaped lot), etc.

<u>Coveted Core Campus Gold Areas</u>	<u>Student Permit Holders</u>	<u>Faculty/Staff Permit Holders</u>	<u>Permits Sold '02</u>	<u>% Student Buyers</u>
Lot 6 – Morris Hall	18	25	43	45%
Lot 4a – Sunken Lot	36	65	101	36%
Lot 11/11a – Union	37	107	144	26%
Lot 12 – Library	3	10	13	23%
Maywood Gold	10	18	38	26%
Core Gold Lots Total	*104	225	339	31%

*[Add the 104 students with coveted core campus Gold permits to the 56 Purple on-street parking stalls (West Road 42 stalls; South Road West 14 stalls) which are also viewed as “core campus” premium spaces, then you have 146 “extra” core-campus permits that could be exclusively dedicated for faculty/staff. Only 69 faculty/staff bought the \$76 Orange Lot 21/22 permit and 189 purchased Purple. Of this combined 258 total it is not known whether they were purchased for economy reasons or whether they were bought as a “last resort” by faculty/staff when Gold stalls ran out and the Purple permit cap was reached that first week of Fall Semester classes.]

C. Rhys Gaffer indicated that he understood the argument for dedicated close-in parking for faculty/staff and respected that position. However, he could not support converting 75 close-in residence hall Green permit stalls to either Gold or Purple for the dedicated use of faculty/staff. Kristen Young and Ande Davis supported Gaffer’s position adding that residence hall students should be allowed to park near where they live 24 hours a day. According to Gaffer, almost 300 residence hall students now have to park their vehicle in Lot 20a which raises a safety issue – converting close-in Green permit stalls by another 75 spaces would only put more students at risk, particularly those that drive in after midnight when the Red Eye Shuttle is not operating.

Among PAC members there appeared to be general agreement that the \$138 Light Green close-in permit is undervalued and should be raised for next year. Whether it should come close to matching the \$210 price of a Gold permit has yet to be determined.

Darcy Larvik indicated that it would be somewhat complicated to ensure that graduate students living off-campus get the 75% bargain price for a Lot 19 permit as proposed by Bohnenblust.

Teritius D. Fortune advocated that a payment plan be instituted which would allow for permit payment installments. PAC members suggested that such a plan would be addressed at a later meeting.

Bohnenblust Motion Tabled

C. Rhys Gaffer moved and Steve Bohnenblust seconded that the Bohnenblust motion be tabled to allow for further discussion. Motion to Table passed unanimously.

Intersection Pedestrian Guards vs. Crossing Guards

Parking & Traffic Coordinator Sue Edstrom reported that pedestrian crossing guards were now being used whenever practicable in key intersections around the campus. The student pedestrian guards are not going out into the middle of the street trying to direct traffic, but instead stay on the sidewalk controlling the flow of students wanting to cross intersections. Feedback has been positive.

Green Lot Vacancy Count Endorsed

No one objected to Sue Edstrom's commitment to have Parking & Traffic Services conduct a late night/early morning vacancy count of Green permit stalls in and around the residence halls. The count will guide decisions on how many Lot 20a permit holders will be offered an opportunity to upgrade their \$62 Discount Dark Green permit to a \$138 close-in Green permit.

City Council Capital Improvement Plans – Signal Lights for Intersections Around MSU

C Rhys Gaffer brought PAC members up-to-date on recent actions of the Mankato City Council and the City's Traffic & Safety Committee. It appears that the proposed multi-year Capital Improvement Plan for the City of Mankato does have entries for the installation of signal lights on intersections around the MSU campus. Calendar year 2003 may be the year when progress begins on this long sought after safety-related change.

Adjournment

Without objection, the meeting was adjourned at 2:27 PM.

Respectfully submitted,

David Cowan, Chairperson
Parking Advisory Committee