

third dimension parking

Unpaid parking tickets no longer cancel student's preregistration

By Terri Willson

"We are sorry to trouble you with this reminder during the holiday season, but in accordance with university policy, your financial obligation to the university must be cleared before the start of the spring semester if you are to continue as a student at UNL.

We wish you and yours a happy holiday and a prosperous and successful new year."

Students who did not respond to their first notice of failure to pay a parking fine received this holiday reminder from John Baier, associate dean of student development and student affairs.

"The end of first semester was always a bad time for students," said Jane Baack, director of the office of student development and student affairs. Because of Christmas expenses and other expenses, parking debts often were ignored, she said.

Before the 1975-76 academic year, the office of student development and student affairs could cancel a student's preregistration or hold his registration if parking fines were not paid by the first day of a new semester, Baack said.

Before a student's registration was affected, the student was sent several notices that if his unpaid parking tickets were not taken care of, he could not register, nor receive a diploma or transcript.

Students receive three warning notices before a hold is put on their registration, Baack said. For the registration to be reinstated, a \$10 fee must be paid to the UNL bursar.

Baack said that payment schedules may be worked out with the Campus Police or with the bursar, as long as the student informs the university of his financial difficulties.

Since last fall, Campus Police has taken over the job of collecting money for parking violations.

The change was made, Baack said, because parking violations are non-academic and involve not only students, but faculty and staff members as well.

Students may appeal parking tickets to the Parking and Traffic Appeals Committee.

This committee of three faculty members and three students meets twice monthly to hear complaints from those who think they have been unfairly ticketed.

Don Shaneyfelt, assistant dean of the College of Law and member of the appeals committee, said only about one in ten of the cases appealed are found to be unfair.

If the person appealing the ticket is still dissatisfied after a committee vote, he may take his complaint to the Parking Advisory Board, Shaneyfelt said.

The board of students and faculty members advises the administration concerning parking needs, regulations and fines; said Hal Allen, chairman of the board and information officer for the University Extension Division.

The board welcomes suggestions and complaints from the university community, Allen said.

UNL ombudsman, Allan Dittmer, said he has not had a student complaint about parking for approximately 6 weeks.

He explained that perhaps some of the suggestions concerning parking which he gave to John Duve, parking coordinator, may be the reason for the drop in complaints.

These suggestions included:

-A printed schedule of parking enforcement hours
-Reducing the fee from \$5 to \$1 if the student pays a ticket within 24 hours.

-Placing drop boxes on the campus to allow students to pay their fines without going to the Campus Police office.

Only the first suggestion has been implemented thus far, he said.

Students go downtown for more parking spaces

By Nancy Clark

City parking spaces provide little relief for the student in need of a parking space.

Off-street parking is almost filled by 9 a.m. and other parking spaces are full by 10 a.m., according to Dean Leitner, Lincoln Police Dept. (LPD) inspector.

"We find that students and (downtown) employees are primarily responsible for the problem," he said. "They try to extend the time on the meters, which defeats their whole purpose. The meters were installed to provide a constant turnover (in the parking spaces)," Leitner explained.

It is illegal to extend the parking meter time in a limited time zone, he said. Though the department is "stringently enforcing" this regulation, Leitner added, violations still occur.

It is difficult to discourage violations because it is less expensive for a person to extend the parking time and pay the citation than it is to purchase an off-street parking space, Leitner said.

A parking citation costs \$1 if it is paid within five days and \$2 if it is paid between five and fifteen days.

A check of four downtown private parking lots showed that parking rates vary from 40 to 50 cents for

the first hour of parking and 20 cents for each additional hour. In lots where monthly rates were available, the rates ranged from \$22 to \$30.

By "feeding" a meter all day long, a person is preventing at least eight other people from using that space, according to a recent LPD survey, Leitner said.

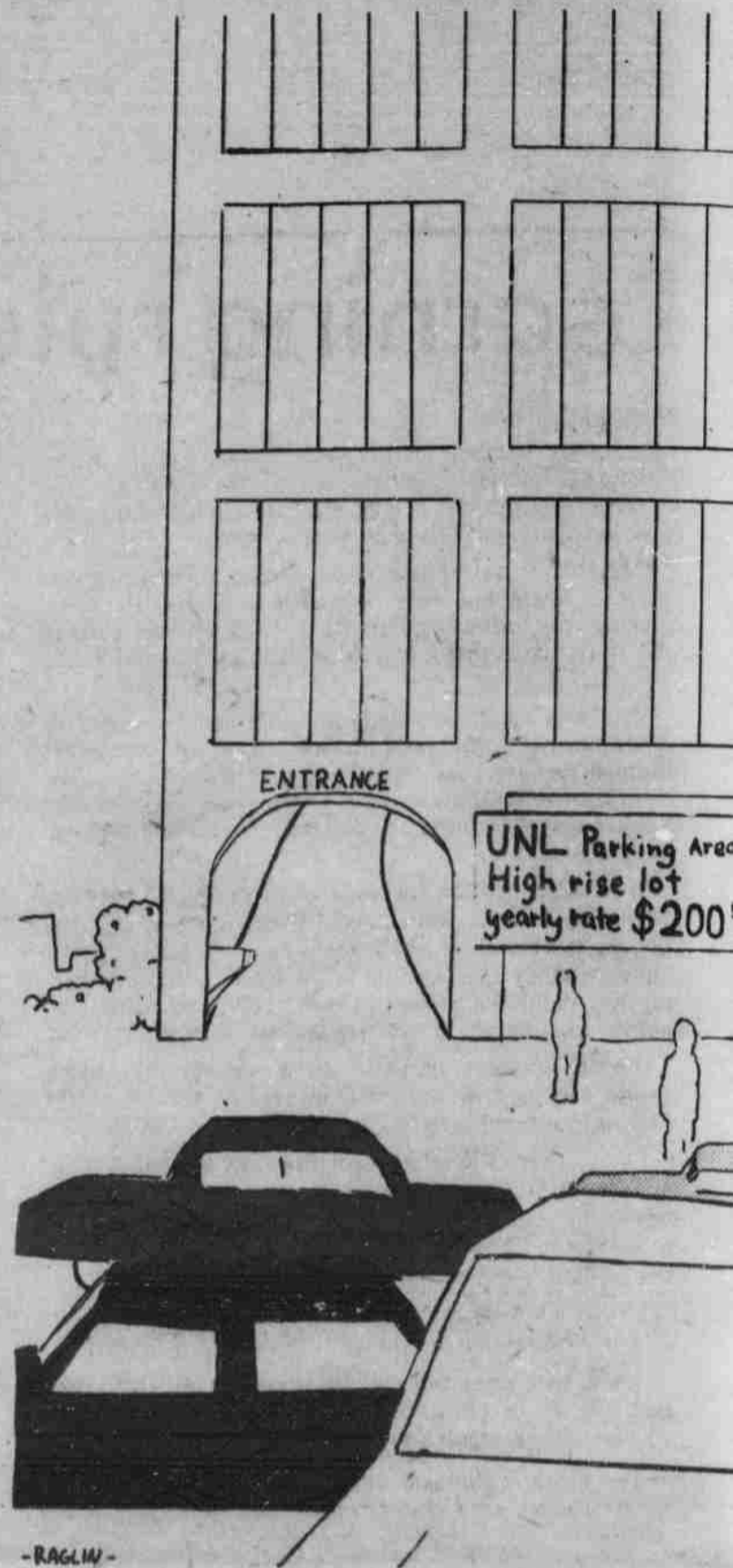
There are 3,316 on-street parking spaces in Lincoln, Leitner said. Approximately 1,700 of these are in the downtown area and are metered, he added. He estimated that there are approximately 1,500 private parking spaces in the downtown area.

The downtown area runs from G to R Sts. and from 6th to 21st Sts.

In 1975, LPD issued over 100,000 parking tickets to local residents, Leitner said. By January 1976, the department had issued approximately 2,500 warrants for unpaid citations, he added.

A special squad has been formed to serve the warrants. "Once the word got around hundreds of people voluntarily came in and disposed of their unpaid tickets," Leitner said.

Although meters are not a profitable operation for the city, Leitner said, they are the only means available to attempt "to provide fair and equal parking."



Could elephant trains replace rhino boots?

Jane Baack, director of UNL's office of student development and student affairs, said elephant trains are used on California campuses to solve the problem of limited parking space.

Elephant trains are little open-air, zoo-like carts which transport people around campus, she said.

Students and faculty members park their cars on the edge of the campus and travel from class to class in the elephant trains.

While California uses the elephant trains to prevent destruction of Redwood trees to make space for parking lots, they could be used at UNL to prevent further construction of parking lots at the expense of campus landscaping, she said.



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