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Parking permits costs cover employee wages, maintenance

By Ann Lowe

Daily Nebraskan Senior Reporter

Editor's note: This is the second article in a five-part series examining how student money paid to the university is spent.

It is an expensive piece of plastic that hangs from your rear-view mirror.

Forty dollars seems like a lot to pay for a plastic permit and a place to park your car. But running the UNL parking areas costs more than half a million dollars a year, Business Manager Ray Coffey said. Revenue from permits covers only about 62 percent of the bill, he said.

Coins from the parking meters will add up to about 15 percent of the budget, Coffey said. 23 percent is expected to come from parking fines and 62 percent will come from permit sales, he said.

Automobile permits are \$40 for a full year, \$25 a semester and \$20 for summer. Motorcycle permits are \$10 a year. Temporary permits also are available for \$1 a day, \$3 a week and \$8 a month, said Sherryl Chamberlain, parking officer supervisor for the UNL Police Department.

This fall, the UNL police have issued about 11,100 permits to students, staff and faculty members, Chamberlain said. That is 11 percent more than the total 10,000 stalls for student, faculty, reserve and meter parking, she said.

Despite the difference, Coffey said, the lots are "not oversold."

The police issue no more residents' permits than the number of spaces available for students who live in residence halls, fraternities and sororities, Coffey said. However, the number of permits issued to commuter students, faculty and staff members is about 10 percent over the number of available parking spaces, he said.

"There is never everybody here all at once," he said.

Some commuter students use the lots only a few hours a week, Chamberlain said. Faculty and staff members have days off and stay home sick, she said. Coffey said he expects 12 to 15 percent of the commuter students, staff and faculty members to be gone at any one time.

Parking officials regularly check the lots to see how many spaces are used, Coffey said. The figures are used to determine the number of permits that may be sold, he said.

The university may someday build more parking areas, Coffey said. But now, priority goes to hard surfacing about 1,000 unpaved parking stalls — a \$500,000 to \$600,000 project, he said.

Some students would rather have the extra parking.

Shauna Johnson, 19, a sophomore actuarial science major, said she usually has trouble finding a parking spot in the Area 1 lots near the Chi Omega sorority house where she lives. Johnson acknowledged that she probably could park legally five or six blocks off campus, but said she usually does not have the time to walk that distance.

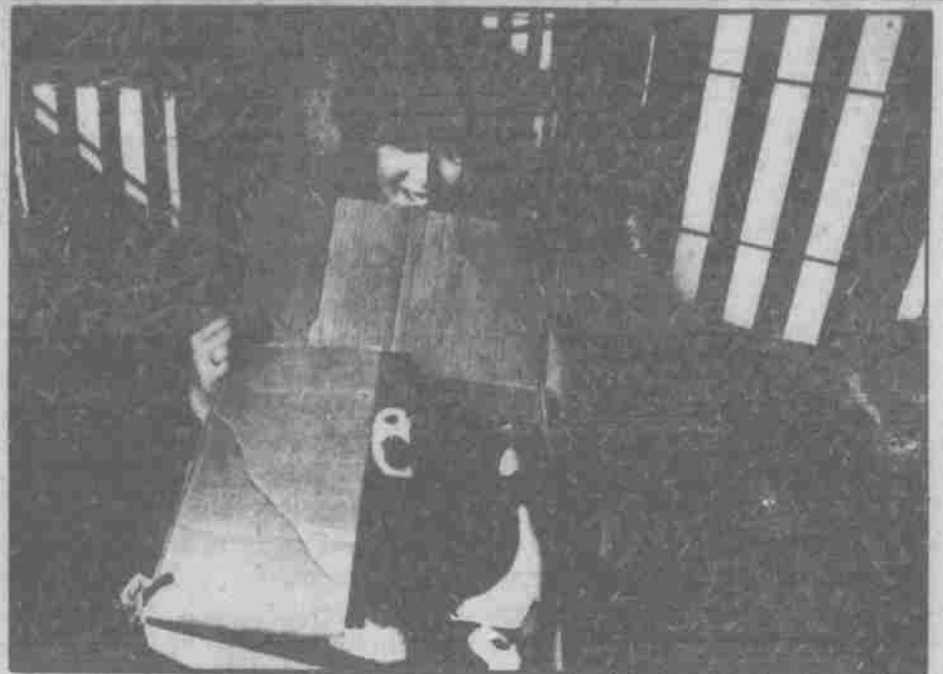
"So I park on 16th Street in two-hour zones and loading zones and get \$3 tickets," she said.

Ronald Poppe, 18, also said he has a hard time finding a "decent place" when he drives from East Campus to City Campus for classes. But the freshman pre-veterinary major said he has not had to park illegally yet. He just drives around Areas 23 and 27 until he finds a spot.

In most cases, people get tickets because they do not want to inconvenience themselves, Chamberlain said. The most frequent violators are students who do not buy permits and drivers with permits who park in the wrong areas, she said.

Many students do not know that there is plenty of parking in legal lots a few blocks away from campus, Chamberlain said. For example, an Area 2 lot near the UNL police station sits nearly empty while students fight for parking places in the Abel-Sandoz lot, she said.

Students who are unsure where they can park should check their parking regulation manuals or call the UNL police department, Chamberlain said.



Joel Sartore/Daily Nebraskan

Unlucky penguins

Nancy Rogie, a junior in life sciences, packs up penguins that were not won at the bottle toss booth Monday in front of the Nebraska Union. The booth was one of several offering games and concessions during a campus Homecoming carnival.

Where Does Your Money Go?

Of the \$518,000 parking budget for 1984-85, \$218,000 will go to pay personnel, Coffey said. The university has about 10 full-time and several part-time employees to run the parking office, issue permits and enforce parking regulations, he said.

The price of parking permits went up \$5 this year, partly to cover an 8 percent pay raise for employees, Coffey said.

Another \$50,000 of the parking budget is used to lease 10 tracts of land from the Missouri Pacific and Burlington Northern railroads, Coffey said.

The rest of the annual parking budget — about a quarter million dollars this year — goes for operation and maintenance costs, Coffey said. This money is used to clear the lots of litter and snow, repaint lines and fix holes in the pavement, Coffey said. Operation costs also include the price of printing and distributing permits, envelopes and parking regulation manuals, he said.

Mountain of requests slows senior checks

By Scott Ahlstrand

Daily Nebraskan Staff Writer

has been missed by the student.

The senior check — a way to help students keep track of their graduation requirements — is a process every student probably will use at least once before graduating.

Many of the students who have already had or are in the process of getting their senior checks done have one complaint — why do senior checks take so long?

Linda Pence, "senior checker" for the College of Arts and Sciences and the School of Journalism, said several factors contribute to the time delay in senior checks.

"First of all there are only five people to do all of the senior checks. Since the university has continued to grow, the amount of senior checks have naturally increased," she said. "Another problem is that students are referring to their senior checks instead of their advisers."

Pence said a senior check should be used to see if a required class

"There should not be a reason why advisers don't give advice to students. Advisers should have all the copies of the students' grade reports and any waivers or substitutions," she said.

Shirley Thomsen, assistant director of regulations and records, said senior checks are a year-round process.

"It's a situation that we never get completely caught up with. We catch up a little during the summer, but it's a year-round job," Thomsen said.

Senior check processing also is delayed for the posting of grades and the processing of final checks.

Thomsen said final checks, to ensure that seniors will graduate, delay general senior check processing for three weeks each semester.

Senior check applications are accepted all year, but Thomsen said, the summer before a student's senior year is the best time to get a check.

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Church hotline helps farmers face stress

A statewide hotline designed to assist farmers with emotional stress, legal questions and other farm-related concerns, now is available.

Mel Luetchens of Interchurch Ministries of Nebraska, said the hotline, which opened Monday, was designed to help farmers answer questions related to problems caused by current economic conditions.

The council — made up of 34 representatives from Nebraska church denominations, farm organizations and lending institutions — is a project of the Interchurch Ministries of Nebraska, a planning and programming agency for 10 religious denominations in the state.

The program is funded through church grants and other loans. Luetchens said a \$30,000 grant from the Nebraska Department of Agriculture is expected later this week.

A field staff of volunteers has been assigned to geographical areas across the state and will be assisting farmers within those areas.

"It is hoped the farmer will have to travel no more than 100 miles to receive counseling," Luetchens said.

Luetchens said phone numbers for the field staff are not available yet but the statewide hotline number is open at (402) 846-5578 between 9 a.m. and 5 p.m., Monday through Friday.

