

PARKING COMMISSION MINUTES

March 5, 2013

Attendees: Steve Schrock, Eddie Munoz, Margaret Mahoney, Barb Menke, Andrew Shoemaker, Matt Maddux (for Mitch Rucker), Mary LeGresley, Callie Long, Sarah Jean Coughlan, Donna Hultine, Danny Kaiser, and Margretta de Vries.

The meeting was called to order at 9:05 a.m. Shoemaker made a motion to approve the minutes from November 29, which was seconded by Mahoney. The Commission voted unanimously to approve the motion.

Reports

Permit sales

Long reported that at this point, we are down only \$33,000, which is better than previous figure of \$94,000. While this might decrease a bit more, we still expect to be down overall at the end of the year.

New Business

Haley Timmons Appeal

There was discussion about where Douthart is located, and the exceptions we've made previously for football players. Shoemaker made a motion to approve Timmons' request based on verification of her schedule, which was seconded by Mahoney. The Commission voted unanimously in favor of the motion.

Budget

Long explained that permit rates affect the budget, and in order to have the necessary funding for capital improvements through 2021, including many commitments made from outside the department, there should be a 2% annual increase on permits across the board, generating approximately \$70,000 more each year. There was discussion about the 'outside' commitments, such as the new housing lots on Daisy Hill, and the investment of \$1 million per year over three years for the reconstruction of Memorial Drive (years 2-4 of FY16-FY19). There was also discussion about the 50-year-contract for concession of Ohio State University parking to an outside investment firm. For the next meeting Callie will provide information showing how the 2% increase per year will impact permit prices.

Rules Changes

Hultine explained that the purpose today is a preliminary discussion and then have time to gather data if needed, in order to discuss and vote at the April meeting.

Late Fees for Tickets

Hultine recommended the implementation of a \$10 late fee on tickets not paid within 10 days. She explained that we do a good job of collecting fees from identified tickets, but many people will get only one ticket and not pay it. We are also using a new system, ROVR, from our parking software company, which will simplify and automate our ticket identification process. This changes the focus from connecting tickets to students to getting letters sent out immediately upon identification. Late fees will help defray the cost of using ROVR. Long pointed out that in the last fiscal year, out of 75,000 citations

being paid, a third were paid after ten business days, and some were years later. There was discussion about having previously had a late fee that was removed because of one of the versions of software we've had. There was additional discussion about numbers of appeals submitted, and notifications of tickets being sent by email whenever possible. Mahoney made a motion to approve a late fee of \$10 for tickets not paid within ten business days, which was seconded by Shoemaker. The commission voted unanimously in favor of the motion.

Park & Ride

There was extensive discussion about the significant cost of the Park & Ride route at \$700,000 per year, compared to the \$110,000 generated by parking permits. Anecdotally, we know that the primary purpose of the Park & Ride parking lots is no longer as a remote parking lot; many people are parking cheaply and walking to nearby research buildings. Hultine suggested considering several options, including rezoning the parking lots to yellow, increasing the cost of the Park & Ride parking permit, or a combination of both. There was discussion about each of these choices, the frequency of the buses, how to lower the demand on the buses, and the impact of the K10 Connector on the Park & Ride route. There was also discussion about how changes to Park & Ride might fit in with the overall master planning effort, which also tasks the consultants with helping us create a sustainable budget. Mahoney made a motion to table this to the next meeting for additional information, which was seconded by Shoemaker.

Color Zone Changes

Hultine explained that with the significant changes to lots 2 and 4, with lot 2 being converted to predominantly ADA parking, and the parking being removed from Jayhawk Boulevard (lot 4), she recommends that we begin migrating some color zones down the hill, changing at least 12 spaces in lot 36 from red to blue, and a commensurate number from yellow to red in lot 50/52 behind JRP. Hultine added that there will also be a proposal from Student Senate for consideration in April, requesting the removal of the 4-6 a.m. restriction in lot 50, and there was some discussion about why this restriction was originally added. Hultine said that we will have a map to show where the locations of the changed parking spaces would be for the April meeting.

Handicap parking

Hultine said that Jamie Simpson, the new coordinator for ADA education, is encouraging that we charge for parking in ADA spaces, just like the rest of the university; equal access is not free access. Hultine said that the primary question would be how much to charge, but that any fees would be committed to future ADA parking improvements. There was discussion about setting a single price point, such as yellow, to park anywhere. Hultine said she will prepare a proposal for the April meeting.

There was also a short discussion about the possibility of adding a penalty for selling your permit to another person, such as on Craigslist, and how to handle situations where staff with blue or gold permits walk to work and let their student use their permit, and how complicated this would be.

The meeting adjourned at 10:41 a.m.