In an effort to conserve energy

OSU to start car pools

By Carolyn Rutichik

In an effort to comply with a federal mandate to conserve energy, Ohio State will start a new car pool system next Autumn.

The plan would entitle registered OSU students, faculty and staff to on-campus parking privileges for the price of one "A" decal (currently $60).

Car pools of two or more people would receive a car pool sticker for each car. The group also would receive one validation card and one key card enabling the group to park on any ramp, or designated "A", "B" or "C" space, except within the limited-access area on main campus. These limited-access areas are bordered by key-card gates.

If any member of the group qualifies for an "A" decal, the group's key card also would enable them to park within the limited-access area.

The tentative target date for proposals or actual implementation of conservation measures by agencies throughout Ohio is April 15, according to Charles Morris, director of communications for the Ohio Department of Energy.

Car pooling will require some individual sacrifices, Morris said. "Most people think conservation is for the other guy," he added.

There is not a great student interest in car pooling at this time, according to Richard Hollingsworth, coordinator of the Off-Campus Student Center. The center has had a car pooling program for about four years.

Hollingsworth said reasons for this lack of interest are: lack of economic incentive — gas not being expensive enough to discourage excessive driving; scheduling problems — difficulty in finding two people who come to and leave from campus at the same time and availability of other forms of transportation — an overwhelming majority of students have ways of getting to campus.

The new car pool plan would provide some needed incentive for students, Hollingsworth said. Other measures to conserve gasoline at OSU at the Park 'n' Ride Express and the statutorily required purchase of gas saving cars for use on campus.

The Park 'n' Rice Express, which shuttles students from West Campus parking lots to main campus, will expand its schedule to operate all day, starting April 9.

Newly purchased campus vehicles must average 20 miles per gallon (mpg) in accordance with Environmental Protection Agency guidelines.

Car pools granted 'A' zone stickers

By Chris McCutcheon

Commuting OSU students and staff who carpool will be able to use "A" zone stickers beginning Autumn Quarter. The $86 stickers will go on sale July 1 and will go into effect Sept. 18, according to Caleb W. Brunson, manager of the Division of Traffic and Parking.

"Any group of three or more people who present themselves in person, together with the make, license number and proof of ownership of the vehicle, can purchase an 'A' zone sticker," Brunson said.

The sticker will enable one car per group to park in any "A" zone, including parking ramps.

"This is the first time we will have a carpool program on a university-wide basis," said Brunson, Ohio House Bill 419, which mandated state offices to develop carpool programs, prompted OSU's plan.

Another effort by the Division of Traffic and Parking is the Park-and-Ride bus service which started Winter Quarter, Brunson said. The bus transports approximately 300 students a week from West Campus to Main Campus. Students parking on West Campus help alleviate Main Campus parking problems, he said.

"Everyone wants convenient parking space, but they are at a minimum. Not only that, they are a thing of the past," Brunson said.

In addition to trying to find long-term solutions to the OSU parking problem, Brunson's division issues 300 to 500 parking violations a day.
New car pooling plan angers OSU faculty

By Chris McCutcheon

OSU faculty members reacted with surprise and anger Thursday over the announced plan to sell "A" zone stickers to all car-pooling commuters, according to a faculty spokesman.

James C. Garland, Chairman of the Faculty Compensation and Benefits Committee (FCBC), said he had received numerous calls and visits from faculty Thursday morning.

"Some faculty members' perspective is that we are not getting anything and we are being asked to give up something," Garland said.

"There is no incentive for faculty to form car pools, yet faculty would be giving up parking spaces which are already in short supply."

Groups of three or more persons choosing to car pool can, for the first time, purchase "A" zone stickers which are good for one year regardless of their OSU status.

Garland added that the lack of faculty involvement in developing the plan was ill-advised.

"The FCBC should have been consulted well in advance on this type of a program or any other type of program that affects faculty compensation and benefits. The first I heard about it was in response to the Lantern article this morning," Garland said.

"It is my understanding that a commission on traffic and parking which does have faculty members sitting on it was consulted, but I do not believe that was adequate consultation on an issue as sensitive as this one," Garland concluded.

Caleb W. Brunson, manager of the OSU Division of Traffic and Parking, Thursday confirmed that the plan was reviewed and amended by the Commission on Traffic and Parking (CTP). Brunson also said that the plan was developed by the OSU departments of Public Safety and Business Administration and the Division of Traffic and Parking.

Brunson said the "A" zone stickers sold to commuters would not provide access to controlled areas. Those areas will still be reserved, he added.

The chairman of the CTP, Wendell J. Lotz, said that the University Senate was advised on April 30 that a car pool plan had been approved by the CTP. However, no details of the plan were discussed and no questions were asked by faculty at that time, Lotz said.

Regarding the formulation of the plan, Lotz said "There was discussion and concern as to whether particular spaces should be reserved for carpools. A survey was made of the Big Ten campuses and 25 other universities across the country. This plan has been done elsewhere."

Lotz said student members on the commission felt that student participation would be negligible since it would be almost impossible to coordinate schedules over a three-quarter period.

Lotz said the commission also felt that "staff who ordinarily use the "B" zones will probably organize into car pools in the greatest numbers." He added that professors who chose to car pool would realize a savings in fees since the fee would be divided among them.

Car Pools AtOSU Get Choice Spots

By Carol Ann Lease

Ohio State University is starting a priority parking system for car pools to help solve the problem of parking 37,000 cars in 21,500 spaces.

Groups of three or more persons, each of whom must show proof of owning a car, are eligible for car pool stickers entitling them to park in close-to-campus A zones, previously reserved for faculty members, said Caleb Brunson, manager of traffic and parking at OSU.

EACH Car WILL get a "car pool" sticker, but each pool will get only one validation sticker.

"Whichever car is being driven that day must display that validation sticker," Brunson said.

Car pools can park without paying in garages that charge visitors by the hour.

CAR POOL STICKERS go on sale July 1 and take effect Sept. 19 at the beginning of fall quarter.

They cost $66 a year, the same as a faculty A sticker, but the cost is divided among the members of the pool. Staff B stickers cost $33, and student C stickers are $15.

Brunson said a car pool sticker will not entitle cars to park on the central campus, which is controlled by gates, unless one member is on the faculty and has a key card to open the gates.

HE SAID A park-and-ride system, started in January to ease parking congestion, is attracting about 300 persons a week. They park on west campus, west of Kenny Rd., and take a bus to the main campus.

"I think it's satisfactory," Brunson said. "I would like to see it transport 1,000 a week."

Persons who violate parking rules are almost sure to get a ticket at OSU. Eagle-eyed traffic and parking workers issue 300 to 500 citations a day, ranging from $5 to $25 penalties.

NONETHELESS, BRUNSON said most operating money for his division comes from parking sticker sales and garage parking charges. The division does not get money from the state or OSU.

Brunson said traffic and parking is able to sell 35,000 stickers for 21,500 parking places because parkers, especially students, come and go a lot.

"We've got a turnover in student parking that is about 2 1/2 times a day. There's never a lack of parking. It's not convenient, but it's there."

5-13-74
Car pool goes dry

By Rosita Elizalde

A car pooling plan implemented this quarter by the university's Department of Public Safety has not been as successful as expected.

Only 20 car pool ramp parking decals were sold, and no car pool Park-and-Ride decals have been sold, said Caleb W. Brunson, manager of the Division of Traffic and Parking.

"I'm a little disappointed," said Alan J. Miller, director of the OSU Public Safety Department. "Quite frankly, I think people are not ready yet to car pool."

By purchasing a car pool ramp decal, a group of two or more persons has first priority in acquiring ramp decals from the limited allocation available annually to holders of "B" and "C" decals.

The ramp decal costs the same — $60 — whether purchased by an individual or a group.

Another alternative is to buy a decal which enables the group to park in a special surface lot on West Campus. This decal costs $15, the same as a "C" decal.

Free transportation to Main Campus is provided by the Park-and-Ride bus service, departing every hour from 7:25 a.m. to 4:40 p.m.

The plan represents an effort to encourage OSU staff, students and faculty to use car pools whenever possible to make parking facilities more accessible and to help conserve gasoline.

No plans have been made for discontinuing the plan, which was developed in August 1978.

Any group of people affiliated with the university can purchase either of the car pool decals at the Division of Traffic and Parking in Lincoln Tower.

Redesigned car pool plan set for autumn quarter

"On Campus," 8-16-79

Ohio State faculty, staff and students will be able to save both money and energy this autumn by taking advantage of the University's new, revised car pool plan.

The plan is a redesign of an earlier measure which was re-examined and restructured after objections were raised about the original proposal.

Under the new plan, there are two car pool options: Ramp parking and "Car Pool and Ride."

The first permits groups of two or more persons (each registering a separate vehicle) to have first priority in purchasing a limited number of ramp decals. Each group must choose a particular ramp in which to park.

These decals will cost $60 and will be accompanied by one validation card to be placed on the car being driven to campus on a given day, and one ramp access key card.

The second, the "Car Pool and Ride" option, enables groups of two or more to buy a special decal for $15. These car poolers then will be able to park one of their cars in a specially designated area on West Campus and use the Park and Ride bus to get to offices or classes.

The Park and Ride bus service, which began in January, will be expanded to a new route to provide access to all areas of the campus. It will make several stops around the campus loop, which includes Woodruff Avenue, College Road and 12th Avenue. Precise schedules will be announced in the near future, but will include two runs per hour at the peak periods of the day and one run per hour at other times.

Decals for both car pool options now are on sale by the Division of Traffic and Parking. A special application will be used, requiring each member's vehicle license number, year and make of car, signature and, if appropriate, ramp preference. Each person in the car pool must be affiliated with the University.

Only one vehicle from a car pool may be on campus at a time, and the car in use must have the special validation card displayed above the permanent car pool sticker.

If a car pool member must drive his or her own vehicle to campus at the same time that the car pool vehicle is there, the driver must pick up a temporary permit from one of several authorized locations and display it in the vehicle. A car pool member may use a temporary permit up to 30 days per year.
Library Toughens Lending Policy

"Let the borrower beware" reflects a tougher lending policy at the University Libraries. The recent policy changes include an increase in fines and stricter penalties for chronic abusers of the system.

Two important changes were implemented during the month of July, according to Larry X. Besent, assistant director of public services at OSU Libraries. First, the regular loan period for OSU staff and faculty has changed from thirteen to ten weeks. The shorter lending period should increase the amount of "first-time" circulation for many books.

Since books will be loaned for a shorter period of time, they will be back on the shelves sooner and thus available more frequently to patrons requesting them. Also, since more books will be on the shelves, borrowers will be more likely to spot other books they want, explained Besent.

The shorter lending period should cause no inconvenience to staff and faculty members since a book still will be renewable an unlimited number of times until it is requested by another patron.

Secondly, the grace period for recalled books increased from seven to ten days. In other words, a patron now has ten days to return a book that has been recalled by another patron. Fines on books kept after that period are now 50% per day.

Changes implemented last March af-(continued on back page)
Office Guide

Coming Soon

What’s new on campus this fall, guaranteed to help you on the job, and absolutely free?

It’s the OSU Information and Office Guide and you’ll find it in the Faculty and Staff Directory for 1979-80. The directory should be distributed in October.

“The guide is designed to help staff find out where to go for supplies, services, information or whatever,” explained Shirley Brooks, chairperson for the General Conservation Subcommittee, which helped put the guide together.

“In some ways, it serves as an orientation for new staff members, but it also provides a reminder for those of us who have been around campus for a number of years,” explained Roger Beal, chairperson for the committee.

“Collecting all the information was very time consuming,” Brooks explained. “There’s so much we could have included. I was difficult to decide what to put in and what to leave out.”

“We wanted to keep it simple and easy to use. But more importantly, we didn’t want to become bogged down in details. When necessary, we simply refer the reader to the University Operating Guide for more specific information on the topic,” she said.

“As this is the first year for the OSU Information and Office Guide, we expect there to be some bugs in it, but we hope to work them out and to make it a very useful resource for the University,” Brooks concluded.

Staff and Cars Double

Since those days in the early fifties, the student population has doubled from around 25,000 to 50,000 in 1979. And the number of vehicles on campus has increased drastically, too.

The Division of Traffic and Parking reports that from July of 1976 to July of 1979 over 30,000 faculty, staff and students registered their cars with the University.

Of course, not all of the 35,000 drive onto campus at once - although it may seem like it at times. The peak hours are morning and late afternoon. At those times, lines of single-passenger cars can be seen streaming into or away from campus. With gasoline prices creeping above the dollar-a-gallon level, however, some of those lone drivers may begin to think of ways to cut back on their consumption.

Car Pool Conserve

One proven conservation method - car pooling - is being encouraged on campus this academic year. And the encouragement is backed by the incentive of close-in parking.

Summer, the Ohio legislature adopted an energysaving conservation bill which mandated the development of car pooling arrangements. Any state agency which owns, leases or controls the operation of parking areas on campus must provide preferential parking for vehicles used in car and van pools, the law stated.

The University’s car pool plan was originally released last spring. However, the plan met with resistance from many faculty members.

The opposition lead to a revision of the original regulations. The changes are apparent to everyone. What was approved by the President’s staff in August, was shaped by the University Public Safety department, the Division of Traffic and Parking and the Office of Business and Administration.

According to Mr. Miller, the new plan hopes to encourage staff and students to use car pools by providing close-in parking. The new program will have the added benefit of opening up more campus parking spaces, he said.

“Every car pool or organization at the University means that two or more additional cars are not being driven to campus,” he pointed out, thus “providing more parking without taking up any more land.”

Car pools at the University - and in general - are not a new idea. Gas lines, oil embargoes and the general gas shortage in 1973 encouraged the Traffic

How To Make A Car Pool

The car pooling plan may encourage some staff and students to form car pools, but there remains the difficulty of finding people to make up a car pool. According to Louise Kender, administrative assistant at the Off-Campus Student Center, there are ways to locate riders.

“For the past several years, the Center has maintained a list of staff, faculty, and students who want to form car pools. The list is indexed by areas of the city so that a person living in one area can locate someone living nearby,” she explained.

“We’re more than happy to help people locate others in their area. Staff members simply need to contact our office at 422-0100 and ask for information on car pooling,” she said.

Car Pool Plan Works Like This:

Mr. Alan Miller, director of public safety, explained the new car pool procedure this way:

Groups of two or more persons - each registering a separate vehicle - are eligible for a special car pool decal which provides priority purchase of the electrical vehicle and allocation of ramp decals available to holders of B and C decals. Each car pool group will be limited to the selection of one ramp location for their preferential parking. The cost of this decal to the car pool group will be the same as the ramp decal, currently $50.

Only one validation card and one ramp access key card will be issued to each car pool group. The specific parking ramp desired is to be requested and noted on each application card at the time of registration. The key card will then be issued for access to only the selected parking ramp.

Those car pool groups desiring to park in a surface lot rather than in a ramp may purchase a car pool decal which will enable them to park in a special lot.

If a member of a car pool should find it necessary to drive his or her own vehicle to campus at the same time that the car pool vehicle is parked on campus, a temporary permit must be obtained from one of the official pickup locations authorized by the Division of Traffic and Parking (call 422-9341 for locations).

A car pool member may use a temporary permit in a car pool for a maximum of thirty days per year, and it must be appropriately displayed for vehicle to be eligible for parking other than a visitor-paid parking space.

Conserve

Many personnel changes occur during the summer months. Now is a good time to update mailing lists by removing names of those no longer employed and add new employees. Contact the Campus Mail Service with your changes.

Benefits

Because of the large space requirements of the pay supplement information in this issue, the series of benefits articles, Employee Benefits: how much do you know? could not be included. The series will continue next month with a look at vision care benefits at Ohio State.
VanOhio offers alternative transport

Van pools, not car pools, could be the wave of the future for getting some University employees to work.

VanOhio, a program of the Ohio Department of Transportation, is surveying Ohio State employees to see how many would be interested in forming van pools.

"We're targeting employees, especially as staff members, who work a steady shift and live more than 10 miles from Ohio State," says Joseph A. Kavinsky, marketing coordinator of VanOhio.

The program provides vans to groups of up to 15 riders. The riders pay a monthly fee to cover maintenance, gas, insurance and other costs. The amount is based on the number of miles they ride and the number of passengers. A longer round trip or fewer fellow passengers would mean a higher charge.

A person who rides 30 miles round trip each day with a group of 14 would pay $40.77 per month. According to figures supplied by VanOhio, the cost of one person driving a car 30 miles round trip to work for 21 days is $144.70.

"The average fare is about $40-$50 per month," Kavinsky says.

Drivers of the vans do not pay VanOhio. In exchange, they are responsible for putting gas in the vehicles, taking them to be maintained and getting passengers to work on time. Drivers keep the vehicles at their homes and can use them up to an extra 150 miles per month without charge.

"The driver is the big winner in the arrangement," Kavinsky says. He or she signs an agreement and attends orientation after VanOhio checks police records for past traffic violations.

At Ohio State, parking spaces would be reserved for van pools, according to Cal Brunson, manager of traffic and parking.

"Having 15 people arrive in one van will open up 14 parking spaces for other employees," Kavinsky says. "I was a student here, so I know Ohio State needs to ease the traffic congestion somehow. This is one way to do it."

The VanOhio program is open to all Ohioans, not just University employees. VanOhio is administered through ODOT by VanPool Services Inc., a subsidiary of Chrysler Corp.

For more information about the service, call VanOhio's toll-free number, 1-800-432-RIDE.
Car pools may save parking costs

University employees and students who commute to the Columbus campus can save on the cost of driving by car pooling and using a new kind of parking decal.

Two to five people who ride together can buy a car pool decal. “Applicants split the cost of a single decal,” says Caleb Brunson, director of traffic and parking. However, the group doesn’t have to designate a single driver. Car poolers receive a sticker for each person’s car. The driver of the day hangs a car pool tag from his or her rearview mirror.

The special decals are available for A, B or C spaces. Car pool drivers receive priority when applying for garage permits.

“Faculty and staff, as well as students, can save money on parking,” Brunson says. Multiple riders cut parking costs from 50 percent to 80 percent.

“Ridesharing could help relieve traffic congestion in the University vicinity,” adds Patrick Whaley, ridesharing coordinator for MetroRides.

MetroRides, a state agency, is arranging for the decals.

Ohio State officials have worked with MetroRides to establish the car pool decal program. MetroRides is a free assistance service sponsored by the Mid-Ohio Regional Planning Commission. The state agency also matches commuters who are interested in car pooling. Another service is VanOhio, which enables up to 14 riders to share a van provided by MetroRides.

Drivers interested in the car pool decal can contact MetroRides at 224-POOL, 24 hours a day.

‘Applicantssplit the cost of a single decal.’

— Caleb Brunson
onCampus

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onCampus Home

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It's pool season

While not exactly a free ride, vanpooling can make a significant impact — on the wallet and on the environment

Megan Bevier, left, and Jacob Shafer are part of the new vanpooling initiative at Ohio State.

A couple years ago, Jacob Shafer attended his first Scarlet, Gray and Green Fair and became interested in vanpooling to work. The only problem was, he couldn't round up
enough riders to make it worth everyone’s while.

When gas prices hit $4 a gallon, however, he suddenly had more potential poolers than he could handle. Since June, he has been piloting a 12-person van from Lancaster to the Columbus campus, stopping along the way to pick up seven riders in Canal Winchester.

“We’ve actually got two or three people on the waiting list,” said Shafer, who is a systems specialist with UniPrint and lives just north of Lancaster.

Vanpooling, a ride sharing initiative coordinated by Ohio State’s Office of Business and Finance and the Mid-Ohio Regional Planning Commission, makes good sense for people like Shafer, whose trip to campus can take anywhere from 40 to 60 minutes. MORPC provides program participants with a van that comes with air conditioning, a radio — which Shafer says he never uses since most riders bring their own iPods — and a 35-gallon gas tank.

“A full fill-up costs about $115 and I’d say I fill it up every 4 1/2 days,” Shafer said with slight smile. “We all pay $147 a month, which covers gas and the van lease, plus maintenance.”

The cost of vanpooling varies depending on the number of riders and the distance the van has to travel. Megan BeVier, an account coordinator with UniPrint, rides a different van to work and pays $113 per month. Her van travels from Newark, picks her and three others up in Granville and drops them off at their respective locations on campus.

“You’re pretty much stuck during the day, but I usually just bring my lunch and go outside to eat it, or hitch a ride with co-workers if they’re going out to lunch,” BeVier said. “If I have a doctor’s appointment or something, I’ll just drive myself to work that day.”

Of course there’s also the comfort of the Guaranteed Ride Home program, which reimburses registered riders up to 90 percent of the cost of cab fare home in case of an emergency or unexpected overtime.

BeVier says that while saving money is a big factor in why she chose to vanpool, another major consideration was the simple pleasure of not having to worry about driving. Though she is an alternate driver — she can step in if the primary driver needs to miss a day at the wheel — most of the time she can just relax, listen to music or even sleep.

Being a primary driver of a vanpool has its benefits as well, says Shafer. He keeps the van at his home and is allowed a certain measure of personal use of the vehicle. He’s earned, in his own words, “about a gazillion” free bonus points at Speedway for all the money he’s spent on gas for the van. He also gets a free parking pass to use at the university — and, unlike his passengers, he’s not tied to his office all day.

And there’s the conservation aspect to consider as well. “Sure, the van only gets 12½ miles to the gallon, but I like to think of it as 144 miles to the gallon since there are 12 of us riding in it,” Shafer said. “My wife, who’s a naturalist, brags that I’ve taken

Did you know?

Ohio State’s vanpools are making the following contributions:

• 22 autos are removed from the roadways each day.
• 22 parking spaces are freed up every working day.
• 462,900 fewer miles are driven each year.
• 18,935 gallons of gas are conserved in a year.
• Vanpool riders will collectively save more than $77,000 for gas not purchased during a year.
• Carbon dioxide emission is reduced by .73 tons per year.
12 cars off the road."

The environmental impact is what most pleases Christine Cooley, sustainability coordinator for Business Operations. She, along with Susan Boiarski-Markle in Transportation and Parking, coordinates the Ohio State side of the vanpooling effort with Patty Olmsted at MORPC.

"Transportation issues have the biggest impact environmentally, so I'd love to see OSU reduce its carbon footprint," she said. "Ideally, I would like to see all faculty and staff on campus riding their bikes to work, and for those who can't bike, riding in a vanpool."

Knowing that ideal rarely becomes reality, Cooley said she and her colleagues are at work crafting programs to make ride solutions more appealing and practical.

"If this vanpooling thing really takes off, we'd like to create a total transportation package, which, along with the guaranteed ride home, would include a Zipcar membership," Cooley said. "We want to do all we can to reduce campus traffic."

For more information on joining or starting a vanpool, see osuvanpooling.morpc.org or call Patty Olmsted at (614) 233-4133 or e-mail her at polmsted@morpc.org. Vans are now forming from the following locations: Chillicothe/Circleville, Lewis Center/Delaware, Reynoldsburg/Pickerington, Grove City and Dayton/Springfield.

onCampus Home
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