Funds To Decide Bus Fate

By PATTI MAHONEY
Lantern Special Writer

An off-campus bus service may be provided the last two weeks of May as an experiment to see how many students would use the service, according to Gene Garver, director of student affairs for the Undergraduate Student Government.

The experiment is the result of a proposal passed by the Council of Governments (COG) last quarter to extend on and off-campus busing.

The proposed route would be north along Cannon Drive to Stadium Drive; east (across High Street) to either Indianola Avenue or Summit Street; south to Eleventh Avenue; west to Neil; south to King Avenue; west to Cannon Drive; and north on Cannon to complete the circuit.

Jitney buses were available to all students at the end of last quarter.

"The on-campus bus service was extended on weekends until 1 and 2 a.m., but it just isn't being used. It may be cut back," Garver said.

He said COG has been working on the feasibility of night off-campus bus transportation due to crime increase in the University area.

"Previously a proposal of this type was almost impossible because there were no available buses. Now the buses used during the daytime to commute between main campus and West Campus could be used," Garver said.

Whether the proposed system will go into effect in May and ultimately in Fall, they will be installed. Each proposal must be weighed according to priorities. If the pilot lights don't go in the off-campus area, then a bus service is a must," he added.

Whether depends on the amount of funds available, Garver said.

"The fate of every one of the COG safety proposals comes back to money. If we can find methods of financing
OSU to Try Bus Service To Arlington

Ohio State University will begin experimental bus service to the campus Tuesday for 10 faculty and staff members who live in Upper Arlington. The experiment is a move to conserve gasoline.

Francis D. Gardner, director of the OSU division of traffic and parking, said 10 riders for the small bus were selected from 80 people who expressed interest after the department mailed letters to 3,200 faculty and staff members who live in Upper Arlington.

Riders will pay $25 a month. The bus will leave the suburb for the campus at about 7:30 a.m. and leave the campus at 5 p.m. Monday through Friday, Gardner said.

He said OSU chose Upper Arlington because many faculty and staff members live there and because there is no direct Central Ohio Transit Authority bus service linking it with campus.

If the experiment is successful, the university will add more buses and possibly a second morning and evening trip and may even extend the service to students, Gardner said.
COTA's new bus arrives on campus today

By Nancy E. Johnson 5-25-79

A new type of mass transit bus will begin running between 10 a.m. and 12 p.m. Friday near Dodd Hall.

The bus, a new RTS Advance Design by General Motors, is an example of what the Central Ohio Transit Authority hopes to buy if voters approve a .5 percent sales tax June 5.

If approved, COTA plans to replace 242 buses and buy an additional 171 buses for new routes.

The bus on display at various places in Columbus all this past week is almost 10 feet shorter than the ones COTA hopes to purchase. All the new features are the same, said James E. Ahlstrom, marketing director for COTA.

New features on the RTS bus include a wheel chair lift and a kneeling device, which will allow the bus driver to automatically lower the first step for handicapped people.

Although he has not seen any mileage reports, Ahlstrom expects the buses to be more gas efficient. In the past 30 days, COTA has been burdened with four one-cent increases in the cost of a gallon of diesel fuel, Ahlstrom said. Each one-cent increase costs COTA $21,000 per year, he said.

According to Ahlstrom, the average life of a bus is 12 years. Currently, 206 of COTA's 273 buses are between 12 and 20 years old, Ahlstrom said.

Current bidding on the RTS bus is $126,000, he said. If the .5 percent tax is not approved, COTA will not purchase the new buses.

"Currently, we do not plan to raise bus fares. But we can't rule it out, either. If the COTA tax is not approved, fares may go up because of the higher costs of diesel fuel," Ahlstrom said.
OSU’s transport needs subject of COTA study

By Christine Ranft

A study to determine transit service needs of OSU students, faculty and staff will be conducted during the next two months, according to Jim Ahlstrom, director of marketing for the Central Ohio Transit Authority (COTA).

COTA General Manager James Reading said the study will take a look at all routes which serve the university area to determine if adjustments are needed or if an increase in routes is necessary.

Results of the study also will indicate any need for direct bus service to Ohio State from heavily populated areas in central Ohio such as Westerville, he said. Reading added that implementation of any direct bus service couldn’t be worked out until 1982.

“there have been no specific requests for an increase in current service to Ohio State so we don’t know what the outcome of the study will be,” he said.

The study is part of a $200,000 federally funded Transit Resource Productivity Demonstration being conducted in Columbus.

Several activity centers other than Ohio State will also be studied, including Port Columbus International Airport and Eastland, Westland, Northland and Graceland shopping malls. Ahlstrom said results of the study will be used by transit authorities similar to COTA.
New bus route connects
OSU with Ohio Dominican

COTA has introduced a new crosstown route connecting Ohio State University and Ohio Dominican College. Bus number is 94.

The route is one of two newly implemented routes. COTA has also added more buses to seven express routes to relieve overcrowding.

On the OSU-Ohio Dominican route, a bus leaves 11th and High in the morning at 6:35, 7:20, 8:05 and 9:35 and arrives at Woodward and Sunbury at 6:51, 7:36, 8:21, 9:06 and 9:51.

In the evening, a bus leaves Woodward and Sunbury at 3:16, 4:01, 4:46, 5:31 and 6:16 and arrives at 11th and High at 3:45, 4:30, 5:15, 6 and 6:45 p.m.

Route schedules are available at the COTA Customer Service Center and in kiosks throughout the city.
Monitors to give COTA schedules

By KIM CARSON
Lantern staff writer

Waiting for a bus will be more informative after COTA installs the first on-campus bus route information and news monitors.

Campus monitors, to be installed on today, will offer up-to-the-minute bus routes and schedules as well as national news, weather and sports, a COTA spokesperson said.

Monitors will be located on the second floor of the Ohio Union by the newsstand, said Mari-jean Porterfield, public relations officer for COTA.

Unlike other monitors COTA recently installed throughout the city, the Ohio Union monitors will be indoors and will also feature campus news, Porterfield said.

Outdoor monitors will be installed at the COTA North Express Terminals along West Spring Street.

COTA officials do not expect vandalism to be a problem because the Metro Vision Company has taken precautions, Porterfield said.

Monitors are encased in a clear impenetrable box-like structure and will be placed out of reach, Porterfield said.

Official unveiling of COTA's first Columbus "Metro Vision" took place Wednesday at the grand opening of the COTA customer service center located at 177 S. High St.

COTA officials said the system will pay for itself through advertising revenues, Porterfield said.

"We look at Metro Vision as a revenue producer, not only paying for itself, but actually making money," Porterfield said.

COTA previously printed pamphlets and had phone numbers to call for bus information.

"It will really come in handy when you don't have a quarter to make a call," said Diane Russell, a senior from Columbus.

Claudia Chiacchieri, a senior from Columbus said, "I had to call today and find out when the bus was coming because my car broke down. Metro Vision would have been handy today."

Others were not so enthusiastic about the system.

Lisa Top, a junior from Columbus, said, "When you go to school you're always in a hurry, you don't have time to look at a schedule. I wait until my class is over and then run to catch the next bus."
Local bus routes eliminated effective May 1

19 Arlington/Grandview - Saturday local
7 Neil/Whittier - Sunday local
91 Northland - Weekday and Saturday crosstown
95 Morse/Henderson - Weekday and Saturday crosstown
96 Port Columbus/Battelle - Saturday crosstown
32 Beechwood - Weekday express

Campus traffic hassles to multiply if COTA closes, OSU planner says

By Steve Majors
Lantern staff writer

If the Central Ohio Transit Authority does not obtain funding and closes, student commuters, employees who live in the central city and people who take advantage of campus health services will suffer, an OSU planner said Monday.

"If the proposed levy does not pass and COTA is forced to shut its doors, I think there would be a tremendous impact on this campus," Jean Hansford said.

The COTA bus system will reduce its services by about 13 percent on May 1 to conserve its diminishing operating funds.

"We will suffer from an influx of cars on campus that people won't believe," Hansford said. "Imagine what the delays would be like if there weren't buses carrying 60 to 70 people, and those people were riding in private cars."

COTA is operating from funds that are left over from a 1980-1985 sales tax. COTA's Board of Trustees is waiting for a report from a panel sponsored by the Chamber of Commerce.

The Board will then decide whether to put a proposed tax levy on the ballot in November or to call a special August election.

Hansford said he hopes a proposed sales tax will be approved by voters. Last November, Franklin County voters defeated a quarter to 56 percent, a one-quarter percent sales tax to fund COTA.

Hugh R. Higgins, president of COTA's Board of Trustees, said for the levy to pass, voters must understand that COTA is not receiving tax money and cannot operate on fares alone.

When COTA's sales tax expired in 1985, Franklin County rolled back property taxes and instituted a sales tax. COTA is not receiving that tax money, he said.

Higgins also said that County Commissioner Hugh DeMoss must take back a misleading statement he made to voters last November.

"The county commissioner must clarify that the county cannot fund COTA without additional taxes," Higgins said.

See COTA: page 2
Lifeline to mobility at risk Nov. 7

By Tom Spring

Along with thousands of other Franklin County residents, the transportation needs of numerous commuters to the University area will be at stake Nov. 7 when voters decide Issue 2, a 1/4 percent sales tax to operate the Central Ohio Transit Authority (COTA).

Some 5,000 people a day get on and off COTA buses at Ohio State, according to statistics supplied by the bus system.

The figures include stops on High Street, Neil Avenue and Kenny Road, but do not indicate actual destinations once these people leave the buses.

“COTA helps ensure that affordable transportation is available to thousands of Ohio State students, faculty, staff, and patients and visitors to University hospitals and health clinics,” says President Jennings.

“In addition, COTA helps all of us by reducing the amount of traffic we must face to get to and from work and classes,” Jennings says.

‘If the levy fails to pass...for many of these students there may be no alternative but to drop out of school.’

— Jeanne Likins

Jennings notes that COTA is an integral factor in maintaining Columbus as a thriving, growing community.

The levy, designed to fund operating expenses for 10 years, amounts to one penny per $4 in purchases.

With passage of the levy, COTA has pledged to restore cuts in routes and hours of service that have been eliminated because of dwindling funds.

However, if the tax levy fails COTA has announced that the bus system will shut down Nov. 20.

“The approximately 1,000 students who rely on COTA to commute to and from classes will be severely affected if the levy fails to pass,” says Jeanne Likins, director of commuter student affairs.

“For many of these students, there may be no alternative but to drop out of school. For others, most of whom hold jobs, continued employment may be jeopardized, forcing some of them to alter school plans as well.

“We encourage those who care about our students to support this COTA levy, Issue 2.”

James H. Chisman, assistant vice president for University public safety, estimates that a COTA shutdown would add 300-400 cars to campus surface lots and parking garages.

“We have the parking capacity to provide for cars in the parking garages and on west campus, but we don’t have the spaces in close,” Chisman says.

Continued on page 4.

The sales tax increase is the third sought by COTA this decade. A 1/2 percent sales tax approved by voters in 1980 expired Aug. 31, 1985.

However, the Franklin County Board of Commissioners instituted a new 1/2 percent sales tax to rollback property taxes and provide more revenues to fund county services.

A 1/4 percent sales tax for COTA was defeated by voters last November.

Thus, the county’s overall 5 1/2 percent sales tax remained the same. If Issue 2 is approved, the rate would increase to 5 3/4 percent.

COTA increased fares an average of 10 cents in 1988, the first fare increase in more than nine years.

Fares pay 27.4 percent of the cost of providing bus service, according to COTA.

The 1/4 percent sales tax is expected to generate about $22 million in 1990.
COTA sales tax rejection would strand OSU students

By Tim Doulin
Dispatch Staff Reporter

Tyrome Alexander waited patiently in front of the Ohio Union on N. High Street for a COTA bus.

It was running a little late, but he knew it would come eventually.

"I rely on the bus every day," said Alexander, a senior at The Ohio State University and a legislative page in the Statehouse.

"If the buses stop running, I don't have a way to get to my job," he said.

More than 40,000 OSU students commute to campus daily, according to OSU's Office of Commuter Student Affairs. About 1,000 of them ride COTA buses. Another 4,000 faculty and staff members and visitors ride buses to the campus daily.

Tuesday, voters will decide Issue 2, which calls for a 0.25 percent sales tax to operate the Central Ohio Transit Authority.

The bus system will shut down Nov. 19 if the tax issue fails, COTA said.

"If you are a commuter and live 3 miles, 5 miles, 10 miles away from campus and rely on the bus for transportation, you are in a difficult situation if the bus stops," said Jeannine Likins, director of commuter student affairs.

"We know that a couple of years ago, when COTA was on strike, we received hundreds of telephone calls from students trying to find out what their transportation alternatives would be. If the buses stop, a large number of students will have to find alternatives again."

Some students may have to start walking, riding bicycles or car-pooling to campus. Other students may have to live closer to campus.

"For some that just may not be possible. They could face a dilemma over remaining in school," Likins said.

Some students may not feel safe walking to campus.

"It is a matter of personal safety. It is something that we are concerned about, especially with it getting darker much earlier due to the time change," she said.

No buses could bring an additional 300 cars a day onto the already crowded campus.

Parking garages and West Campus lots can accommodate the additional cars, OSU traffic officials said. But not many parking spaces are available close to classroom buildings.

Not all students who rely on the bus to get around are concerned about the outcome of the levy.

Tracy Kaufman, a freshman from Findlay, Ohio, lives on campus and does not have a car.

"But I only use the bus to go to the (City Center) mall," Kaufman said. "It's really the only place I'd want to go around here."
Transport system aids out-of-town students

By Darese Weiner
Lantern staff writer

There is an alternative to bumming rides for students who live out of town. A new transport system on campus may solve many problems for students who need to get home on the weekends.

Intrastate Collegiate Transportation Service, better known as Butler Express, offers one-way and round-trip tickets to Cleveland, Athens, Cincinnati and Dayton from the OSU campus.

John Thompson, owner of The Convenient Place, is the ticket agent for the service at Ohio State. His store at 1606 N. High St. also serves as the transport service bus stop on campus.

The vehicles used for transportation are 17-passenger vans, he said.

Thompson said Marcus Butler was an undergraduate at the University of Cincinnati a few years ago and lived in Cleveland. He always had trouble finding rides home on the weekends. So, in 1985 he acted on the transport system idea, knowing many students had the same problem.

Lana Myers, a sophomore from Cleveland and first-time user of the service last weekend said, “Yes, it is convenient but I don’t think I would use it on a regular basis.

“If I really had to get home for something I would probably use the service again,” she said.

Myers said she wishes the vans left earlier on Fridays.

Maruta Kelers, a junior from Cleveland and also a first-time user of the service last weekend, said, “It was a comfortable ride and we got there fast, but my parents think it’s too expensive.”

Thompson said the bulk of the business from Ohio State goes to Cleveland and Cincinnati. There are five central pick-up/drop-off locations there for students to return to Ohio State on Sunday nights.

“The business has prospered so much that now they’re trying to fill two vans each weekend for each destination,” Thompson said.

Susan Williams, a systems analyst for the company’s headquarters in Cleveland, said the service originally served the University of Cincinnati and one other university. Since then it has prospered statewide and intends to expand.

“The service is excellent. Parents love it because they don’t have to mess with making trips back and forth, and no taxis are involved,” Williams said.

Williams said within the past couple of weeks, tickets for sale at some of the universities are gone within two days.
The way up

A WHEELCHAIR LIFT makes life easier for people with special needs. Kristi Elliott, volunteer program coordinator for the head and spinal cord injury prevention program, practices on a new COTA bus. The COTA buses will be on display from 1-4 p.m. Oct. 11 at Dodd Hall during University Hospitals' Mobility Fair.
COTA at OSU?

The Central Ohio Transit Authority (COTA) might take over campus bus routes. Ohio State is analyzing the results of a survey before deciding whether to surrender the service to COTA.

COTA officials also plan to review the results of the survey before discussing the possibility of taking over the service, said Joan Terango, public relations officer at COTA.

The telephone survey, conducted last November by Ohio State and the Polimetrics Laboratory for Political and Social Research, asked students, faculty, and staff to evaluate the current bus service and the need for buses. The participants were also asked if they would be willing to pay for bus service.

The results of the survey will be analyzed and completed by the beginning of February, said OSU Assistant Director of Transportation Beth Bame.

The bus service will either be cancelled or reorganized, she said.

The results of the survey will be discussed with students before any changes are made, Bame said.

"Our goal is to provide the best service that is cost-effective," Bame said.

—Tracy Rees
COTA buses will run later for OSU fans

COTA buses will run later Saturday to help OSU fans get home from the 8 p.m. game against Washington.

For people leaving the stadium area, southbound buses on N. High Street will leave from Woodruff Avenue and N. High after the game, stopping at every southbound stop. They will continue running until at least 45 minutes after the end of the game. Service usually stops at 10 p.m. on Saturdays.

Northbound buses will leave from Chittenden Avenue and N. High until at least 45 minutes after the game’s end. Extra buses will not run northbound from Broad and High streets.

The Central Ohio Transit Authority will have eight buses waiting after the game on the northbound side of N. High and four on the southbound side.

More buses will be sent into action if they appear to be needed, COTA spokeswoman Karen Ritchey said.

Northbound buses will go as far north as riders request, up to the Crosswoods Center stop.

Southbound riders wanting to transfer to another local route also will have extra time to make their connections. Buses that usually have their final Broad and High streets lineup at 10 p.m. will have another lineup at 11:30 p.m., about an hour after the game ends.

Buses on these routes will be part of the 11:30 p.m. lineup: No. 1 Cleveland/Livingston; No. 2 Main; No. 3 Mound/Northwest Blvd.; No. 4 Indianola/Parsons; No. 5 W. 5th; No. 6 Sullivant/Mount Vernon; No. 7 Neil/Whittier; No. 8 Hamilton/Freibis; No. 9 Leonard Ave.; No. 10 E. Broad/W. Broad; No. 11 Oak-Bryden/St. Clair; No. 16 Long/S. High.

Project Mainstream also will extend service until after the game. Crosstown bus routes will not have extended service.
OSU-endorsed Issue 3 to increase bus services

By Kristine Sulak
Lantern staff writer

If Issue 3 is passed on Tuesday, campus area bus riders will get more convenient routes that will link them to the rest of Central Ohio, said Patrick Bryant, public relations officer for Central Ohio Transit Authority.

The increase would raise the sales tax on a $10 purchase from 2.5 cents to 5 cents, Bryant said.

Approval of Issue 3 would double the level of COTA service to 1.5 million hours per year and provide better access to jobs in outlying areas, Bryant said.

About 25 percent of OSU faculty, staff and students use COTA, according to a 1992 survey by the OSU Polimetrics Laboratory for Political and Social Research in the Department of Political Science.

The OSU Transportation Department is working to get more OSU buses running, said Sarah Blouch, director of traffic, parking and transportation.

Blouch supports Issue 3 because increased bus service should reduce congestion in OSU parking lots.

“We are planning to become even more interactive with COTA as much as we can,” Blouch said.

COTA has 59 routes, five of which run in the campus area.

Issue 3 will increase the convenience and frequency of services in the OSU area while decreasing the time passengers have to wait for busy routes, Bryant said.

The referendum will decrease the time passengers have to wait for COTA bus No. 18 that runs on Neil Avenue through campus to Kenny Road, Bryant said.

“Increased bus service will remove 7,200 automobiles from rush hour traffic every day,” Bryant said. “All of Central Ohio benefits from increased public transportation being available in many different ways, one of which is for every $1 invested, $2 comes back to the community in benefits and savings due to reduced congestion.”

Federal funds have cut about 10 percent of COTA's budget and if Issue 3 does not pass, COTA will have to cut its services and increase bus fares, Bryant said.

If Issue 3 is passed, COTA will buy minibuses for 17 new mini-transit centers without raising rider fares, said Ken Leach, press secretary for the campaign.

Within the last year, COTA has received requests for expanded services from about 50 businesses representing 50,000 jobs, Bryant said.

People in the OSU area have no public transportation access to areas beyond COTA’s service, Bryant said. There is no organized opposition to the tax increase. Issue 3 is endorsed by Ohio State.
Pending bus vote to be discussed

By Rachel M. Nloodemus
Lantern staff writer

USG will hold an open forum Jan. 16 to explain a proposed partnership between Ohio State and COTA.

"Students will vote by swiping their BuckIDs through a machine in dining commons or the Ohio Union Jan. 28 and 30, and then pressing a button marking their choice," said John Carney, president of USG.

A student activity fee of $9 a quarter could enable BuckIDs to become bus passes. Presently, bus passes cost $50 a month.

"No matter how you cut it, you are saving $140 off what any other person in Columbus is paying," Carney said.

Currently, only 5 percent of Ohio State's students commute via COTA, but COTA promises routes will directly connect campus to the Lenox Town Center and German Village, said Patrick Bryant, COTA public relations officer.

The German Village route would extend to 3 a.m. on weekends, whereas now service ends Fridays at midnight and Saturdays at 10 p.m., Bryant said.

Carney said the program would make access to jobs easier, be environmentally friendlier, provide safer travel and could allow for class trips.

If enacted, the policy would begin Spring Quarter on an 18-month trial basis.

"We are not looking to profit from this program," Bryant said. "We are interested primarily in helping students get to work, get to campus, and save money and time on traffic and parking. Overall, we are here to help students with mobility needs."

Undergraduates, graduates and professionals will vote whether their respective groups will accept the proposal.

"I think it is a really good idea," said Nicole Candalara, a junior majoring in environmental science. "It is a group ride feasible only with undergraduate support, Carney said. A negative undergraduate vote would ruin the deal.

Graduate students would pay $9 more, but professional students would pay $13.50, because they follow a semester system.

COTA's Board of Trustees approved the proposal on Dec. 19 and COTA has already invested $20,000.

If students approve the plan, Carney will approach the Board of Trustees on Feb. 7 encouraging them to appeal the State Controlling Board for an exemption.

In the next few weeks, COTA will provide information on campus and will answer questions at 270-5889.
Every day, over 400 COTA buses come to campus.

And every day, just as many buses leave campus, taking people to Dublin, Upper Arlington, and Grandview. Taking people North, South, East, and West. Taking people to Westerville, Gahanna, Reynoldsburg, and Grove City. Taking people home.

Get your discounted COTA pass today.

And thanks to a COTA program created specifically for OSU faculty and staff, you can purchase a discounted COTA monthly pass. Simply take your OSU ID to either The Transportation and Parking Office (on West Campus) or the OSU Medical Center Gift Shop, and you'll save $4.

Avoid the hassles of traffic and parking, GO BUS!

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Use your OSU faculty or staff ID to save $4 on your COTA monthly pass.

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To Get To Campus

Get Home

Get To Campus from Central Ohio Park & Ride Locations

From Berwick:
- Refugee Rd./Winchester Pike #46(1), #65(1)

From Columbus:
- Livingston/Barnett #17(1), #92(1) or Main St.
- Broad & Southtown #10(1), #93(1)
- High & Jeffrey #20(1), #31(1), #95(1) at High St.
- High & Royal Forest #53(1), #95(1) at High St.
- Inniswood Ballet #47(1), #91(1) at Grange St.
- Rock Place (Livingston/Longsdale) #37(1), #45(1)
- Northern Lights #1(1), #37(1), #95(1) at High St.
- #28(1), #93(1) at High St.
- Olentangy & Bethel #93(1), #95(1) at High St.
- St. Andrew's Church-Sawmill Rd. #30(1)
- St. Peter's Church-Sneaky Row Rd. #30(1)
- Warren Woods Blvd. #91(1), #93(1)

From Dublin:
- 4450 Dole Dr. #54(1)

From Gahanna:
- Royal Plaza - Agha/Dyer #10(1), #41(1)

From Great Southern:
- Great Southern Shopping Center #47(1), #16(1)

From Grove City:
- Old Stuyvesant Rd. #15(1), #64(1)

From Hilliard:
- Parkway Lane #31(1) at High St., #67(1)
- Hilliard-Bloom Rd. #37(1), #37(1)

From New Albany:
- Reynoldsburg/New Albany Rd., South of 161 #39(1)

From Reynoldsburg:
- 2800 Blaisdale Dr. #1(1), #65(1), #47(1)

From Upper Arlington:
- Kingsdale Shopping Plaza #84(1), #53(1), #68(1), #33(1) at High St.

From Westerville:
- Main/Cleveland #17(1), #33(1), #39(1), #37(1), #41(1), #44(1) at High St.

From Whitehall:
- E. Broad St. #31(1), #20(1), #43(1), #39(1) or Main St.

From Worthington:
- Crossroads #22(1), #31(1)

To Get Home:
Follow reverse of route you took to get to campus.

To Get to Other Locations from Campus:
- Downtown/Columbus City Center #2
- Ohio Expo Center/Northfield Mall #8
- German Village/Brewery District #20
- Port Columbus International Airport #52
- Lenox Town Center #52
- Short North #2

Need more info?
224-COTA
www.cota.com

[D] = Direct route to OSU
[T] = Transfer Downtown to OSU
(1) = Transfer to a different route
COTA fee faces student vote

By Gretchen Sutton
Lantern staff writer

All Ohio State undergraduates will pay $9 each quarter for city bus service if an Undergraduate Student Government plan is accepted by the student body.

John Carney, USG president, said he and David Muller, USG commuter representative, have negotiated a plan that would allow OSU students to ride Central Ohio Transit Authority buses anywhere, anytime using BUCK ID cards.

"I honestly believe that for $9 a quarter, this is a deal," Muller said.

Under the plan, students could swipe their BUCK ID cards through a box on each bus, Muller said. COTA would modify boxes to accommodate BUCK ID cards and cards would need to be reformatted each quarter.

COTA would increase services to the campus area, add bus lines to the Bethel and Sawmill area, and to the Lennox Towne Centre, a shopping center scheduled to open in December on Olentangy River Road, Muller said.

Scott Simmerson, a graduating senior from Cleveland thinks the plan may provide a long needed solution to the parking problems on campus.

"I would support it," Simmerson said. "I would have supported it four years ago."

Services from OSU to downtown, German Village, and the Brewery district would also be improved with extended hours to 2:30 a.m. on Fridays and Saturdays, according to COTA officials. Service from downtown to OSU currently ends at midnight on weekdays and 10 p.m. on Saturdays.

Students will vote on the issue Oct. 22-23. Voting sites will be at the Ohio Union, Lincoln Tower, and Baker and Larkins Halls, Carney said.

If approved, the plan could be in place by winter quarter, Muller said.

"This isn't going to be one of those deals that you vote on and it happens a few years later," Muller said. "If the students feel like this is what they want, then this is going to happen."

Costs of the changes would be offset by a $9 increase in the undergraduate activity fee per quarter and would have to be approved by a student referendum, he said. OSU's Board of Trustees would also have to approve the fee increase.

"COTA's charging us the minimum to do this," Muller said. "They're not making money."

COTA estimates total revenue from the fee increase at $1,174,500 per year while total cost of improvements would be $1,473,900. COTA suggestions to make up the difference include establishing pass programs for graduate students and faculty. Money will also be generated by visitors to campus and other passengers using the transit system.

The extended service presents new opportunities for entertainment and the low price will benefit students who work and have internships downtown, Muller said.

Amy Jackson, a junior from Simsbury, Conn. works at the City Center mall downtown and said she agrees with Muller.

"I'm getting a car but I would still ride the bus," Jackson said. "It's $48 a month to park at the City Center garage. I wouldn't drive to work if I could ride for $9."

Commuter students would also benefit from the change, Carney said.

"The idea is, if you're a commuter student, you can walk down to the corner in the morning and hop a bus," Carney said. "If you look at any other major city, mass transit is the way people go."

COTA's Board of Trustees is working to perfect the plan, said COTA General Manager Gianna L. Watson.

"I know our board still needs more time to look at the plan and make sure we've touched all the bases," Watson said.

The plan also includes a student advisory panel made up of COTA representatives and OSU students, Muller said.

"This panel is a way for students to give their input back," Muller said. "If this doesn't work, it can be reshaped. We don't want this to be one of those things where students are left behind and forced to pay a fee."

The COTA plan calls for a try-out period of three years with a review of the program in June of 1998.
COTA working out the kinks

By Douglas Huber
Lantern staff writer

Now that students are allowed to use the busses for one quarterly fee, some students have said they plan to use COTA more often - that is if they can get on the bus.

Kelli Flanery, a junior majoring in English, is happy about the $9 fee per quarter, for unlimited and expanded bus service.

"It's so much better now," Flanery said. "I don't always have exactly a $1.10." Flanery lives off campus and rides the bus to and from class every day. But at least one other student had problems boarding the bus without cash.

Greg Colvin, a senior majoring in journalism, was not allowed to board a COTA bus Tuesday because the driver of the bus did not recognize his student ID.

"I showed the driver my ID and she said 'you can't use that. You need to have one like this.'" The bus driver showed Colvin a picture of the newest version of the student ID.

COTA officials said they are still trying to work out all the problems.

"It's been going very well," said Patrick Bryant, a spokesman for COTA. "There is a learning curve, especially with a program of this magnitude."

Eventually, scanners will be placed on each bus to approve student IDs, Bryant said.

Valerie Shafer, associate director of Residence and Dining Halls, said that COTA accepts both new and old IDs, but if a student wishes to get a new ID, they can replace their ID for free at Lincoln Tower.

Although he had trouble Tuesday, Colvin said that the new system will help him in the future.

"The only branch of my bank is downtown and it is a hassle to drive down there," he said. Flanery said she didn't take the bus often last quarter, but added she will use the bus system a lot this quarter.

"Hopefully more people will use it," she said. "It gives the freshmen something to do off campus. Also, it is helpful for people without a car."

The expanded bus service offers an option for people who don't like south campus bars, Flanery said.

"Students can go to Lennox Towne Center or the Brewery District downtown," she said.

Divakar Goswami, a doctoral student in communication, doesn't have a car and has been helped by the new service.

"It is one of the best things that has happened on this campus," Goswami said.

He felt that the new bus program would help the parking situation and is environmentally friendly.
8 routes during the day and evening and an all-night shuttle.
It's easy to travel around campus and to surrounding neighborhoods!

All service runs Monday through Friday 6:45 AM until Midnight unless otherwise noted.

**North Express**
Direct line from West Campus to North Campus Buildings.
North Dorms, Larkins, University Hall, St. John, Ag Campus, West Campus

**Campus Loop**
Circles Central Campus, connecting to West Campus each trip. Campus Loop North runs clockwise.
University Hospital, Ohio State, Alches, Dorms, Ag Campus, West Campus

**Core Circulator**
Quick counter-clockwise circle route provides easy access to the Central Campus core.
Baker Systems, Main Library, South Dorms, Ohio Union, Westerhill Center, Balz/Hitchcock

**Buckeye Village**
Connects Central Campus to Buckeye Village housing and points in between. Runs seven days a week, with weekend service every 30 minutes from 7:00 AM to Midnight.
The Corner Store, Kenny Road Service Center, Buckeye Village, Schottenstein Athletic Complex, Fawcett Center, Ag Campus, Larkins

**Ag/Research Park**
Main Campus connection to Vet and Ag Colleges and Kinnear Road Research Park.
Larkins, Vet and Ag Colleges, ARMS, UTS, Research Park, West Campus

**East Residential**
Serves the residential area - up North Fourth Street to Hudson and down Summit Street to 15th Avenue. Timed stops.
Larkins, University Hall, Ohio Union

**North Residential**
Up High Street to North Street and back down Neil Avenue to the Fisher College of Business. Timed Stops.
Fisher College of Business, Larkins, University Hall, Arps

**South Residential**
Two-way traffic on Neil Avenue all the way south to Thurber Village area apartments. Timed stops.
Ohio Hall, South Dorms, Low School

**Courtesy Shuttle**
Overnight & Weekend
Modified Campus Loop South travels on Cornell Drive instead of Woodruff for extra latenight security and convenience for the North Dorm area. Timed stops.
Runs Monday-Thursday from Midnight to 6:45 AM, and 2:30 hours a day during the weekend.
All Dorms, University Hospital, West Campus Remote Overnight Parking

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**CABS**
www.bsmgt.ohio-state.edu/t&p/cabspage.htm

292-9341

The OSU Campus Connector
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- Campus Loop North runs clockwise, Campus Loop South runs counterclockwise.
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- Baker Systems, Main Library, South Dorms, Ohio Union, Wexner Center, Bals-Mitchcock

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- Connects Central Campus to Buckeye Village housing and points in between.
- Runs seven days a week, with weekend service every 30 minutes from 7:00 AM to Midnight.
- The Corner Store, Kenny Road Service Center, Buckeye Village, Schottenstein Athletic Complex, Forecourt Center, Ag Campus, Larkins

**Ag/Research Park**
- Main Campus connection to Vet and Ag Colleges and Kinnear Road Research Park.
- Larkins, Vet and Ag Colleges, ARMS, UTS, Research Park, West Campus

**East Residential**
- Serves the residential area up North Fourth Street to Hudson and down Summit Street to 13th Avenue.
- Timed stops.
- Larkins, University Hall, Ohio Union

**North Residential**
- Up High Street to North Street and back down Neil Avenue to the Fisher College of Business.
- Timed stops.
- Fisher College of Business, Larkins, University Hall, Arps

**South Residential**
- Two-way traffic on Neil Avenue all the way south to Thurber Village area
- Timed stops.
- Oxley Hall, South Dorms, Law School

**Courtesy Shuttle**
- Overnight & Weekend
- Modified Campus Loop South travels on Curl Drive instead of Woodruff for extra late-night security and convenience for the North Dorm area.
- Runs Monday-Thursday from Midnight to 6:45 AM, and 24 hours a day during the weekend.
- All Dorms, University Hospital, West Campus Remote Overnight Parking

No ID or bus pass is needed!
Just hop on the Campus Area Bus at any of the Campus Area Bus stops located on campus and throughout surrounding neighborhoods. Call 292-9341 for more information.
Ride any of COTA's more than 55 routes including these from the campus area.

LOCAL

2. North High St./Main St.
   - Columbus City Center
     Walk more than 100 shops and restaurants and use a central location, it's the place to shop Downtown.

4. Indianola Ave./Parsons Ave.

5. W. Fifth Ave.

7. Whittier St./Neil Ave.

8. Frehls Ave./Hamilton Ave.
   - Ohio Expositions Center/Northland Mall
     Site of the State Fair, music league hockey and other great events throughout the year. Check the events to keep on the line to your favorite events. Also goes to Northland Mall.

18. Kenny Rd. - OSU
   - The Mall at Tuttle Crossing
     More than 127 shops of brand new upscale shopping.

18. OSU - Brewery District
   - German Village/Brewery District
     Restored 19th century neighborhood with quater brick front houses, saloons, diverse restaurants, mikrozarteins, Salvadoro Park and one of the greatest bookstore in town.

EXPRESS

37. Worthington
   - CROSSTOWN

81. Hudson St.
   - OSU - Lennox Town Center

91. Lennox Town Center
   - AMC 24 Theaters, Target, Old Navy, Dave & Busters, Barnes & Noble, Cup O' Joe, Bath & Body Works, Staples, Cheesecake, and Johnny Rockets.

96. Fifth Ave.

NEED HELP? 224-COTA
www.cota.com
OHIO STATE 03-04-23 COTA to unveil 'Building Champions Bus' at Ohio Stadium

MEDIA ADVISORY
April 23, 2003

FOR IMMEDIATE RELEASE
CONTACT: Shannon Wingard  
(614) 247-6821

COTA to unveil 'Building Champions Bus' at Ohio Stadium Traveling trophy to honor the Buckeyes perfect 2002 season

Central Ohio Transit Authority (COTA) will unveil its "Building Champions Bus," a traveling trophy to honor the Buckeyes football team for its perfect 2002 National Championship season. The unveiling is set for 1 p.m. Wednesday (4/23) in the Ohio Stadium West Lot.

Featured guests are Coach Jim Tressel, Athletics Director Andy Geiger, Ohio State President Karen Holbrook, OSU Marching Band members and cheerleaders.
The event is open to the public.

**WHAT:** Central Ohio Transit Authority (COTA) will unveil its "Building Champions Bus."

**WHEN:** 1 p.m. Wednesday (4/23)

**WHERE:** Ohio Stadium West Lot

**WHY:** To honor the Buckeyes football team for its perfect 2002 National Championship season

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