The following resolution was adopted:

Resolved. That the sum of $50,000 of the annual state levy, or so much thereof as may be necessary, be and is hereby set apart for the payment of the certificates of indebtedness and interest, issued under act of April 17, 1896.

The secretary presented a communication from the Columbus manager of the Central Union Telephone Co., making a proposition to establish at the university a private branch exchange, and on motion the same was referred to the executive committee, with full authority to make contract therefor.

An application of Mr. W. P. Heacock, a former student in the college of law, for a reduction in the amount of his fees, was declined.

The committee on technical investigation of the national brick manufacturers' association, reported that it had held a competitive examination of applicants for the scholarship in ceramics, for which said association had provided, had awarded such scholarship to Albert N. Bleininger, of Shawnee, O., and recommended his appointment by the board of trustees.

The appointment was made accordingly.

A letter of Professor Thomas, asking to be supplied with electric lights from the university plant, was referred to the executive committee.

A letter of Messrs. Albery and Dillon, attorneys, in regard to a claim of the Fultonham Brick and Tile Company against the Columbus Construction Company, was referred to the building committee.

A letter of Mr. H. W. Robinson, in regard to the Green Spring Academy, was referred to a committee consisting of President Canfield and the secretary.

The matter of shelters for the bicycles was referred to the president and secretary, to report at next meeting.

On the recommendation of the committee on faculty and courses of study, the following additional appropriations were made: for department of botany, microscopes, $150; for student assistance, $100.
Cycle sense

Every morning he rises early to oil his machine so that it will run swift but silent. At 7:45 a.m. he slips into his black leather jacket and sunglasses. Then with books and tennis racket in hand he cruises down High Street.

Turning onto Woodruff he increases his speed. A sneer crosses his lips as he charges onto Neil Avenue.

A car screeches to a halt as he ignores a stop sign. He grins.

He zips up onto the sidewalk causing students to scream and dive out of his way. He chuckles.

He then blasts onto the Oval creating great havoc as he darts in and out among the mobs of people. He laughs.

He is the “Belligerent Bicyclist.” And he is everywhere.

One of the reasons given for restricting traffic on campus is to increase pedestrian safety. However, with the increasing number of cyclists who disobey traffic laws and safety practices, students are in more danger walking on the sidewalk than they are crossing the street.

Defensive walking has become a necessity on the Oval.

According to campus police, bicyclists are subject to the same laws that govern automobile traffic. Riding on sidewalks is prohibited. Stopping for traffic lights and stop signs is mandatory as is obeying one-way street signs.

Those cyclists who disregard traffic laws and safety practices are creating a serious safety hazard. We remind them that they run the risk of inflicting or receiving injuries.

We remind the cyclists that they have the same responsibility as a person who drives a car on campus. This responsibility should not be taken lightly.

We believe that it is impossible and unnecessary for campus police to constantly patrol the streets and sidewalks looking for these violators.

It is the responsibility of those who ride bicycles on campus to protect themselves and pedestrians by obeying traffic laws and practicing safe riding habits.

So far we have been lucky in having only a few accidents involving bicycles. Let’s prevent a death or serious injury before it happens.

Don’t be a “belligerent bicyclist.”
Bike policy due to theft rise

[2 July '71]

A steady rise in the number of bicycle thefts over the last six months has brought about the new University bicycle registration policy which was approved by the Board of Trustees in its last meeting.

According to David E. Stormer, associate director of public safety, the number of bike thefts on campus last year was "negligible." Prior to January, bike thefts were classified as petty or grand larceny and actual record of the number of thefts was not kept, Stormer said.

However, more than 50 bike thefts have been reported to campus police this month. "Stormer said there is now no way to check a bike and see if it has been stolen and added the registration system would provide some protection against thefts."

Half dollar fee

Under the system, which is scheduled to go into effect Autumn Quarter, students will pay a 50 cent fee every two years for a bicycle registration permit.

When a permit is purchased a description of the bike and its serial number will be recorded with University police and the traffic department, Stormer said. The fee will cover the purchasing of stickers and processing the information.

The recent reported thefts "represent only a part of the bikes stolen, as many bike owners do not feel anything can be accomplished by reporting the theft," said William Bartram, campus police officer.

Under the registration system, Stormer said bikes which resemble stolen bicycles will be stopped and checked for their registration number.

Nearly all the bikes stolen recently were locked, according to University police. The chains were broken by boltcutters.

Gang suspected

"We suspect a gang may be stealing them and are watching out for them," said Elvis Turner, a University policeman.

"The University police now have more than 12 recovered bikes, but have no means to identify them and return them to their owners."

"We welcome students who have had bikes taken from them to check with our department," Bartram said.

Stormer also mentioned several ways students can prevent their bikes from being stolen. He said to record the bike's serial number because a bike can often be traced and identified from the serial number.

Stormer also suggested registering bikes with the city. The fee for the city sticker is 50 cents.

He added students should invest in a sturdy chain and lock. It is important to lock the frame, not just the front wheel, Stormer said.

According to Stormer, students should report any persons they see lingering near bike stands to University police.

If a bicycle is stolen, Stormer said, it should be reported immediately to University police. He said chances for recovering a stolen bike are improved if it is reported immediately.

More bike racks

There are plans to increase the number of bike racks and spaces set aside near campus buildings, Stormer said. He added the number of bikes on campus has increased from 500 last year to more than 1,500 this year and that more are expected Autumn Quarter.

Bikes must comply with all applicable automobile regulations and are subject to the same moving violations as cars, Stormer said. He added enforcement of these regulations will be more strict in the future.
Pedal pushers must register

Bikers to follow traffic rules

Mandatory bike registration and rules will be enforced this fall for all faculty, staff and students who park or operate bicycles on University grounds, said John D. Sipes, manager of traffic and parking.

A bike may be impounded by either the University police or traffic department if it is not registered.

"The bike must be claimed within 90 days or the department can dispose of the bike as it sees fit," he said.

There will be a $2.00 fine for violating any of several rules which have been imposed following the new policy of bicycle registration, according to Sipes.

Bikes must be parked in bicycle racks or other designated areas.

Sipes said there is an established speed limit of 20 miles per hour and bike riders must follow traffic rules, traveling the correct way on a one-way street and stopping for all lights and stop signs.

"The department will be extremely lenient with these rules at first, although they are for the safety of bicycle owners and pedestrians on campus," Sipes said.

The fee for bike registration is 50 cents every two years. Sipes said a deadline for registration has not been set, but it will be in early fall.

The fee covers the purchase of stickers and the processing of information. When a registration permit is purchased, a description of the bike and its serial number will be recorded with University police and the traffic department.

The registration was implemented "basically because of the problem with stolen bikes," Sipes said.
Bicycle traffic plans unsettled

By Vicki L. McMillan

According to Philip Begley, assistant campus planner for Ohio State, the possibility of bike paths on the campus is "a long range problem which will not be solved in the near future."

"We knew there would be a bicycle problem with the increased traffic control," Begley said, "but the problem has grown out of proportion too rapidly."

"In June, we did a study on the problems of parking spaces and setting up a route system for bicycles," he said. Begley said he consulted with other universities with bike paths.

The other universities didn't help much, Begley said, "as we have to work with a unique problem, and that is that our central academic area is much more compact than any of the universities we consulted."

"Added to this problem is our narrow streets, which are still half-parked with cars, and sidewalks which are not even adequate for pedestrians."

Begley said that there was not even a definite provision for a bike path along the new section of Stadium Drive, connecting West Campus with the Main Campus.

"Before we can make any definite plans," Begley continued, "we have to have an estimation of the number of bikes we'll have in the future."

"We already have a parking space problem at the dormitories which can only get worse, and as soon as Stadium Drive is cut through, we anticipate many more bicycles."

Begley added that before any other moves can be made for bike paths, there has to be funding for the project and more studies have to be done in conjunction with the Campus Police and the traffic and parking division.

Cyclists to be cited for traffic violations

Bicycle riders will soon lose their immunity to citations for traffic violations on campus.

David Stormer, associate director of public safety, said foot patrolmen have been stopping violators and advising them of correct procedure for the past two weeks. Police will begin to issue citations as soon as people are aware of the policy, perhaps as early as this week, he said.

Stormer said since the quarter began bicycles have been involved in six accidents, including one intoxicated rider who fell off his bike. He said he has had many complaints by pedestrians about being hit or

Bicycles are subject to the same laws as other vehicles. Stormer said riders will be expected to obey traffic signs and lights, ride only in the street and yield to pedestrians. He said, however, that it would be inappropriate to prevent riders from taking bicycles from the street to the racks.

Night riders must also use lights and reflectors, Stormer said.

Jean Hansford, campus planner, said bike paths are being considered for the Oval to alleviate conflict between bicycles and pedestrians.
Bike citations in effect

22 Nov 77

University police will begin to issue $2 citations to bicycle riders today for traffic violations.

David Stormer, associate director of public safety, said laws will be enforced where pedestrians and bicycles come into conflict.

He said bicycle riders will be expected to yield to pedestrians in cross walks, obey stop signs, ride on the right side of the road and use lights at night.

Bicycle riders won't be cited for going the wrong way on one-way streets or for taking short cuts across sidewalks until bike paths are available, Stormer said.

Stormer said this policy is for the safety of the bike rider and provides a standard of expectation in traffic.

Bike path construction set

By Leo Bianchi
7 Dec 77

Construction of University bicycle paths probably will begin Winter Quarter, according to Campus Planner Jean Hansford.

Most of the paths should be finished by Autumn Quarter, 1972, Hansford said.

Many of the paths will consist of nothing more than painted areas on streets and wide sidewalks that will be designated as bicycle paths.

"This will be relatively inexpensive and will most likely occur on campus streets running east and west," Hansford said.

"We have good east-west movement due to the street grid design of the area north of the Oval. The problems start with north and south movement," he said.

Hansford said certain areas will require the laying of three- or four-foot wide asphalt paths where there is room to do so.

Sidewalks wide enough will have bicycle route markings, while heavily congested areas will require paths separate from pedestrian sidewalks.

Convenience aspect

Hansford stressed that one of the goals of the project is to provide enough paths to enable cyclists to travel anywhere on campus without going out of their way.

"We're trying to respect the convenience aspect to encourage the cyclists to use the paths," Hansford said.

Campus Planning is also working on three other areas of concern regarding bicycles: racks, regulation and registration.

"Racks are a most urgent problem. We've installed 1,300 new bicycle racks since Autumn Quarter began. We will continue to install them until there are enough spaces for every bicycle on campus," Hansford said.

When this occurs, campus police will then enforce a regulation requiring all bicycles to be parked in a rack.

No set cost

Hansford is working closely with campus police on regulation and registration.

He urged all cyclists to register bicycles to aid police in preventing thefts.

It has not yet been determined how much the overall project will cost. Some improvements for bicycles can be made quickly with existing maintenance bud-
$ for students

Getting hit by a speeding bicycle is the only hazard most of us have to worry about when going to class. We pay little attention to curbs which we can hop over, steps which we can run down, narrow doors which we can squeeze through.

We don't worry about the bookstore being down half a flight of stairs or climbing the steps to a class in Page Hall or to the fourth floor library in Stillman Hall.

We are the lucky ones. Unless we sprain an ankle playing frisbee or break a leg skiing, we don't worry about these obstacles.

But disabled students do. So does the Senior Class Committee.

So should you.

This week the Senior Class Committee will be soliciting pledges for Senior Challenge '72. Their goal is $75,000 to modify campus buildings, install curb ramps and buy a van to transport disabled students around campus. This sum is only a beginning — it will take at least $160,000 to do a complete job.

All seniors will be contacted this week either by phone or in person. The committee is asking for $100 from each senior. Spread out over four, five or 10 years, it really is not that great an amount.

After four years of hassling with the University over closed courses, rising fees and red tape, many seniors say they wouldn't give Ohio State a cent. We agree.

This year, we're not giving money to the University. We're giving it to students.
Bike lanes help

Cyclists see need for regulation laws

By Karen Lamoreux

23 MAY 72

Most campus bicyclists approve the bicycle traffic regulation that has accompanied the increased number of bicycles in the University community.

This was the result of a recent informal Lantern poll in which some 30 campus bicyclists were asked their opinions of such regimentation as mandatory parking in bicycle racks, installation of specified bicycle lanes, and strong recommendation from the Division of Traffic and Parking that bicycles be registered.

Officials in both the campus police department and the Division of Traffic and Parking say they have received no complaints on the increased regimentation.

Disliked necessity

All cyclists interviewed admitted the need for increased regulation, although some disliked the necessity.

"On a personal level I find that all these rules cramp my style, but I realize they are necessary for safety with all these bicycles around," Dick Beck, president of the Ohio State Cycle Club, said.

The majority of cyclists interviewed raised no issue with the idea of regimentation, but about half were doubtful of specific rules' effectiveness.

The most common complaint was the lack of available parking.

Not enough racks

"I don't mind parking in bicycle racks as long as there are enough racks, but many times there aren't," said Barbara Smith, a junior from North Canton.

The campus police department announced a week ago that it would impound bicycles not parked in bicycle racks and owners would reclaim them for $2. Campus police dispatcher Walter Deveau said only "one or two" bicycles had been impounded since the announcement.

"We're mostly concerned with those bicycles that cause a safety hazard where they're parked, like in front of a doorway or inside a building," he said.

Another common complaint of cyclists is the ineffectiveness of the newly painted bicycle lanes.

"The paths are a good idea, but not the way they have them now," said John Montevideo, a senior from Niles.

"They're much too narrow; you're always running into people."

Registered bicycles

Only three students of those interviewed had their bicycles registered. Most said they "just hadn't gotten around to it."

Frank Gardner, director of the Division of Traffic and Parking, estimated that only 1,200 bicycles of the 5,000 bicycles on campus are registered.

"We strongly recommend this registration as a safety measure for the cyclists in case their bikes are stolen," he said.

A few of the cyclists interviewed called for more regulation of bicycle traffic.

"What we need is more regulation, perhaps more police action," said Gifford Millard, Cycle Club adviser.

"When I come to work I see at least two bicycle violations a minute. This can't go on. Maybe police ought to be stopping these people."

Mandatory registration

Millard said he also thinks bicycle registration ought to be mandatory with non-registered bicycles automatically impounded.

Gardner said registration is now voluntary, and there are no immediate plans for making it mandatory.

Gardner said the University has had rules governing bicycle traffic on the books since last summer.
Bikers face fines

By Jay Miller 13 July 72

It is quite possible that bicyclists on campus will be cited for violations of traffic laws this fall.

Once more bicycle paths are completed, according to Francis A. Gardner, director of the department of traffic and parking, stricter enforcement will be possible.

The paths cannot be completed until parking is removed from a number of campus streets. This will not happen until another parking facility is completed.

However, sufficient paths should be finished this fall to make enforcement feasible, Gardner said. The University is spending $15,000 this summer on the project.

State law requires bicycle riders to obey all laws pertaining to vehicle operation except those that have no application to bicycles. Ohio's driver point system does not include bicycle violations.

Included among illegal maneuvers are riding the wrong way on a one-way street, riding without proper lighting or a bell or horn and not obeying traffic signals.

According to Elliot A. Boxerbaum, of the Ohio State Department of Public Safety, only two or three accidents have been reported this year but the hazard increases as bicycle use rises.

Boxerbaum estimates 6,000 bicycles are in use on campus.

The city of Columbus has reported 82 accidents in the first five months of this year, including one fatality. In the fatal accident two persons were riding on one bicycle.
Bike paths planned

By Art Dalglish

Seven new campus bicycle paths are to be completed by the beginning of Fall Quarter, according to University Landscape Architect John Deeth.

The locations of the paths are: from Orton Hall to the Student Services building, from College Road to Ohio Union Drive south of the Union parking ramp, from College Road to High Street south of the Arps Hall parking ramp, from Woodruff Avenue to Nineteenth Avenue west of Johnson Laboratory, from Nell Avenue west of Thompson Library to the tower dorms, across the east end of the Oval connecting College Road, and across the Oval from Orton Hall to Derby Hall.

According to Deeth, the new paths are to be placed in areas which cyclists and pedestrians use in large numbers. None of the new paths will be located along roadways.

Construction of the paths will not begin for more than a month, because studies to determine the exact placement of the paths are still underway. Deeth said the studies will specify sites to be used as bicycle parking areas and will attempt to make the paths as visually pleasing as possible.

Deeth said that the new paths are to be marked with signs bearing the international symbol of a cyclist, and will be identified with colored paint. The paths already existing on campus have been painted green and white as an experiment in visibility, he said.

Parking areas for bicycles are to be identified by signs with the bicyclist symbol and the letter P, and metal bicycle racks are to be replaced with low concrete racks.

Deeth said. According to Thomas B. Smith, assistant vice president for physical facilities, the money for the construction of these paths has not been appropriated.

The paths will be constructed by the Traffic Department, he said, with the understanding that University funds are available to pay for them.

Free wheeling

Sooner or later the wheel of fortune may stop on somebody's unlucky number. Until every campus street has its own bike path, the growing battle between two-wheel and four-wheel campus travelers will continue.

Neither motorists nor cyclists, it seems, are convinced of the others' right to use the public streets. Their lack of mutual respect is apparent on weekday mornings when class change traffic is heaviest.

Driving into an intersection while surrounded by six bicycles can be a terrifying experience. At the same time, many motorists seem to take deadly aim at two-wheel targets.

Where bike paths are already established, the situation is even more difficult because cyclists find themselves protected for one block and fighting traffic the next.

Ohio's traffic laws make little distinction between bicycles and motor vehicles. This means everyone has rights and everyone has responsibilities.

Bicyclists must move the right direction in all traffic lanes. They are required to use hand signals for turns, to yield to pedestrians, and to obey all traffic signs and signals.

But cyclists also have rights, and motorists should yield to them as they would to other drivers. Particularly unforgivable is the motorist who drives or stops in a bike path.

Someday, campus motorists and cyclists may travel on two separate road systems. Meanwhile, they must learn to live with each other.
Bike mishaps rise; average one daily

By Nancy Oshinsky
12 Oct '92

Bicycle accidents involving cars, people, posts and other bicycles have been averaging one a day in the University area for the past week, reflecting an increase since spring in such accidents, according to a University Police Department official.

"Normally it's the bicyclist who comes away with the worst injury," said Elliot Boxerbaum, agent in charge of planning, training and research with the University Police Department.

"Since last Spring Quarter, the number of bike accidents has been on the increase," he said, adding that he estimates there are about 8,000 bikes in the University area.

Due to the growing number of accidents, the University Police Department has increased its enforcement of bicycle regulations, specifically on rules regarding safety, Boxerbaum said.

Failure to obey stop signs, especially on Neil Avenue where there is a high concentration of pedestrians and motor vehicles, is a common violation, he said. Another frequent violation is failure to yield to pedestrians in crosswalks.

Each violation: $2

University citations are $2 for each violation. Also, the police department has issued 25 warnings every night for the past week to bicyclists riding at night without lights and reflectors, Boxerbaum said.

"Bikes are governed by the same laws that pertain to motor vehicles," he said. "If a bicyclist is involved in an accident, he could be cited into court."

The only exception is in the instance of "drunken driving," he said. "Bicyclists cannot be arrested for operating under the influence of alcohol."

In the State of Ohio, a bike is considered to be a motor vehicle while it is being ridden, but if the bicyclist is walking the bike, he is considered a pedestrian.

Boxerbaum said "Bike enforcement as well as motor vehicle enforcement is done only for safety reasons."

Boxerbaum added the police department will begin issuing parking warnings soon to illegally parked bicycles.

Park in bike racks

Students should park their bikes in the racks when they are available, he said.

He suggests that when the racks are full, bikes may be parked outside the racks but they may not be parked on sidewalks, chained to shrubbery or trees or in any way that may constitute a safety hazard.

Under no circumstances are bikes to be brought into or parked inside buildings, he said.
For safety's sake

With the increased number of bicycles and bicycle accidents on campus this quarter, bicyclists and pedestrians need to be more observant of traffic regulations.

Bicycle accidents are occurring at an average rate of one per day, according to the University Department of Public Safety.

It's no surprise considering that an estimated 6,000 new bicycles are now being ridden around the University.

It's also no surprise considering that most students walk across the streets where they feel like it, and many bicyclists can be found riding across the Oval or on sidewalks.

Pedestrians should use the crosswalks where bicyclists must yield the right-of-way. Otherwise the bicyclists have no legal obligation to stop for them in the street.

Bicyclists should be using the bicycle paths made for them by the University. When they are on the sidewalk, they should walk their bikes.

For their own safety, bicyclists need to use lights and reflectors at night.

Since the bicycle is considered a motor vehicle when ridden, riders should learn the regulations concerning operation of the bike, such as the proper hand signals.

Observation of these regulations is for the safety of everyone.
No more cycling on Oval paths

By Pam Dennis

Bicyclists beware!

Think twice the next time you decide to take a leisurely ride through the Oval's many pathways, for that is forbidden territory for the bicyclist.

Edward Q. Moulton, vice president for Business and Administration at Ohio State, said there has been an increasing number of bicycle and pedestrian accidents.

"It has reached a point where I feel even more strongly we cannot mix vehicles and pedestrians in this area any longer," Moulton said.

Moulton also said that this ruling is not a new one.

"Vehicles have never been allowed on sidewalks and bicycles, as well, should not be," Moulton said.

Donald Hanna, director of the Department of Public Safety, said the only places that bicycles should be ridden is in the marked bicycle lanes and roadways.

"The bicyclist should view his actions and driving behavior the same as if he is in a motor vehicle," Hanna said.

Hanna also said that as long as there is an increasing number of bike riders and bike accidents, there will be increased police enforcement of traffic laws.

To aid in educating the masses of bicyclists in traffic and safety, Hanna said, cards will be put on all parked bicycles, with advice for bicyclists.

Bicyclists should note that sidewalks, including those within the Oval, are not the places for bicycles, and the violator will not only be cited and fined, but may also be held responsible for injuring himself or someone else, Hanna said.

Feet, yes, wheels, no! A sign on a walkway of the Oval warns bicyclists, and tells pedestrians they can safely "keep on keepin' on."
Bike accidents cause injury rate to climb

While the overall rate of personal injury traffic accidents has declined, Department of Public Safety statistics show a rising rate of bicycle personal injury accidents on campus.

Eight of the 12 personal injury accidents on campus since July 1 have involved bicycles, according to John Hartsock, statistical analyst for the department.

The four-month figure equals the total number of personal injuries involving bicycles for fiscal year (July 1, 1972, to June 30, 1973), Hartsock said.

THE NUMBER of personal injury accidents involving only automobiles has been declining since 1971, Hartsock said.

In fiscal year 1972 there were 45 automobile accidents on campus in which persons were injured and 23 in 1973.

Only four personal injury accidents involving automobiles only been recorded since July 1.

Hartsock said that one reason for the increase in bicycle accidents is more bicycles on campus. Between 7,000 and 10,000 bicycles are on campus each day, 2,500 more than last year, he said.

HARTSOCK said many bicyclists are guilty of ignoring traffic rules because they are not as apt to be cited as an automobile driver would be.

Both pedestrians and bicyclists are often guilty of disregarding oncoming automobiles, thereby increasing the probability of serious accidents with them, he said. There has not been a campus traffic fatality since 1968.

Hartsock said that bicycle accidents are seasonal in nature, occurring more often in the fall and spring.

A large number of accidents over a short period of time demands more attention by police officials, he said.
Annual accident rate triples

Bicyclists disregard laws; traffic hazards are ignored

By Lawrence Spisak  
28 March 1974

Bikers beware!

According to Donald Hanna, director of the Department of Public Safety, bicyclists must obey the same traffic laws which apply to other moving vehicles (cars, trucks and motorcycles) if they want to avoid being given traffic tickets.

"There hasn't been any change in the traffic code," said Hanna, who made it clear that police aren't out to harass the bicyclists. "Our biggest problem is simply that bicycle riders have a tendency to disobey the common traffic laws."

"We're most concerned with hazardous moving violations since these directly lead to traffic crashes," he said, pointing out that bicyclists are completely exposed to injury, unlike car drivers.

Injuries tripled

"Running stop signs, failure to yield right of way, improper turns, riding without a light, riding on sidewalks, speeding and not allowing a proper distance between vehicles are among the violations which often lead to injury," Hanna said.

"The best rule of thumb for a bicycle rider to use would be to imagine he or she is driving a car instead of a bike, and then to comply with traffic laws and normal safety procedure," he said.

Hanna said the enforcement rate is the same as last year, which amounts to about one ticket per week, but the bicycle personal injury rate has tripled the total from last year at this time.

He admitted an "increase in the number of bikes on campus is one explanation for more injuries," but said general carelessness by the bicyclists is probably the greatest cause for injury.

Another common violation, though nonmoving, is that bikes often are parked illegally.

Bikes impounded

"It's very important that bikes be parked in their designated areas (racks or areas very near the racks) and not near exits or other areas which shouldn't be obstructed. Otherwise the bikes can be impounded," he said.

According to Hanna, one can protest a ticket through the Parking and Traffic Division, Lincoln Tower 250.
Guard your wheels

Bike thefts skyrocket; stronger locks needed

18 APR 74
By Ellen Gardner

Three persons were arrested outside Lincoln Tower and charged with attempted theft on two bicycles around noon Wednesday, reflecting a recent rise in bicycle thefts.

University police said Darren Wood, 21, Sylvester Fair, 23, and Mark Bundy, 19, all of 3124 Bellwood Ct., are to be arraigned in Franklin County Municipal Court today.

41 Thefts

Since the beginning of April, 41 bicycle thefts have been reported in the University area compared to 29 thefts reported for the entire month of April in 1973, according to William Lawson, director of the University area public affairs for the Columbus police.

University police said 123 bicycle thefts have been reported on campus since the beginning of this year. Frank A. Titus, community relations agent for University police, said the bicycle owners are the only ones who can effectively prevent the thefts.

"Until owners are willing to pay for good protective equipment and use the bike racks around campus, the thefts are going to be a real problem," Titus said.

He added that less expensive bike locks may be easily cut or broken off.

Agent Norma Walker of the University public safety department has been working with local bicycle shop owners to encourage them to carry better and stronger locks and to distribute pamphlets concerning bicycle protection.

"They were all more than willing to cooperate in any way they could and we were open to any suggestions we had," Walker said.

David Heuser, manager of the Campus Bike Shop, said they have been honest with customers concerning inferior bike locks.

"Any type of lock or chain that is definitely theft-proof will be so expensive that they probably wouldn't buy it," Heuser said.

He said the "better" bike locks cost between $25 and $30 and noted that persons who had been victims of bike thefts were more willing to pay the price for a good lock the "next time."

Titus said that the 10-speed racing bicycles have been the main targets of the thefts.

Partially stripped

"Many bicycles are partially stripped because the chains can not go through both wheels, the frame and the bike rack," Titus said.

Although there are several different ways the bicycles are being stolen, Titus said the use of hack saws, bolt cutters and wire cutters are the primary tools used.

"The wire and bolt cutters we've seized have ranged in size from hand-held size to two and a half feet in length," he said.

Freon used

Walker said there were more sophisticated techniques being used by some persons including hand-held torches and using spray cans of Freon to freeze the links of a bike lock chain which can then be "popped" with a hammer.

"We're continuing to keep up the enforcement efforts and using plain clothes officers riding bicycles to patrol the areas where there are bike racks," Titus said.

They are paying special attention to the heavily-hit residence halls.

The public safety department urges all bike owners to register their bicycles with the University police to help prevent or deter thefts and to aid the police in returning stolen bicycles.

Titus said interested persons may register their bikes at either of the traffic control booths on Neil Avenue or at the police station.

"We are also encouraging persons who see someone tampering with a bike or stealing a bike to call and report the incident to the University police," Titus added.
OSU Bike Routes Proposed

By JOHN SWITZER
Of The Dispatch Staff

A just-completed bikeway plan for the Ohio State University area is a necessity, not a nicety, area planners say.

OSU police say that up to 10,000 bicycles a day are being used in the campus area.

The plan was prepared by the University District Organization and the University Area Bikeways Task Force.

The plan has been sent to the Mid-Ohio Regional Planning Commission to be included in the commission's regional bikeway plan. Federal financial help is expected.

The plan has also been sent to the Columbus Division of Traffic and the City Development Commission.

A Mid-Ohio Regional Planning Commission spokesman said some of the bikeways on the University District plan will be marked and in use by next summer.

Four north-south routes and four east-west routes are proposed. Three other routes are in the distant future.

The University District, which is defined by a city ordinance, is bounded by Glen Echo Ravine on the north, the Penn Central railroad tracks on the east, Fifth Ave. on the south and the Olentangy River on the west.

The proposed routes are:

- A north-south route along Dodridge St., Neil Ave., Buttles Ave. and Park St. The route is designed for campus-downtown traffic.
- A north-south route bordering the campus along High St. from Lane Ave. to 11th Ave.
- Two parallel north-south routes between Arcadia Ave. and 2nd Ave., along Summit St. and 4th St. The two routes would go up with the Neil Ave. route to the downtown area.
- An east-west route between the Olentangy River and Cleveland Ave. via 3rd Ave., Starr Ave. and 2nd Ave. The route intersects all of the plan's proposed north-south routes.
- An east-west route between the Olentangy River and the North Freeway via Woodruff Ave., Indianola Ave., 18th Ave., Summit St., 17th Ave. (eastbound), and via 17th Ave., Fourth St., 20th Ave., Summit St., 19th Ave. and Woodruff Ave. (westbound).
- An east-west route between the campus and 4th St. via 15th Ave.
- An east-west route from the Olentangy River to Summit and 4th Sts. via Dodridge St., East Ave. and Arcadia Ave. The route could be a commuter path between the campus and Upper Arlington by way of Ackerman Rd.

All of the routes with the exception of the Olentangy River to Cleveland Ave. route, are designated as Class II routes. A Class II route is a bike lane along existing roads to be used exclusively by bicycles.

Street parking would have to be eliminated on some routes.

The OLENTANGY RIVER to Cleveland Ave. route is designated as a Class III route. In a Class III route the bike shares the right-of-way with other vehicles, but the route is marked with bikeway signs.

Long range plans in the proposal include:

- A bike lane with safety barriers along High St. from Dodridge St. to the downtown area. One lane of parking along High St. would be eliminated.
- The city's proposed Olentangy River bike path, which would be used exclusively by bikes would be incorporated into the University District plan. Columbus has requested federal money to help finance the building of the Olentangy bike path.

The University has recommended that through traffic be eliminated on Indianola Ave. south of Hudson St. If this proposal is implemented, a bike lane could be placed along Indianola between Arcadia Ave. and Chittenango Ave.

Under the plan, bike racks would be required at bus stops, some method would be devised to accommodate bikes on transit vehicles and business would be required to provide parking racks.

The Columbus City Council would have to pass legislation prohibiting automobiles in designated bikeways.
BICYCLE BYWAYS—The numbers on the map indicate bikeways recommended by the University area planning groups: 1—Neil Ave. Downtown-campus route. 2—High St. campus border lane. 3—Southbound route along University district's eastern edge. 4—Northbound route at eastern edge. 5—East-west route at southern edge of district. 6 and 7—Central campus, east-west routes. 8—East-West route at northern edge of district. A—Longrange northern High St. route. B—Indianola Ave. lane recommended if through traffic is eliminated in the area. C—Longrange extension of Olentangy River bike path.
Trustees will consider traffic rules, bike thefts

University rules regarding moving traffic violations will be a major topic of discussion at the next meeting of the Ohio State Board of Trustees to be held at 1:30 p.m. Friday in the Fawcett Center for Tomorrow.

"The current rules have made it difficult for the University to ticket some moving violators because of difficulty in interpretation with reference to violations on public streets," according to Edward Q. Moulton, vice president for Business and Administration and secretary to the trustees.

The University traffic regulations must be updated every year or two to include changes in the Ohio Revised Code, and the regulations must be kept on file with the secretary of state, Moulton said.

"The issues being considered have no relationship to the proposed pedestrian campus and will result in no change in student or faculty parking," Moulton added.

There will also be a revision in the schedule of fines for bicycle violations on campus and a voluntary registration system proposed for bicycles, he said.

"The registration system will aid the police in recovering stolen or lost bicycles. They told us when the thefts are reported, many times students don't know the bicycle's serial number," Moulton said. "With the new system, at least police will have a record of the number."

Other matters to be considered by the trustees include awards of contracts for construction projects on campus and the purchase of property by the University near South Campus.
Regional plan hopes to link communities’ bikeways

By Ellen Gardner

Since August 1973 the Mid-Ohio Regional Planning Commission has been working on a program to coordinate bicycle paths throughout Franklin County.

"One of the major components in the plan is community involvement," said Ted Williams, project leader for the planning commission, "and we are going to try to provide connectors between the communities and make sure there are no duplications of routes."

The project is now in the hands of the Ohio Department of Transportation.

Before beginning the actual plans, Williams said, the commission used various types of community and departmental input, including that from the Franklin County Engineers and the Parks and Recreation Department.

The county plan will qualify for federal funding if all bikeway programs are part of the overall plan, Williams said. Then the federal government would pay 70 per cent of the cost and the local government would pay the remaining 30 per cent.

Ideally, Williams explained, local business owners also should build bicycle storage racks and perhaps lockers for riders to store packages or other belongings.

Upper Arlington and Westerville developed their own plans, which have been incorporated into the overall program, and Worthington and Reynoldsburg are working with the commission on their plans, Williams said.

Upper Arlington recreation director Ken Thompson said the city conducted a survey in June 1973 before actual bike path designs got underway, with 95 per cent of the residents questioned commenting favorably about the program.

Upper Arlington's bikeway program was designed primarily by Robert Joice, a planning intern from Ohio State, and was submitted to the commission, which put the program on its 1975 priority list.

The Upper Arlington City Council approved filing an application for federal funding at its June 24 meeting.

"It will take anywhere from 30 to 45 days to receive a notice of approval on the application from the government. We hopefully will begin construction of the bikeways in early 1975," Thompson said. "This depends on when we receive funds from the Ohio Department of Transportation."

Upper Arlington's three-year proposed program will include a number of support programs, such as safety plans, rider education and bicycle registration.

The plans for Westerville's bikeway system, which also began with a citizen survey, are complete and in a committee composed of recreation board members and citizens for approval. They will be submitted to city council, said Dick Rano, Westerville's recreation director.

The primary concern of the committee is how Westerville will get local funding for its 30 per cent of the program costs before requesting federal funds, he said.

Under Westerville's program, a link-up will be made with the bikeway program in Worthington, he added.

Worthington Recreation Director Dick Elder said their preliminary designs include the connection between Worthington and Westerville and a bike path system in the 80 acres being developed along the Olentangy River.

Reynoldsburg began planning its program last winter, and "we still have several bugs to straighten out," said Phillip Kiser, Reynoldsburg's recreation director.

The biggest problem is gaining right-of-ways through private property, he explained.

"Reynoldsburg has a unique problem compared to the other communities in the commission's overall plan," Kiser said.

This problem stems from two major roads that divide the city, Livingston Avenue and Main Street, which require special bike and pedestrian crossways, he said.

"Safety is our number one concern," Kiser said. "I wouldn't even want Reynoldsburg to be involved in a program like this until we've taken all the safety precautions available."
University hikes costs of careless biking

11 Oct 74
By Patrick J. Reddy

If a person rides his bike the wrong way down a one-way street on campus he's liable to receive a $10 ticket.

That is the fine set by the University's Traffic and Parking regulations which went into effect Sept. 6.

Higher fines are being levied for offenses which most often cause physical injury accidents, John Hartsok, supervisory agent for resource utilization for the University Police Department, said.

UNIVERSITY Police handled 19 bike-related accidents involving personal injury last year. Hartsok said bicyclists traveling the wrong direction on one-way streets were involved in many of them.

"These accidents are the result of a combination of things. Streets in the University area are narrow and often have cars parked on both sides. When a car and a bike meet head-on there's nowhere for them to go," Hartsok said.

He said another cause of accidents are bicyclists who ride into traffic from between parked cars.

OTHER violations and fines defined by the new regulations are:
- Operating, riding or parking outside permitted areas, $2;
- Violating signs prohibiting riding, parking or stopping, $2;
- Violating traffic signals, traffic controls or officer's signals, $10;
- Wrong direction on one-way street, $10;
- Improper equipment — faulty lights, horn or brakes, $5;
- Unreasonable speed, $10;
- Reckless operation, $10;
- Improper riding — carrying articles, $5;
- Failure to yield right-of-way, $10.

Under the old regulations all fines were $2.

Stop sign violations, failure to yield right-of-way, wrong direction on one-way streets and parking in prohibited areas account for 65 per cent of all tickets, Hartsok said.

Tickets are only one of the problems campus bicyclists face.

"My biggest problem is literally running into people," Michael Gallen, a junior from Bexley, said. Gallen, said also, there are inadequate parking facilities for bicycles in certain areas of the campus.

Clifford Wolfe, a junior from Enid, Okla., said, "Nobody regards bicycle lanes as bicycle lanes. People cross the street anywhere not in the crosswalk."

OPINIONS were divided on the policy of prohibiting bicycles on the Oval. "I think its a fine idea; you can loop the Oval in 40 seconds anyway," Ted Gersten, a senior from Roslyn, N.Y., said. "There are too many pedestrians as it is."

However, Jean Shelton, a sophomore from Westerville, said, "I don't like it; it's really an inconvenience."

One of the biggest problems for a bicyclist is simply keeping his bike. Already this quarter, eight bicycles have been stolen.

Last year only 15 per cent of the 552 bicycles stolen were recovered, "Identifying what is and isn't stolen is the biggest problem," Hartsok said.

He said that unless the police witness a theft of check a bicycle registered with the police, they can only assume that the bike belongs to whomever has it.

IF YOUR bicycle is stolen and you see someone with it, "The first action should be to call the police. If this is not a readily available alternative, you should follow the person," Hartsok said.

"On campus, bicycles are often going from one building to another. Once it is parked you can check the serial numbers and determine if it is your bike. Then call the police," Hartsok said.

Hartsok said the best defense against theft is the University's bicycle registration program. Bicycles can be registered with the Division of Traffic and Parking in Lincoln Tower, 241. Registration forms are also available at the University Police.
No insurance in bike mishaps

By James Casey

Ohio State bicyclists could run into insurance problems if they are involved in an accident on one of the area bike paths.

Questions to some area insurance companies revealed that accidents or mishaps on bicycles might be covered under any number of different types of policies including home owners, auto insurance and medical insurance.

David Pontious, an area agent for Nationwide, said that if a person were involved in an accident then he might be covered under some sort of insurance but that would depend largely on the circumstances.

"If the accident were between a car and a bicycle then the coverage would probably fall under auto insurance.

IF A BICYCLE hit a person, causing physical harm, then it would be covered by home owners, and if a bicyclist was simply injured while riding his cycle then that would be medical insurance," Pontious said.

Claudia Taylor, a spokesperson for Hirsch and Hirsch Insurance Agency, said under normal conditions the bicyclist would be covered, but it would depend on the policy and the company.

Eldon Lawson, an agent for the Ohio State University Department of Public Safety, said bike paths are not considered public highways by law and therefore they fall under a special law governing private roadways.

LAWSON POINTED out that people could still be cited for any violations that occurred on the bike path, such as reckless operation or failure to yield the right-of-way.

"We have had only one accident on the bike paths in the past three or four months," Lawson said. "One of the cyclists involved was cited for reckless operation and another person had to be taken to the health center for minor injuries."
Parking areas for bicyclists growing issue

By Stephen Boughton

Oct 75

As bicycle use increases on campus, the University finds it hard to keep up with the battle to supply bike racks.

"We are adding bike racks all the time," said Dean Ramsey, director of grounds, maintenance and development. "We add the racks as we can afford them."

The cost of installing bike racks depends on whether the surface around the bike racks needs to be paved or if trees need to be planted to hide their ugly effect, Ramsey said. The installation price can be $15 on up, he added.

THE MONEY for the racks comes from the physical facility operating budget, he said. It can also come out of contract repair. When a new building is being constructed, the price of the bike racks are included in the contract, he added.

"People expect bike racks to be at the front door of every building," Ramsey said. We try to have them clustered in key areas around every few buildings, he added.

On West Campus, Ramsey said the use of bikes has doubled or tripled in the last year. He said more bike racks are to be added on West Campus by Loop Drive and by Sisson Hall.

"SOME OF the bike racks are being taken out for lack of use, but this is very rare," Ramsey said.

Many people are still parking their bikes illegally. Bikes are being parked on the North and South Oval Malls and on the east side of the main library. These are no bike zones. Some students are even parking their bikes on the handicapped ramps.

"If the bikes are creating a hazard, for example, blocking an invalid walkway, they can be removed," said Mike Hemmis, a dispatcher for the University Department of Public Safety.
Campus bike mishaps rise

By Mark Geers
7 Oct 75

A recent rash of campus traffic accidents is due to pedestrians' and bicyclists' carelessness, the Department of Public Safety believe. They also cite auto drivers' failure to use caution in the crowded University area as a reason for some accidents.

"It's going to lead to critical injury if it's not stopped soon," said Tom Fisher, agent for the University Department of Public Safety.

FISHER REPORTED a 9.7 per cent increase in all traffic accidents at Ohio State so far this year.

"All traffic law is an extension of common courtesy," Fisher said. "Voluntary compliance" with the traffic code would lower the accident rate. Ohio State recorded 304 accidents involving autos, bikes and pedestrians from Jan. 1 to Oct. 1. The same period last year saw 277 mishaps.

Fisher said the most frequent breach of the code involved bicyclists' failure to stop at stop signs and yield signs in bike paths. He recalled a fatality occurred last year at the University of Minnesota when two riders collided after ignoring stop signs.

ONE-WAY laws are frequently broken, Fisher said. Few bicyclists seem aware that to ride west on Eighteenth or Nineteenth avenues is illegal. However, he said, bicyclists are by no means the sole offenders.

A pedestrian-car accident Thursday in which an Ohio State coed suffered a compound fracture of the ankle was the pedestrian's fault, Fisher said. The victim was struck when she ventured across Stadium Drive at Fyffe Road.

"She just wasn't looking. Another few inches and she'd be dead," Fisher said.

A BICYCLE-AUTO collision at West Twelfth and Neil avenues Friday occurred because the auto's driver "didn't see" the bicyclist until too late. Another biker was struck by a car on East Fifteenth Avenue near High Street Thursday.

"Rudeness is often to blame in these accidents," Fisher continued. "If a bicyclist is rude to me, I'm going to be rude right back — that's how some people think."

Despite the climb in reported accidents, campus police would prefer not to enforce compliance with traffic rules through distribution of traffic tickets.

"We do write tickets — we don't like to, but it's sometimes the last resort we have. We don't believe in quotas or selective application of the code."
Bike-car mishap
2nd in 3 weeks

By Mark Stoufe
3 Oct 75

Mary Jane Allen, a graduate student from Berkeley, Calif., was struck by a car Wednesday afternoon while riding a bicycle east on 15th Avenue across High Street, according to the Columbus Division of Police.

She was treated and released from University Hospital.

The driver of the car was Mildred J.D. Pace of 131 Spring St. Columbus police said it has not been determined if charges will be filed.

THIS IS the second bicycle-car accident in three weeks involving University students, and the fourth auto related accident in the University area since Sept. 23.

The Sept. 23 automobile accident at the intersection of Woodruff and Tuttle Park Place claimed the lives of Ruth E. Smith, a senior from West Alexandria, Ohio, and Julia R. Beamer, a freshman from Upper Arlington.

Denise A. George, a sophomore from Paulding, received a compound fracture of the left ankle when he was struck by a car near that same intersection on Oct. 2.

THE THIRD auto related accident near the University also occurred on Oct. 2 when Alicia N. Morgan, a student from Columbus, was struck by a car as she was riding a bicycle east on 15th Avenue near High Street.

Robert Haverkamp, acting director of traffic and parking, was unavailable for comment concerning the accidents.

James Miller, traffic engineer for the city, says traffic problems around the University area are not due to a lack of parking places on campus or traffic control methods, but are caused by both pedestrians and motorists failing to observe traffic laws including right-of-way.
Plainclothes cop cuts bike thefts

By Al Esposito
4-25-77

Concealing a gun while riding a bicycle on campus is a crime, but not if your name happens to be Houston.

Harry Houston, a University police officer who works the bike beat, pedals his way across campus carrying a .38 Smith and Wesson revolver in a knapsack.

Houston’s job is to cut down bicycle thefts on South Campus and to handle the regular duties of an officer.

The bike detail has proven very successful. Last year alone, bike thefts were cut by 250 per cent on South Campus.

“We’ve established a hell of a reputation around here,” he said.

Bicycle thefts decreased by 48 per cent last year on campus as a whole, said John R. Kleberg, deputy chief of campus police.

HOUSTON has been working in plain clothes for three years and has made many friends in the area. He likes to walk through the dormitories and check things out, he said.

Students who know Houston often joke about his unusual springtime uniform, which includes cutoff shorts. He works in a police uniform during Autumn and Winter quarters.

A plainclothes officer may not dress like a cop, but he reacts to crime the same way as a uniformed officer would react, he said.

Houston said he is not an undercover cop because he is known to the community.

An undercover cop is known only to the police department. He may witness a crime and do nothing about it, hoping to make a better arrest at a later date, Houston said.

Plainclothes duty does have its drawbacks, however:

“THERE IS always a fight in this garb,” he said, referring to his clothes. Suspects never seem to believe Houston is a cop and they often try to muscle their way free, he said.

Houston, while working in plain clothes, has never deceived a suspect intentionally. Most of the students around here know him, he said.

“We rely on Harry whenever there is a problem,” said David S. Anderson, resident director of Baker Hall. If a drug problem in the dormitory cannot be handled by the staff, Houston helps out, Anderson said.

HOUSTON DOES not like to arrest students for smoking marijuana on campus, but he feels he must enforce the law.

Houston said he observes many students smoking marijuana on the Oval. “If the student has more than one joint, I will have to arrest him,” Houston said.

Houston prefers to give a warning if a person is just enjoying a smoke and has only a small amount of marijuana. He never searches anyone and prefers to ask the suspect to show him the contents of his pockets.

Houston said he concentrates mainly on catching bike thieves, not marijuana smokers.

Houston looks like the students he protects, and they look out for Harry, too.

ONCE WHILE Houston was chasing a bike thief, a student filmed the entire event. Houston was not aware of the film until after the arrest.

A bicycle theft conviction was easily won because of the film.

Houston accepts free lunches when he briefs the dormitory staff on crime prevention procedures. He has never accepted anything against police regulations, he said.

Most of his lunches are eaten at a South Campus luncheonette. He enjoys...
Houston wears his wartime uniform of cuffed and a

book on criminal justice and public administration and criminal justice, is writing a masters degree in public

hopes the book will be published. He

He Catling with a crowd, he
Bike thefts high near dorms

By Sandra Puskarcik

Within the past three years, bike thefts at Ohio State have remained at the same level, said Bob Gaylord, campus police investigator.

As of Nov. 1, 1978, 177 bikes were stolen for an estimated value of $21,726. Last year 214 bikes were stolen and 177 bikes were stolen in 1976.

Some bikes are easy to steal; and juveniles represent the largest number of thieves, Gaylord said. Most bikes are stolen with bolt cutters, said Dan Gilmore, campus crime prevention officer.

When students buy locks for their bikes they think in terms of convenience, he said. A combination lock can be opened by hitting it with a hammer and a relatively thin padlock can be broken with a bolt cutters, Gilmore said.

The police get significant cooperation from the students, Gaylord said. "We urge them to keep their eyes peeled and report any unordinary activity."

It's not unusual for the police to work stake-outs or watch bikes with binoculars, he said. Special attention is given to the dorm area since most bikes are stolen there, especially the Lincoln Tower area, he said.

Theives look for bikes with poor locks or bikes secured improperly, Gaylord said.

Bikes should be locked with a chain at least 1/4 of an inch thick made of hardened alloy steel. It should be long enough to wrap through the entire bike and the bike rack, Gilmore said. "Bikes should only be locked to the bike racks," he said.

Locking the front wheel only gives the thief the opportunity to steal the rest of the bike, Gaylord said. Also, locks should be positioned high off the ground to make it difficult for the thief to get leverage in trying to break them.

Registering bikes with the university and Columbus can also help the owner in two ways. If the thief has the option between two bikes, he is more likely to take the one that isn't registered. It also gives the owner a better chance to recover the bike, if stolen.

When registering bikes, students fill out a card with their name, description and serial number of the bike. They receive a sticker and are encouraged to engrave their social security number on the bike. Bikes can be registered at the division of traffic and parking in Lincoln Tower or at police headquarters, 2043 Millikin Road.

About five percent of the bikes that are stolen are recovered, Gaylord said. Occasionally the police catch a ring of thieves and recover several bikes at a time. This is when registration can be very helpful to the student in recovering their bike, he said.
OSU bike thefts rising

By Marla Murdock
27 July 1979

With bicycle use growing as a common means of transportation, so will bike thefts, especially during the summer months, Campus Police say.

Reports indicate that campus bicycle thefts, from March through June this year, have increased about 52 percent over the same period last year.

Campus Police Officer Robert Gaylord said 59 bikes valued at $7,194 were stolen in May—an abnormally high number.

June thefts closely followed with 55 bikes, valued at $6,575, being stolen.

Gaylord attributed a majority of bicycle thefts to the fact that owners use inferior lock systems to secure their bikes. He said the quality of bicycles nowadays make them an attractive, easily saleable item.

Reports indicate that about 85 percent of campus crimes are committed by non-university affiliated persons. Gaylord said a significant number are juveniles or youths "just turning 18."

"The most effective tool used to steal a secured bicycle are 14- to 36-inch bolt cutters. It is not unusual to find a 14-year-old carrying these down their pant's leg or in a backpack," Gaylord said.

Police said they periodically receive inquiries about what is done with unclaimed property.

Gaylord explained that a bicycle or any property seized in an arrest, is kept at the Campus Police Station until it is claimed or until prosecution of the accused is complete.

Police generally hold unclaimed property for at least a year and sometimes two years, he added. After this time, a Common Pleas Court order is secured granting them permission to dispose of the property.

Police said the property is usually sold at a "competitive bid" sale. The sale is conducted by the Surplus Materials Disposal Department, a department within Ohio State's Department of the Treasurer.

Elmer Grovesteen, manager of the disposal department said persons or companies submit a bid on material that is published in a free listing, obtained by contacting their office, located in Lincoln Tower.

The parties have a week to 10 days to inspect the material and place their bids, Grovesteen said. The property is kept in a Quonset hut near Kenny Road and Lane Avenue, he added. Generally, a sale is held once a month.

Unlike Campus Police, Columbus Police said they are required to hold seized bicycles and property for only 30 days or until the arresting officer instructs the property room on what to do with the material.

Columbus Police Office Larry Kipfing said Columbus police turn in an average of 25 bikes a week during the summer. However, July 16 was an exceptional day when 28 bike were turned in.

Kipfing explained that Columbus Police sell the bikes at a public sale held in the basement of the police station. The average price of bicycles sold is $5 but some have been sold for as much as $125, he said.

The next public sale is Saturday.
Stolen bikes impounded

By Cathy Osler
6-6-80

Every month during warm weather 60 to 70 bicycles are stolen from the campus area.

These bicycles sometimes end up in the impoundment pen near the campus police station. If no one claims them they are turned over to university surplus, says Robert Gaylord, investigation supervisor for the OSU police.

The number of bicycles in the impoundment pen changes from day to day, Gaylord says. Most of the bicycles there are involved in a crime.

When bicycles are registered with traffic and parking and registration is turned over to the police, it is easy to track down who the owner is, Gaylord says.

Students should call the police if they think their bicycle has been stolen to see if they have it in the pen. Sometimes when a bike is improperly locked and a prime target for thieves, the police will take the bike and then contact the owner, Gaylord says.

When an officer does that, the bicycle is taken to the Lost and Found department in the Central Service Building.

After a period of time the impoundment pen gets cluttered with unclaimed bicycles. Gaylord says the police then go to Franklin County Court of Common Pleas for a court order to give the bicycles to university surplus, which auctions them off.

Caleb Brunson, manager for the division of traffic and parking, says his personnel might impound 10 bicycles a year. But he expects them to begin seizing more bicycles because students chain them to the wrong places.

"There are enough bike racks, so it's just a convenience for students to lock their bikes where they shouldn't be," Brunson says.

Bicycles illegally locked get tickets from traffic and parking and a $2 fine. Brunson says his office issues many bicycle tickets, but not as many as automobile citations.
Bikers beware of regulations

By Shari Mielke
L. 27-80

Students and staff who ride bikes on campus should be aware of rules and regulations if they do not want to be ticketed this summer.

For violations, tickets range from $2 to $10, said Donna Murphy, an administrative assistant in the Division of Traffic and Parking.

The majority of the 92 tickets issued last year were for riding or parking bikes outside permitted areas, Murphy said.

This includes riding in areas other than the designated bike paths and chaining bicycles to places other than bike racks, she said.

Other offenses include:
• Disobeying traffic control devices, for example, running a red light is a $10 fine.
• Riding the wrong way on a one-way street, $10 fine.
• Failure to yield, $10 fine.
• Riding with improper bike equipment, for example, faulty brakes or no lights at night, $5 fine.

Riders should operate their bikes as if they were driving a motor vehicle, Murphy said.

Bike Riders Not Exempt from Fines

Even bike riders are not exempt from being ticketed for traffic violations. Bikers on campus could face fines ranging from $2 to $10 for failing to heed regulations.

Last year, ninety-two tickets were issued to bike riders, mostly for parking or riding outside permitted areas. Bike riding is confined to bicycle paths and chaining bikes is limited to specified bike racks.

However, tickets can also be issued for disobeying traffic control devices, riding the wrong way down a one-way street, failure to yield or riding with improper bike equipment, such as no lights or faulty brakes.

When riding off campus, the City of Columbus requires bikers to have a bicycle license. The stickers can be picked up at any bike store. On campus, however, a license is not required, but will aid in recovery if the bike is stolen. Licenses can also be picked up at the OSU Police Department.
Crimes prompt bike-path repair

By Deborah Hoch

Due to several assaults last spring, including a stabbing, the bike path that begins on West Campus and extends west across the field to North Star Road recently received maintenance work and general-lighting improvements.

Following the spring incidents, the Office of Public Safety sent recommendations calling for improved lighting and brush clearance to the Office of Campus Planning. A letter, written by a doctor who frequently uses the path, was also forwarded to the Department of Physical Facilities.

The letter contained three suggestions for improving the path. First, it was suggested to move the path further north, making it more visible. Clearing the field to provide better lighting was also recommended. A final suggestion called for fencing the area of the path from the wooded area.

The suggestions were responded to by Jean D. Hansford, Campus Planner.

"It's prohibitive to reconstruct the entire bike-way because of costs," he said. Also, path reconstruction would destroy a large section of crops. Extensive clearing would also be detrimental, Hansford said, because the area provides field research for classes within the school of natural resources. "It would be harmful to the program," he said.

After consideration of possible alternatives the Office of Campus Planning sent recommendations to the Department of Physical Facilities. The recommendations included the installation of lighting in such a way as to not disturb the natural area and the fencing of the area.

Within the last month changes have been made on the path, said Thomas B. Smith, associate vice-president for Physical Facilities. There has been "considerable trimming of the foliage so existing lighting does a better job," he said.

At this time, because of the recent path improvements, no additional work will be done, Smith said.

Bike safety promoted at OSU

By Paula Moorehead

Ohio Staters Inc. attempted to promote bicycle safety awareness this week with an all-day awareness, registration and maintenance program.

Ohio Staters called its "Cycling for Safety" day a success with nearly 300 students participating.

Carol Bartolo, a junior from Youngstown and chairwoman of the event, said Bicycle Safety Day was designed to promote awareness.

Pamphlets were passed out to students outlining bicycle laws, safety and maintenance.

Bartolo said most students aren't aware that the law requires bikes to have both a horn and headlight.

It also is important for riders to have reflectors on all four sides of the bike "so if they are crossing the street they can be seen," Bartolo said.

Another aspect of safety day involved bicycle registration, with about 100 students registering their bicycles.

According to OSU police office of records, during the first six months of this year 216 bicycles were stolen compared to about 150 last year at the same time.
Two bicyclists were injured in accidents with motorists Wednesday night — one a hit and run accident.

Walter Halcons, 22, was under observation at University Hospitals after being taken to the emergency room by OSU police.

Police said Halcons was westbound on 12th Avenue and collided with a car headed south on College Avenue. The car did not stop.

Steven Fitzpatrick, 25, was admitted to University Hospitals in fair condition with head injuries he sustained from falling off a bicycle while trying to avoid a car.

A witness to the accident said Fitzpatrick was headed south in the northbound High Street bike lane. He turned left onto 17th Avenue as a northbound car was turning right. He saw the car, slammed on the brakes and fell off his bike, the witness said.

Enforcement of bike laws
an ‘impossibility’ — Miller

By Laurie Patt
The Lantern

Unlike motorists who believe they have a “super good chance” of getting caught violating traffic regulations, bicyclists and pedestrians on campus “don’t feel that way” and often disregard these regulations, said Alan Miller, director of public safety for OSU.

An enforcement crackdown, however, would not have “a major effect” on violations, Miller said. Only those students in the immediate area of police enforcement would be aware of it, Miller said. “The next time, when there wasn’t an officer around, they’d go back to their old habits.”

The large number of students and staff on campus during the weekdays also makes enforcement difficult, he said. Approximately 55,000-60,000 people are on campus, and “to effectively enforce laws would be somewhat of an impossibility,” he explained.

During the morning and evening rush hours and between classes, traffic congestion is the worst, Miller said, and there are not enough officers to handle the situation. In addition, he said, police officers are more concerned with crime prevention.

Miller said he believes the responsibility of obeying the regulations should lie with those people who use the streets and sidewalks. “We all have to live together, and we should show some consideration.”

Too often, however, people expect others to assume the responsibility, he said. “They assume ‘to heck with the other guy.’ There is a lack of concern,” he said.

Because so many people seem not to care about traffic laws, police may not see offenses all the time, Miller said. It is easier to see a motorist in violation of the law than it is to see a pedestrian or bicyclist, he admitted.

It also is difficult to enforce regulations because in many instances, an officer has to make a judgment call on what he is seeing. Miller said.

Although a person riding a bicycle on a public street is governed by the same laws as a person driving a car, bicycle violations often are harder to spot, he said.

The more specific an officer can be when citing someone, the better are the chances of proving in court that the violation actually did occur, Miller said. For example, it is more effective to charge someone with failing to stop at a stop sign than it is to charge reckless operation — a more vague charge, he added.

Miller said bicyclists have the same right to be on the road as motorists, even though their presence may frustrate motorists because of cyclists’ slow speed and unpredictability.
Campus skaters and cyclists subject to ‘rules of the road’

By Rich Davis

Not many bicyclers and roller skaters are seen sliding through the snow on campus winter quarter, but this is a good time to brush up on Ohio State’s traffic rules.

When Ohio’s weather turns warm, OSU becomes congested with people rushing to classes on bicycles, roller skates, skateboards and about anything else on wheels. OSU’s lawmakers did not overlook these “vehicles” when they wrote the rules of the roads.

The same rules that apply to motor vehicles also apply to bicycles, said Caleb W. Brunson, manager of the Division of Traffic and Parking.

But roller skates and skateboards are more or less outlawed on campus streets.

According to Traffic and Parking regulations, “No person upon roller skates . . . or by means of any coaster, shall go upon any roadway except while crossing a road . . . on a crosswalk and . . . such person shall be granted all of the rights . . . as a pedestrian.”

Violators can be issued a ticket by Traffic and Parking or other OSU law offices. Brunson said these people would usually just be warned.

Roller skaters and skateboard riders are restricted to “recreation roads,” like those found in parks, according to regulations. These people can also use OSU’s bikeways, but they must recognize bicyclers are the primary users and must yield to them, said Jean Hansford, OSU campus planner.

Like campus motorists, cyclists have an array of “do’s and don’ts” to pay attention to. Fines can be issued to violators and appeal procedures are identical to those for motor vehicle operators.

“I see an awful lot of cyclists that totally ignore traffic controls . . . mostly stop signs,” Brunson said. Cyclists should be aware that

Bikes should be locked while unattended, but not to “light poles, fences, stairwells or in any university building,” the rule book states. The “parking outside of permitted areas” citation applies in this situation.
Bikes to be impounded

By Bob Keim

A crackdown on bikes chained to objects other than bike racks will begin next week, according to Caleb Brunson, manager of the Division of Traffic and Parking.

Brunson said there is a real problem with bikes this spring and his division will begin next week impounding bikes not chained to racks.

"The situation is getting out of hand," said Dean A. Ramsey, director of Grounds Maintenance for the Office of Physical Facilities.

Ramsey said chaining bikes to trees damages the trees. He said he saw about 75 bikes chained to posts or trees on the Oval Wednesday.

"Bikes are not supposed to be on the Oval at all," and could be impounded, Ramsey said.

If the situation does not improve, Traffic and Parking will begin impounding the bikes.

Ramsey said bikes will have their locks cut and be stored in the basement of the University Police Building.

Normally, the division gives warnings before impounding a bike, but it is not obligated to do so, Brunson said.

There is a fine of $6 for having a bike impounded. To claim a bike, the owner must positively identify the bike and pay any outstanding fines.

Bikes not claimed are eventually sold, Ramsey said.
Bike paths proposed

By Pete Borokay

A commuter bicycle route will pass through the OSU area if a proposal passes Columbus City Council.

The Bikeway Coordinating Committee of the Mid-Ohio Regional Planning Commission is planning commuter bicycle routes in the Franklin County area. These routes are being discussed by the Transportation Task Force of the Columbus Energy Council.

The energy council is trying to find ways "to save energy or better manage our resources," said Rich Davis, who works for the Columbus Department of Energy. The council divided its workload into nine task forces, Davis said.

The Transportation Task Force discussed about 70 energy-saving ideas, he said, but now has narrowed its choices to "eight or 10," he added. The bikeway plan is one of those that was chosen. This plan involves assignment of type III bikeways, which are routes marked by signs, but having no other markings.

Robert Paine, chairman of the Bikeway Coordinating Commission, said another part of the proposal is employees' bicycle parking, so people could ride their bikes to work and have a secure place to park them, he said.

The Bikeway Coordinating Committee is working on assigning routes, estimating the mileage and figuring the costs of this plan, Paine said.

The Columbus Energy Council must compile all the task forces' proposals by September, when they will be presented to the mayor, Davis said.

If the bikeway plan is approved by city council, it will not necessarily become law, he added.

It first would have to become an ordinance, money would have to be approved, labor agreements would have to be reached, "and so on," Davis said.

In spite of all these requirements, he said the bikeway plan has a good chance of being accepted because it has a "very low cost." He said it would cost $20,000 or $30,000 to install street signs along the routes.
Bike locks deter theft

By Don Tudor
8-14-81

Even the best lock and chain probably will not protect a bicycle if someone really wants to steal it, but they can offer enough discouragement to a potential thief to make him look elsewhere for a bike to steal.

This point is made by Gary Henthorne of the OSU Police Department, who said many students do not take all the precautions they should to prevent theft of their bicycles or to aid in identification if a stolen bike is recovered.

OSU police offer a free registration service to bicycle owners year round at the police station on Milliken Road and periodically throughout the year at booths on campus. But not enough students take advantage of the service, Henthorne said.

If a registered bicycle is reported stolen, its serial number and description are entered on the National Crime Information Center computer. Then, if the bicycle is ever recovered, the owner can be identified and the bicycle can be returned, Henthorne said.

Even if a person does not register his bicycle with the police, it is important that he know the serial number, Henthorne said, because without it or some other form of positive identification, the police cannot return a recovered bicycle to its owner.

Bicycle thefts constitute about 20 to 25 percent of all thefts on campus, Henthorne said. 288 bicycles were stolen in 1979, with that number increasing to 386 in 1980. Figures were not available for 1981.

After registration, security is the next step in protecting a bicycle, Henthorne said. A good lock and chain or cable may cost up to $20, he said, but are worth it to protect an expensive bicycle.

Henthorne recommended a five-eighths inch hardened steel keypadlock which is vulnerable to an acetylene torch, but will resist boltcutters. "We know the thieves around here don't carry torches, but they carry boltcutters, so buy a lock that will stop the boltcutters," he said.

The chain or cable is as important as the lock, Henthorne said. Chain links should be three-eighths inch thick and cables should be five-eighths thick. "If the lock and the cable are smaller than your little finger, then they are too small," he said.

The best lock and chain will not prevent theft if the bike is not chained in the proper racks, Henthorne said. If a bike is chained to a fence, the thief will just cut the fence, he said.

Even small trees are not safe. "We've apprehended juveniles on campus carrying small hatches, because a hatchet will cut through a chain, a cable or it will cut down a small tree. So they'll cut down the tree and you'll come back and there's a stump where your bicycle used to be," Henthorne said.

Students also need to be aware of how their bicycles are being stolen, Henthorne said.

He said most of the thieves are young people. "Our average thief around here is anywhere from 10 to 16 years old." Therefore, "the summer months are also the heaviest months for thefts because that's when most of the schools, the middle schools, etc., let out for the year," he said.

Henthorne added "that is not excluding the one-time person who sees the bicycle that is not locked up properly, and they assume that nobody wants it so they just take it home."

Thieves are likely to use a cutting tool and look for an isolated bicycle, another reason to use bicycle racks on campus, which the police patrol, Henthorne said.

He said most thieves are caught at the racks in the daytime. The bicycles most likely to be stolen are men's 10-speeds, he said.
Bike parking restricted on campus

By Jan Nelson Lucas

Bicycles are a popular means of getting around the OSU campus, but cyclists who park them illegally run the risk of becoming pedestrians.

Beginning next week, the university will impound bicycles found chained to trees, fences, light poles, street signs and other campus fixtures.

Ohio State's traffic and parking regulations prohibit cyclists from attaching their bikes to anything except the parking racks provided for that purpose.

Parking offenders are issued a warning tag for the first violation and repeaters may learn their bicycles are being held for ransom.

Ermal Smith, superintendent of landscape maintenance, said his crews are responsible for attaching the warning tags and confiscating bikes found illegally parked a second time.

Smith said his employees make every effort to warn bicycle owners before taking their property. "Impoundment is hard work and time consuming," he said. "We're hoping the new warning tag will work so well that we won't have to impound people's bikes."

The warning tag was redesigned recently and is more noticeable now, Smith said.

Landscape maintenance crews note the bicycle's serial number, color and make when issuing the tags so we'll know who has been warned," he added.

Dean Ramsey, director of grounds maintenance, said his department is ordering new bicycle racks "as we can afford them" and is modifying existing racks to accommodate larger chains.

Ramsey attributed bicycle parking problems to "bike riders who think they can park right where they're going," and said cyclists are subject to the same laws that govern other moving vehicles.

This Traffic and Parking warning tag is a reminder that bicycles not properly parked in the racks provided by OSU will be confiscated.
Bicycles are impounded if rules ignored

By Patrick Jackson
Lantern staff writer

Bicycles have one thing in common with cars at OSU: If they’re parked in the wrong place, they might be impounded.

"Most of the time we issue a warning, unless the bike is parked on a wheelchair ramp," said Ermal Smith, assistant superintendent for landscaping maintenance. "If it’s hooked to a ramp, though, we impound it immediately."

Smith said his department is responsible for bicycles because it has equipment the Division of Traffic and Parking lack, namely acetylene torches and bolt cutters.

When Smith’s personnel issue a warning, they record the type, serial number, color and any other distinguishing features of the bicycle. The information is then put on a list they carry wherever they go on campus. If the cyclist is a repeat offender, his or her bike is impounded.

"If more people knew we mean business, then maybe we wouldn’t have to impound so many bikes," Smith said.

Smith said students do themselves no favor when they chain bikes to signs, because his crews are not the only people looking for bicycles. In most cases, it takes an experienced thief about 30 seconds to steal a bicycle that is chained to a sign, Smith added.

Smith also suggested students take advantage of the Division of Traffic and Parking’s free bicycle registration program, because if a bike is not registered and it is parked on campus, it can be impounded.

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Horseshoe-shaped locks best security

Bikes less vulnerable in racks

By Judith P. Hampton-James
Lantern staff writer 2-24-84

Use them or lose them!

That is what Deputy Chief Gary Wilson said about students who do not chain their bicycles to racks and instead opt for fences and fire hydrants.

Wilson said much planning goes into providing secure places to park bicycles, so students should not settle for temporary arrangements like fences and stairways.

Traffic and Parking will impound bikes in cases where they present safety hazards. For example, a bike improperly chained around a fire hydrant or hindering emergency exits creates safety hazards, Wilson said.

He added that when bicycles are chained to fences, criminal tools such as bolt cutters, wire cutters and pliers can be used to steal them.

Students who illegally park their bikes and use cheap locks have a higher risk of having them stolen, Wilson said.

The bicycle racks on campus provide security to both the wheels and frame, he said.

Dave Heuser, manager of the Campus Bike Shop, 2887 N. High St., said students should use a heavy-duty cable lock. When using this type of lock students should run the cable through the front and back wheel and through the frame.

A better and safer way to prevent bike theft, Heuser said, would be to invest in the horseshoe-shaped locks manufactured by Kryptonite, Citadel, or Master lock. These locks provide maximum security to the bikes when used correctly. Students must take off the front wheel, lock it to the back wheel and lock both wheels to the frame, he said.

These locks cost from $25 to $35, Heuser said.

Heuser also encourages students to take out the insurance policy that is included when students purchase these locks. The policy will cover a loss up to $300, he said.

Wilson said recovered stolen bicycles are kept at the Public Safety Building until the owner has been contacted.

"Registration of bicycles is vital," Wilson said. If the bike is registered, campus police can contact the owner.

Losing a bicycle to the system is uncalled for, Wilson said.
OSU officials want campus bikers to put the brakes on breaking rules

By Pamela S. Ross
Lantern staff writer

"People buy bicycles because they are much more convenient than cars on campus," he said.

Caleb W. Brunson, manager of the Division of Traffic and Parking, said the rules for bicycles are almost the same as those for automobiles.

He said all bike regulations are enforced, but bicycle parking violations are enforced more often. Bicyclists who commit moving violations are hard for officers in cars to pursue, he said.

"We would need another army of officers to enforce all of them," Brunson said.

If an officer sees a bicyclist blatant-ly violate a traffic regulation, Brunson said, the officer would cite him.

Hansford said the bicycle regulations that are frequently ignored include:

- Few bicyclists ride on provided bike paths. They ride on sidewalks, where pedestrians are walking.
- Bicyclists are required to obey all traffic signals and signs that cars do. On campus, bicyclists often do not stop or yield at intersections and travel the wrong way on one-way streets.
- Bicycles are prohibited on the Oval and every day there are bicyclists weaving in and out among the students there.
- "These rules are designed to protect other people and to protect the bicyclists," Hansford said.
- "Somebody is going to get hurt very badly one of these days."

Hansford said, by ignoring the regulations, bicyclists are endangering themselves as well as pedestrians and drivers on campus.

Regulations and violation fines do exist now.

Some of these violation assessments are: disregarding signs, traffic devices/signals — $12; unreasonable speed — $12; reckless operation — $12; failure to yield right of way — $12; riding outside the bicycle path if one is provided — $3; parking outside bicycle rack if provided — $3.

"If you don't follow the rules it's going to cost you," Hansford said. He said it will not cost as much money as it will damage and inconvenience.

Hansford said he suggested the Division of Traffic and Parking start enforcing these regulations more strictly.

"People who drive cars are discouraged because of enforcement," Hansford said. "If it is known that illegally parked cars get ticketed, people are less likely to park illegally."

Bob Jones, USG representative on the Committee on Traffic, Parking and Public Safety, is trying to prevent the enforcement of bicycle regulations.

Jones said he is hoping to get bicycle regulations into the University College survey course.

Educating bicyclists may be an effective way to reduce the number of violations, Jones said.

Brunson said people receive a list of bicycle regulations on campus only if they register their bicycle with the Division of Traffic and Parking.

Students who do not register their bicycles are still expected to know the rules, however.

The rules are available to anyone who wants them at the Division of Traffic and Parking, Brunson said.
Cycling regulations protect everyone

5-21-84

A woman was run over by a man on a bicycle Friday afternoon on the Oval. Although the Division of Fire Safety would not release any details on her injuries, I saw her bleeding from an injury to her head. As the emergency squad took her away, I wondered why the accident had occurred.

She was walking on one of the main paths when she was hit. Dodging bicycles was obviously not on her mind.

This is probably because it is against OSU regulations to ride bicycles on the Oval. If you've ever walked across the Oval, you know this is a rule that is seldom obeyed.

The cyclist could be issued a citation, although one hasn't been issued yet because the accident report hasn't been completed. I wonder if he'll stop riding across the Oval?

The rule prohibiting bicycles on the Oval exists to protect both pedestrians and cyclists. Any collision between the two is bound to hurt someone.

Cyclists should realize that even if they're not concerned with their own safety, they have an obligation to be concerned with the safety of others. Riding a bicycle across an Oval jammed with people is just asking for an accident to happen.

Cyclists often say they should be treated the same as cars, meaning they should have equal right-of-way on campus streets. Yet they constantly break traffic laws.

Cyclists often ride the wrong way up one-way streets. This creates a hazard to pedestrians. When I cross a one-way street, I usually look only in the direction from which traffic is supposed to be traveling. I've narrowly missed being run over by a bicycle several times because it's coming from the wrong direction.

Please cyclists, you'll have a better chance of earning the same rights as cars if you keep your bicycles off of the Oval. The only four-wheeled vehicle I've seen on the Oval recently was the emergency squad sent to assist the accident victim.

Tim O'Donnell is a senior from Grove City majoring in journalism.
Bike impoundment planned for this week

By Nancy Rollins
Lantern staff writer

Cyclists may be without transportation this week if they lock their bikes to anything other than university bike racks.

Cyclists must park their bikes properly to avoid fines and impoundment, said Dean Ramsey, director of grounds maintenance and physical facilities.

There was a bicycle pick-up last week but only three bikes were impounded. Ramsey said a clean sweep of campus is planned for this week when all improperly parked bikes will be impounded.

For 10 days, traffic and parking officers have been attaching red warning tags to bikes locked to trees, poles and handicap ramps, said Caleb Brunson, manager of traffic and parking. The tags warn bikers they could receive citations and that repeat offenders will have their bikes impounded.

Most cyclists comply with rules, Brunson said, but some people ignore the citations. Because there are so many bikes on campus, it is hard to tell if there was a response to the warning printed in the Lantern two weeks ago, he said.

"People who drive bicycles feel they should be able to drive right to the front door," Ramsey said. The concrete racks available give students the opportunity to park within a few feet of the door as it is, he said.

Students who use a steel u-shaped lock think it is impossible to lock their bikes in university bike racks, Ramsey said. At least two slots in each concrete rack have been altered to accommodate the u-shaped locks, he said.

Students have a false security about locking their bikes to trees and poles, Ramsey said. They think it is safer, but the concrete racks are safer in most cases, he said.

Ramsey said he saw a bike locked to a short pole that could have been stolen by sliding the lock over the top of the pole.

Students who lock bikes on the handicap ramps make them inaccessible for the handicapped, Ramsey said. In addition, chain locks scrape the bark off trees and eventually kill them, he said.

Brunson said Ramsey tours campus regularly to determine the number of improperly parked bikes. When Ramsey decides it is necessary, Brunson said, he organizes a bike pick-up.

The grounds maintenance and physical facilities is responsible for cutting locks, Ramsey said. Traffic and parking records registration numbers and impounds the bicycles.

However, it is not necessary to have a registered bike to reclaim it, Ramsey said. The police department is not directly connected with this effort, but traffic and parking is within the same department, he said.

Students wishing to claim impounded bikes will have to provide proper identification and $15, Brunson said. Bikes will be impounded in the lower level of the university police station, he added.

Brunson said there is no question that the number of improperly parked bikes will decrease as more people are notified about citations and impoundments.

"I know that people are chaining their bikes, but I didn't know they (grounds maintenance and physical facilities) were cutting locks," said Mike Davidson, a freshman from Orrville. "I guess it's fair if they let people know they're doing it, but I don't think it's publicized enough," he added.

Meg Allen, a graduate student from Bowling Green, said, "I can see the point of cutting the locks especially near the handicap ramps but I never heard of it (before now)," she said.

Mike Peterson, a sophomore from Akron, said, "I know about the rule, but usually the racks are full," he said. "I don't think most people know or even care about the rule."

Peterson said he would still lock his bike to signs and trees when the cement racks are full.

Paul Minnillo, a sophomore from Elyria, said, "Unless every student is told about the rule then the impounding is unfair. So many people lock their bikes other places that there won't be enough people in traffic and parking to get all the bikes. That day is going to be chaos."
Tagged

Ermal Smith of the OSU Grounds and Maintenance Department places a courtesy warning ticket on a bicycle illegally locked to a street sign near Robinson Lab. Smith is among the maintenance and Traffic and Parking workers who, for the next nine days, will attach the warning tags to bicycles that are locked to anything other than a university bike rack. The tags warn that the cyclist could receive a citation and repeat offenders will have their bicycles impounded.
Area merchants dislike bike path

By Andrew J. Conroy
Lantern staff writer

Area merchants and members of the Columbus City Council would like to see the university's bike path removed because it collects garbage and takes off-street parking spaces from High Street businesses.

"I like the concept of having a bike path," said Janet Klein, part owner of Tradewinds, a store on High Street. "I would just rather see it on the other side of the street."

The lack of off-street parking on High Street across from campus has been an inconvenience to customers who must resort to parking on side streets.

"Of course, we would like to see parking meters in place of the bike path because it would give our customers a place to park," Klein said.

Other High Street merchants are also in favor of doing away with the bike path for many of the same reasons.

"We'd like to see it removed," said Cathy Phelps, manager of OS-Shoe. "The students don't really use it that much, and we could use the off-street parking."

Columbus City Council President Jerry Hammond said he does not like the bike path and would be in favor of legislation removing it.

"My personal thoughts are that it does more harm than good for the community," Hammond said. "I would support any effort to remove it."

Many people have complained about the broken glass and garbage that accumulates inside the path.

"I think the bike path is a trash collector," Hammond said. "It does not do the university area's appearance any good."

Council member Cynthia Cecil, who is chairwoman of the service committee, said she will not take any action regarding the bike path until a public hearing is held at the university.

"I would like to give the students an opportunity to comment on whether they think it is a good idea," Cecil said.

No date has been set for a hearing.

Caleb Brunson, manager of Traffic and Parking, said the bike path should not be removed because of the number of people who are interested in cycling.

"I think all cities should have bike paths because it is such a popular sport," Brunson said.
Bike path's fate

By Andrew J. Conroy
Lantern staff writer

OSU's High Street bike path could be in jeopardy if the city decides to OK plans to widen and beautify High Street.

Those plans, which will be submitted Friday to the University District Organization, could face a challenge from bike enthusiasts who were instrumental in causing the path to be built.

Originally, the bike path was just a small part of a city project aimed at making the university area safer for bicyclists, pedestrians and motor vehicles, said David Younger, a city traffic engineer.

That project, completed about four years ago at a cost of $1 million, also created parking for campus businesses by sealing off 13th, 14th, 16th and 18th avenues, he said. It also included the repaving of Pearl Alley.

Younger said the bike path does not have much of a future because it is standing in the way of plans to widen sidewalks by as much as four feet, plant trees and install new streetlights along High Street.

Those plans are similar to ones already being put into action in the Short North district, he said. Commuters and pedestrians have told city officials the bike path poses safety problems as well.

"We have had a lot of complaints from both motorists and bicyclists because they don't understand who has the right of way when they cross paths," Younger said.

Those problems led to recommendations from a university capital improvements task force to get rid of the bike path on the east side of High Street.

"This (removing the bike path) would allow the bikes to use the widened curb lane," Younger said.

under scrutiny

"They would not be behind a concrete island anymore, but would actually be out in the traffic with the cars."

Younger said removing the concrete island would not make it dangerous for bikers because the widened curb lane would provide enough space for them to ride.

Linda Oxley, who worked with Younger during the planning stage of the bike path, said she would not be opposed to removing the concrete barrier provided cyclists were given a safe area to ride.

"The city needs to either start cleaning the trash that is inside bike path or get rid of the cement barrier and use a painted line so that the street cleaners can get to it," Oxley said.

Oxley said removing the bike path and installing parking meters would not solve parking problems expressed by High Street merchants.

"A lot of these businesses think, 'If we had more parking, we'd have more business,' Oxley said. "I don't think one or two more parking spaces is going to make a difference."
N. High St. groups debate bike path

By Bill Eichenberger
Dispatch Staff Reporter

Some N. High St. merchants would like to see the concrete bike path on the east side of High St. in the Ohio State University area torn up and replaced with parking spaces, representatives said last night.

The High St. Task Force also recommends tearing up the bike path but opposes using the space for parking. The group wants to maintain some kind of path for bicyclists.

Area merchants, residents, and representatives of university community organizations discussed the future of the High St. bike path during the Columbus Traffic and Transportation Commission public hearing.

THE COMMISSION was involved with the original plan to construct the bike path and will make a recommendation to the city for any other capital improvements along High St., Commissioner David Ryan said.

"We'd like our parking back and the side streets opened up," said Gunter Garbe of the Superior Laundry and Dry Cleaning Co. Garbe said potential customers are unable to find his parking lot, which is off High St.

Jim Ryan, the president of the University Merchants Association, said his organization favors returning parking spaces to High St.

Another merchant said Pearl Alley has been an "unbelievable nightmare, too clogged for deliveries" since side streets were closed to accommodate pedestrians and cyclists in 1980.

Representatives from the University District Organization, the University Area Commission and the High St. Task Force recommended expanding the sidewalk and curb lane by 7 feet.

LORAN MIRACLE, president of the University Community Business Association, said provisions have been made for a bike path in the task force's recommendation.

The business association also favors a graphics plan that would include the installation of signs directing customers to parking, off High St., Miracle said.

"Nowhere did anyone propose putting parking back on High St.," said Jean Hansford, campus planner for Ohio State and a High St. Task Force member.

Hansford said the task force's three main concerns were: to help High St. pedestrians by widening the sidewalk; to respect the needs of cyclists; and to remove the concrete barrier dividing auto lanes from bicycle lane.
Removal of bike path supported

By Todd M. Romain
Lantern staff writer

Pulling out the concrete barriers separating cyclists from traffic on the east side of High Street came closer to reality Tuesday. But, taking out the barriers will not pave the way for the on-street parking High Street merchants have requested.

Members of the Columbus Traffic and Transportation Commission recommended the barriers be removed and the existing sidewalk along the east side of High Street be widened by two to four feet, allowing for beautification of the east side of the street, as proposed by the High Street Capital Improvements Task Force Feb. 25.

The commission emphasized the removal of the concrete barriers will not result in a return to on-street parking in the High Street area adjacent to campus. Prior to the construction of the barriers eight years ago, on-street parking was a major problem because of the congestion it caused in the campus area.

Removing the barriers and widening of the bordering sidewalks will require $275,000, according to an adjusted Nov. 1985 estimate by the commission. Actual removal of the barriers will cost $27,000, while widening of the sidewalk will cost $140,000.

Aside from various inspection fees, the commission recently added $50,000 to the estimate for additional signing and striping that will accompany the barrier removal.

The money to finance the construction will come from an estimated $500,000 in federal funds allocated to the city for renovation of the sidewalk area along the east side of High Street on campus.

Dave Younger, planning engineer for the commission, said if the proposal is passed by Columbus City Council, it could begin within one to two years. Younger said he would like to see the plan passed as soon as possible, so the money can be used.

"The federal money is there now," he said, "but it isn't guaranteed to be there in the future. If you don't use (the one) you'll lose it."

Younger is optimistic about the prospects of Columbus City Council approving the commission's proposal.

"I think city council will go along with the decision," Younger said. "Today's vote was one more step toward implementing the Task Force's plan."

"We felt we had to approve the change in the bike path because we were involved in its implementation," he said.

Younger said the commission's original approval of the bike path barriers was not a mistake. The current problems with the path, did not exist when it was first started he said.

"I don't feel that we made a mistake," Younger said. "Over the years, problems have developed. Now, eight years later, we have a chance to make improvements."

Bikers using the existing bike path have experienced problems as a result of its limitations. Debris within the pathway and bikes going the wrong way are two recurring problems.

Although the impetus behind removing the barriers originated from the task force's beautification proposal, Young said the biker's problems were also a concern. If the pathways are removed bikers will not be ignored he said.

"In lieu of the (existing) path, we want to provide something for bikers," Younger said. An on-street bike lane will remain.

Among the bike path improvements under consideration are:

- widening the lane to be made available to bikers
- painting lane boundary stripes for the bikers
- utilizing signs along the path to increase bicyclist safety and vehicle awareness of the bikers.

Younger said streets sealed off by the concrete barriers, such as Pearl Alley and 14th Avenue, would not be reopened, if the barriers were removed.

Many of the merchants along the campus High Street area requested parking be returned to the street at a special commission meeting Feb. 25. The merchants said the concrete barriers and subsequent removal of on-street parking, have hurt their businesses.

Younger said the commission will not endorse on-street parking, but it will attempt to make drivers more aware of their right to load and unload along High Street.

Motorists are currently allowed to stop their vehicles for loading purposes between 7 p.m. and 11 a.m., although many are not aware of the law, Younger said.
Bikes block entrances for handicapped

By Gregory J. Ritter
Lantern staff writer

Overcrowded bicycle racks are a typical annoyance facing students every spring quarter at Ohio State. But for Chuck Fairbanks, chief engineer of Ohio State's Broadcast News Department, the inconvenience is not just a minor one.

Fairbanks is a paraplegic confined to a wheelchair. Twice Monday, he was faced with bicycles blocking his access to the button that operates the automatic door to the Journalism Building.

"Unfortunately, students, when the bike rack gets full, look for the first and most convenient place to park their bike, and they don't stop to think before they lock up their bike that the damn thing might be in the way," he said.

He suggested that students who can't find room on the bike rack go to the end of the rack and chain their bicycle through the loop there. "But evidently people don't stop to think about that," he said.

Fairbanks said this problem is fairly common during warm weather. "when everybody's got their bikes out riding around."

Phillip Campredon, assistant manager of OSU Traffic and Parking, said that when such an incident is reported, it is investigated. If there is a violation, the bicycle is impounded and the owner must come to the traffic and parking office to claim it, he said. The cost to recover an impounded bicycle is $13.

Campredon said reports of bicycles blocking the handicap button are not frequent and Monday's incident was the first he has heard of this year.

Fairbanks agreed that such incidents are not normally reported. "I guess you can't really expect traffic and parking to ride around anticipating problems and if there's one (bicycle) in the way, people need to report it," he said. "I suppose I'm as guilty of that as anybody."

Fairbanks said he doesn't think students park their bicycles in the way of the handicap button to be malicious, but that such instances are similar to when people park their cars in handicapped parking spaces. "They're saying, 'Hey, I've got the closest spot.' They get the closest spot to the door (and) they don't really think about what they're doing," he said.

A shortage of bike rack space compelled a cyclist to park his bike in front of the handicap door opener Monday at the Journalism Building at West 18th and Neil avenues.
Police warn cyclists to take precautions

Spring bringing

By Scott Davis
Lantern staff writer

Although the cold weather of the past few days might have thinned the ranks of campus bike riders — not to mention the bike thieves — bike thefts are at their peak in the warm months of spring.

Spring also is a prime time for cyclists to take measures to prevent the loss of property, said Mark Mattmiller, OSU police crime prevention coordinator.

First, riders should register their bikes, he said.

People who bring bikes to campus can register them by filling out the appropriate forms at the OSU police station, 2043 Millikin Road. Cyclists are given identifying stickers for their bikes.

Registered bikes remain on file at the Division of Traffic and Parking for five years and are easier to trace than a non-registered bike, Mattmiller said.

There are an estimated 8,000 bikes in the campus area, said Police Supervisor David Hollenbeck.

Karen Baldwin, a spokeswoman for the Division of Traffic and Parking. She said that between 3,500 and 4,000 bikes are on the registration list.

The proper use of high-quality security equipment is also important, Mattmiller said. The greater the thickness and quality of locks and chains, the greater the chance they will deter crime.

OSU Police recommend that cyclists

showers of bike thefts

use a chain at least 3/8 inch thick, made of hardened alloy steel. The chain should be at least six feet long, so it can be threaded through both wheels and the frame.

Key locks with a 7/16 inch hardened alloy steel shackle should be used. Combination locks are not recommended because they are vulnerable to blows from hammers or other objects.

The most important aspect in preventing bike thefts is the reporting of suspicious persons to police, Mattmiller said. The best locking devices cannot guarantee a determined thief will not be able to steal a bike.

Young males are most often involved in stealing bikes, Hollenbeck said. "I think that's what stands out most about them, they look too young (to be on campus)," he said.

Most bikes are stolen after the thief cuts through a chain or cable. People carrying large cable cutters or hanging around bike racks for more than a few minutes should be reported to police, Mattmiller said.

There were 19 bike thefts reported to OSU Police from January through March of this year, Mattmiller said. Eight stolen bikes were recovered in that period, according to police records. It's probable that those recovered bikes were stolen recently, Mattmiller said. "It's rare to recover a bike that's been gone for any amount of time," he said.

Last year, 215 bikes thefts were reported to OSU Police. Thirty-four bikes, about 16 percent of the number stolen, were recovered in 1985.
3 youths caught stealing bikes in campus area

OSU Police arrested two juveniles who were attempting to steal a bike near the Welding Engineering Building at about 8 p.m. Tuesday. At the same time a pedestrian apprehended a third youth who was stealing a bike near the Health Sciences Library.

Supervisor Dave Hollenbeck said that in the first incident, plain-clothes officers followed the youths for several hours before witnessing them use bolt cutters to snap a chain holding the bike.

About 300 bikes are stolen every year on campus, and the incidence of bike theft is highest during spring, he said.

In both cases the bikes were secured with soft metal cable which can be cut easily, he said.
Spring sprouts thefts

By John McElfresh
Lantern staff writer

With the University’s desire to become a pedestrian campus and spring weather rapidly approaching, the popularity of bicycle travel in the campus area is increasing.

An increased number of bicycles makes it more profitable for area bike thieves to prey upon the campus community in an attempt to make fast money by stealing and selling students’ bikes.

But of the total number of bicycles on campus, only a small percentage of them have been registered with the OSU police department.

OSU Crime Prevention Officer Marc Mattmiller believes bicycle registration, along with adequate security measures, can help decrease the number of bicycle thefts on campus.

“If an unregistered bicycle is stolen and later recovered, it is often impossible to trace the bicycle to its proper owner, whereas a registered bike can be returned soon after recovery,” Mattmiller said.

“It’s a very easy process (bicycle registration) and a valuable one,” he said. “We have over a hundred bikes stored at the Public Safety Building that were stolen and recovered, but we have no way of returning them to their rightful owners because they’re not registered.”

To register a bicycle, a student needs to fill out a card with his or her name, address, phone number, social security number and a description of the bike.

A decal is affixed to the bike at the time of registration. The student’s social security number can also be engraved on the bike if desired.

There is no charge for this service and registration is effective for five years, at which time it must be renewed.

This week, the OSU police department has a mobile bicycle registration unit, staffed by a uniformed officer, which will be at various locations on campus.

The unit is in operation from 9 a.m. to 2 p.m. through Friday.

On Thursday the van will be located on the sidewalk between Lincoln and Morrill Towers. On Friday, it will be on the west side of the Ohio Union.

The unit contains registration cards, bicycle safety pamphlets, tools to engrave one’s social security number on the bicycle and a display of what type of locks should and should not be used to secure the bike.

Additional pamphlets that explain the best ways to deter bicycle theft and how to report any suspicious activities one may observe are also available at the unit.

After this week, anyone wishing to register their bicycles can do so at the Public Safety Building, 2043 Millikin Road, or at the Office of Commuter Student Affairs, located in Oxley Hall.

For more information or to report any suspicious activity, contact the OSU Police Department at 292-2121 or 292-2525.
Bicycle policies disputed

By Bob Underwood
Lantern staff writer

With less than three weeks until graduation, it was not too late for John Jackson, a senior from Dayton, to learn a lesson about the university's bicycle parking policies.

OSU's Division of Traffic and Parking impounded Jackson's bike after he locked it to an entrance ramp for the handicapped outside the Ohio Union.

Jackson said he had to pay $15 to regain possession of his bicycle. His bike lock, which cost $30, was ruined when the bicycle was removed from the ramp.

Ethel Connaughton, assistant director of Traffic and Parking, said bicycles must be parked at bike racks. She said illegally parked bicycles, including bikes locked to trees, light posts and entrance ramps may be impounded.

Caleb W. Brunson, director of the Division of Traffic and Parking, said "(Jackson) was in clear violation."

Jackson said he did not know he parked illegally.

"There aren't any signs posted...anywhere on campus by the ramps saying 'no parking,'" he said.

Brunson said an action is not legal simply because there are no signs restricting an action.

Jackson said he made sure his bike did not obstruct the path of the ramp.

"I think he feels that he was not obstructing the ramp because he had the wheel outside the ramp, but his handle bars still (were) inside the rail," Connaughton said.

Generally, Traffic and Parking does not enforce bike parking violations, except when bicycles are attached to ramps for the disabled, she said.

"On occasions like that, we will cut the lock and impound the bicycle at all times because that's a serious obstruction," she said.

A bike locked to a ramp caused a handicapped person to slice his hand badly when he was going up a ramp two weeks ago, Brunson said.

"It's certainly not a bike rack," he said.

John Jackson, a senior from Dayton, displays his bike lock that was cut with a blow torch by the Office of Physical Facilities. Jackson's bike was locked to a handicap ramp handrail when it was impounded by Traffic and Parking.

When Jackson retrieved his bike after impoundment, he said he was shocked to see that his lock was cut and melted on the edges.

Connaughton said, "I feel sorry for him. He did not acquaint himself with the bicycle rules."

Jackson said the parking rules are not made clear to students, but Connaughton said she feels it is a biker's responsibility to learn the rules.

She said students are given a brochure that summarizes parking regulations at orientation and also when registering cars.
Workers to install safer bicycle racks

By BARBARA BOHMER
Lantern staff writer

New bicycle racks, each in the shape of an upside-down U, will be installed in various locations around campus within the next few weeks.

John McCoy, director of University Grounds Maintenance and Development, said that the new bike racks will help prevent vandalism.

"We were having too many problems with the old concrete bike racks," McCoy said, "People weren't able to use the U-locks and many bikes were tipped over and destroyed."

McCoy said that the first bike racks will be installed near the Johnston Lab Mini Park, located between the Welding Engineering Labs and Johnston Lab.

"The next area of concern are areas where people put their bikes on the handicapped ramps," McCoy said. He is hoping that this problem will be eliminated when the new racks are installed.

Dave Fillhart, administrative assistant for University Public Safety, said 10,000 students ride their bikes to classes. "We chose the new sites with the intention to improve the locations and to make sure we have sufficient numbers in the academic areas on campus," Fillhart said.

Approximately 3,000 bike racks will be necessary in order to accommodate every bike.

Modeled after bike racks at the University of Michigan, each new rack will cost $85 to make, McCoy said. The racks stand 33 inches high and are 22 inches across. Each rack will hold three bikes.

"We will probably be spending about $6,000 this year on bike racks," McCoy said, "During the next five years, we will spend $110,000 on racks." Because of the high cost, "concrete racks used now won't be totally phased out," McCoy said.

Funding for the bike racks will come from several sources. "Money will come from construction project funds, specific project funds, like the Johnston Lab Mini Park project, and from Grounds Maintenance and Development," McCoy said.

Fillhart said, "The new racks will improve and clean up campus because we will be able to get the debris out from under."
Vandals destroy bicycles

By Lisa Blanchard
Lantern staff writer

An OSU staff member found two or three dozen smashed bicycles on the east side of Morrill Tower Tuesday morning and OSU police said they were unable to act until owners reported the incident.

"I have seen bikes smashed before over the years, but nothing like this. There's a whole field smashed," said Scott Williams, an OSU employee.

Shah Hasan, hall director of Conaway House, said no one has reported any bikes being vandalized.

"This has been the first time I've heard about vandalism regarding bikes," Hasan said.

However, Jeff Vance, day staff employee at Conaway House, said many students report their bikes being smashed.

Don Cornwell, liaison officer to residence and dining halls, said the vandalism of bikes will continue in that area because it is the path frequently used by students coming home from the bars. He said he saw two people vandalize bikes there last year.

Since Community Watch is no longer in effect, the chances of bikes being vandalized are greater this year, said Claude Barclay, night assistant manager at Morrill Tower.

Community Watch, an outdoor security program, is no longer existing since the university decided to concentrate on security inside the residence halls, Barclay said.

"I wouldn't put my bike out there. Things have considerably gone down since Community Watch is gone," he said.

But Cornwell said the crime rate on campus has decreased from last year.

"Vandalism outside has remained the same and security inside is better. There have been no real hard crime reports, only drunk reports," he said.

"This year we've been fortunate. Spring quarter is the worst for vandalism," said Jeff Michael, night service manager at Morrill Tower.
Bicycle vandals arrested, jailed

University Police arrested two 19-year-old men Monday involved with the vandalism, disorderly conduct, and possession of a falsified driver's license near the North dorms.

Police responded to an 11:15 p.m. complaint that a group of about ten individuals were damaging bicycles secured in the racks on the east side of Scott House.

This complaint comes only six days after an OSU staff member found two or three dozen smashed bicycles near Morrill Tower.

Police caught up to the suspects on Curl Drive and began questioning them about the bicycles.

Shortly afterwards, two witnesses approached the scene and identified Steven Whittington and Matthew Robert Durica of North Ninth Street as the men they saw tampering with the bicycles and harassing students, police said.

Whittington, was charged with disorderly conduct and possession of a fake driver's license. Durica was charged with criminal damaging. Both men were held in the Franklin County Jail Monday night, police said.
A vandalized bike sits locked to a light pole near Morrill Tower.

Maintenance crew to remove damaged bicycles from racks

By Traci Gable
Lantern staff writer

The OSU maintenance crew will remove all damaged bicycles from campus bike racks beginning the first week of May.

The bike racks are normally cleared out during breaks, but over spring break they were not, said John McCoy, director of roads and grounds division.

"We will be removing bikes that look like they are abandoned or illegally parked," McCoy said.

Ernal Smith, landscape maintenance superintendent, said the damaged bikes are an eyesore to the university.

Smith said many of the damaged bikes are around Morrill, Lincoln and Drachett towers and many of the South Dorms.

Smith added that the crew will not take bikes that people still want.

If a bike was removed that the owner still wants to keep, the bike will be kept for 30 days at the inventory storage lot on West Campus, he said.

Smith said there will not be an impoundment fee, but damaged locks will not be replaced.

Smith said most of the bikes were damaged by vandals and the landscape maintenance crew will be working on installing new bike racks.

New bike racks have already been installed around Morrill and Lincoln towers and so far there have not been any problems with vandalized bikes, Smith said.

He said the new bike racks do not have cement bottoms and this will prevent people from pushing the bikes over and destroying them.

Kathy Burczak, assistant director of roads and grounds, said the cleanup of damaged bikes in campus bike racks will take about a week.
University impounds student’s bicycles left after spring quarter

By Matt Wagner
Lantern staff writer

About 150 bicycles abandoned by students at the end of spring quarter have been impounded by the university.

The abandoned bikes are stored at the Office of Surplus Material Disposal for 30 days, and if not claimed are put up for sale, said Charles Jones, manager of the office. The office is located at 364 W. Lane Ave.

Ermal Smith, superintendent of landscape and maintenance at OSU Physical Facilities, said landscaping crews make a “bike sweep” of campus about once a year, unless a department or high official makes a request at another time.

The sweep is usually after spring quarter, Smith said. The reason for the sweep is so students will have space during the upcoming quarters to park their bikes, he said.

“Before the sweep, we monitor the bikes from time to time to make sure they are abandoned,” Smith said.

The bikes are mostly rusted or have been vandalized, so the students just leave them behind, he said.

A few of the bikes end up being claimed, but most are truly abandoned, Jones said.

Jones said the university sells all of its surplus material through the surplus material disposal office, and the revenue generated goes to support the department, which doesn’t receive university budget money.

“Bicycles are just one small facet of the revenue,” he said.

The bikes are assigned a sale price and people can come and buy them during special hours of the week, he said.

In the past, “bike sweeps” were ordered because so many abandoned bikes were being accumulated on campus bike racks and creating an eye sore, Smith said.

Many times the bikes are locked to trees, telephone poles or other immovable objects, and those areas can’t be cleaned until the bikes are removed, he said.

Landscaping is collecting more bikes this year during the break between spring and summer quarters than in the past, Smith said.

John McCoy, director of roads and grounds division, said the high number of abandoned bikes is because of an increase in vandalism.

With the old racks, bikes could be pushed over and the rims bent, he said. But campus maintenance is installing, as time and money allow, new hoop-like bike racks.

“That problem will be taken care of with new bike racks,” McCoy said. “It will take a few years, slowly but surely.”
Mountain bikes popular with campus riders

By Kathy Monard
Lantern sports writer

Comfort, handling and durability have made mountain bikes more popular and convenient for students riding around campus than traditional road bikes.

"Mountain bikes make a lot of sense for a lot of people," said Jim McSheffrey, an employee at Cross Country Cycle & Ski Shop, 1620 N. High St. "They are more versatile and can be ridden anywhere."

The 18-speed mountain bike has straight handlebars, which allow the rider to sit in a natural, upright position, said Michael Gates, owner of Cross Country Cycle & Ski Shop.

The 10-speed road bike, on the other hand, has drop handlebars which require the rider to bend over.

"Many people never liked drop bars," Gates said. "These do not help the rider for short-distance rides. They only help for long-distance journeys because of the efficiency factor." Drop handlebars decrease wind resistance.

With potholes, curbs and broken glass everywhere around campus, said Steve Tarpey, manager of Raleigh Bike Shop, 2147 N. High St., a road bike rider must pay close attention to a bike route.

The mountain bike, with its stronger wheels and frame created for off-pavement riding over grass, dirt and mud, make it more durable, Gates said.

The road bike has lighter wheels and frame for a faster ride over smooth, even surfaces, he said.

The mountain bike, with wide, knobby tires, is also more stable than the road bike, which has thin, smooth tires, Gates said.

"A wider tire gives the mountain bike rider more control with weaving in and out of people," Tarpey said.

Lee Monagen, 21, a business major from Worthington, is an avid mountain bike rider and racer. He recommends the use of a mountain bike by any student on campus. He describes it as a "lazy bike" because of the upright handlebars, and as more fun, because "you can dare to do anything you want with a mountain bike."

"A mountain bike works much better for riding to classes on campus," Monagan said. "I can jump over curbs, ride through grass and take all the necessary short cuts to get to class on time."

The popularity of the mountain bike originated in California about 10 years ago and has reached Ohio State within the last couple of years, Tarpey said.

As of last spring quarter, the OSU Mountain Bike Club became active on campus. The club will resume fall quarter with weekly meetings and eight trips throughout the school year, said Debbie Tipp, 22, past president and founder.

The club, which began with 25 members, is concentrating on fund-raising this summer to help fund future trips, said John Gair, 23, succeeding president. Last quarter the club took three trips, two in Ohio and one in West Virginia.

John Gair, up-coming president of the OSU Mountain Bike Club, rides down an embankment during a trip to Burr Oak National Park near Athens.
Bicyclists fined for using ramps

By Katherine Buchmueller
Lantern campus reporter

Bicycles locked to the railings of handicap ramps at campus building entrances are causing hazardous problems for disabled people.

"Persons need to be more aware that when they lock their bikes there (on handicap ramps), problems can occur," said Richard Maxwell, assistant director for the Office of Disability Services. "People have had problems caused by bicycles catching wheelchair spokes, wheelchair controls, crutches and canes."

Bob Orewiler said, "A handlebar knocked the control switch on my wheelchair and sent it into the railing." Orewiler is a disabled student.

Orewiler said his hand was injured when it was wedged between the railing and the wheelchair.

A bicycle pedal pulled a contact loose on the circuit board of his wheelchair on another occasion, he said.

He said he does not want people to think it is disabled people versus bicyclists.

"From my point of view, it isn't just handicapped students that are having problems," Orewiler said.

"Delivery men and workers from the audio-visual facility are also having problems."

Caleb W. Brunson, director for the Office of Traffic and Parking, said all the ramps have had signs for about two years. The signs, posted at each ramp, notify bicyclists that it is unlawful to lock bikes to the railings.

Crews from Traffic and Parking are authorized to enforce the regulation. The locks are cut with bolt cutters or a welding torch. The bicycles are then taken to the auto impound lot at 2578 Kenny Rd., Maxwell said.

Owners of bikes have to pay a $15 fine to obtain their bike.

"It's a shame to even have to put signs on a handicap ramp," Brunson said.
Rollin' along

Bruce Sater, 21, a sophomore from Logan majoring in physical education, bikes across the walkway north of Drake Union. The sun and warmer temperatures have allowed reckless bicyclers to be out on the OSU sidewalks running down pedestrians.
High Street bike path ruled valid

By Juli Grant
Lantern staff writer

A Franklin County judge ruled Monday that the High Street bike lane is valid.

Judge Marvin S. Romanoff ruled in favor of Conrad Smith, 833 Eddystone Ave., in a case involving the existence of a bike path on the east side of High Street.

The plaintiff, Shaun Crumpler, argued there are no designated bike lanes on High Street and he should not have to pay damages to Smith.

In July of 1989, Crumpler, driving a vehicle, collided with Smith, who was riding his bike south on the east side of High Street. Crumpler sued Smith for damages to his car.

In February, Smith countersued and won damages from Crumpler as the result of the accident between the two men.

The main issue is whether or not an official bike path exists on the east side of High Street between 10th and Lane avenues, Smith said.

"I won because of specifics and evidence I presented, not because of whether it's a bike lane or not," Smith said.

"It's ambiguous whether or not it's a bike path. Someday, someone else will assume that's a bike path, and that they're protected, and an accident may occur," Smith said.

Charles Mayeres, traffic operations engineer for the City Traffic Engineering Department, said there are no signs or pavement markings between 10th and Lane avenues indicating a bike path.

"There is not a designated area for a bike path on the east side," Mayeres said.

The portion of High Street between 10th and Lane used to be considered a class-two bike lane having a shared, but separate portion of an existing right-of-way on a street, Mayeres said.

The cement partition that separated bicyclists and motorists on High Street was removed in 1986.

"We had a lot of discussion about the bicycle path when we removed the barrier. Experts said it was dangerous because it collected glass and trash. We removed it to provide for amenities on High Street and accommodate bicycle riders," Linda Riddihough, past director of the University District Organization, said.

"Bicycles are allowed on every street in Ohio unless local law prohibits them. They have rights, whether or not there is a designated area for them," Sharon Todd, administrator of the bicycle transportation office of the Ohio Department of Transportation, said.

Crumpler could not be reached for comment.
Bike theft prevention made easy

By Stephanie A. Rohal
Lantern staff writer

There are ways to deter vandalism and theft of bicycles on campus.

Registering a bike and its serial numbers with the university police is a good way to prevent the theft of a bike, OSU Police Officer Marc A. Mattmiller said.

“We need the serial number to find a bike if it is stolen. If the bike is stolen and the serial number is on file, we can look it up and identify it. If we recover a bike, we can look up the owner,” Mattmiller said.

ALSO, THE SAFEST place to lock a bike is the same place that is considered safe to walk late at night, Mattmiller said.

“It should be well-lit and have many pedestrians walking by. You should move your bike once a day to give it the appearance of being used, even if it isn’t,” he said. “That way if people are looking for a bike that’s been lying around for a while it won’t be yours.”

Different kinds of locks can deter some vandals. The best kind of lock to put on a bike are the U-shaped locks, he said.

“THE CHAINS AND cables are easy to cut, depending on the thickness,” Mattmiller said.

The best way to lock up a bike depends on the type of bike a student has, he said.

“If the bike has a removable front rim, it should be taken off and locked with the back rim and frame. Another way is to take a short piece of cable through the front rim and through the U-shaped lock, which is then hooked through the back rim, frame and bike stand,” Mattmiller said.

THE BIKESTAND A student chooses to lock his bike to can also make a difference in security, Mattmiller said.

“There is less chance for vandalism with the high racks than the lower ones. With them, the lower racks, a bike can be pulled over and the rim bent,” he said.

Often when a bike has been vandalized or damaged and is unable to be ridden, students will abandon them instead of trying to fix them, said James E. Stevens, the assistant vice president for the Physical Facilities.

AT THE END of summer quarter workers from Physical Facilities collect any bikes that have been left, Stevens said.

“We only collect them at the end of the year when everyone is gone. Most of them have bent wheels or are damaged and people just leave them when they go home,” he said.

Stevens said he thinks the collected bikes are eventually sold by auction or to a salvage company.

HOWEVER, SOME BIKES that are reported missing by students are not stolen or vandalized but have been impounded, Mattmiller said.

Caleb W. Bruneon, director of Traffic and Parking, said most bikes are impounded during fall quarter. All registered bikes that are impounded are returned to the student.

Bikes are impounded if chained to handicapped ramps or to places where they interfere in the path of blind people, he said.

“There’s a rash in fall quarter, then the message gets around and the number drops off. Ninety-nine percent of the bikes are taken off handicapped ramps,” he said.
Use bike racks or lose bike, says official

By Julie Maruna
Lantern staff writer

Has your bicycle received a red "courtesy warning" tag?
If so, then you are violating parking regulations by locking your bicycle to something other than a rack, which is cause for impoundment, said Caleb W. Brunson, director of Traffic and Parking.

Landscape Maintenance and the Department of Traffic and Parking are tagging improperly locked bicycles. This includes bikes locked to anything except a rack, such as signs, posts or poles, benches, fences, trees, handicap ramps and parking meters.

The bicycles will be impounded starting April 29 with equipment that can break through all locks, said Ermal Smith, superintendent of the landscaped division.

Locking the bicycles improperly has caused damage to grass, ivy, trees, and flower beds and scratched campus signs, Smith said.

Areas on campus with inadequate rack space will be ignored, such as the Law Building and the College of Pharmacy, Smith said.

The majority of the bike racks on campus are cement blocks in the ground available only to lock the front or back tire of a bike. As soon as the money is available, more modern racks will be installed, Brunson said.

Paul Gleason, a junior from Athens, majoring in advertising, said the bike racks available to students are not resistant against theft.

"Anyone can release a tire and take the frame," he said.

"If these rules are going to be enforced, then more reliable racks need to be installed," said Elizabeth Boon, a junior from Cincinnati majoring in business.

"The situation has gotten out of hand and we have been forced to do something about it," Smith said.

To get a bicycle out of impoundment will cost the student $18, Brunson said.

The serial number and the location of where the bike was taken from must be known to obtain a bike from impoundment at the Kent Railway impoundment lot, Smith said.
Illegal parking of bikes poses risk to blind

By Brenda J. Redmond
Lantern staff writer

The Association for Visually Impaired Students at Ohio State has a message for students who ride their bikes on campus: don’t attach your bikes to fences, trees or staircase railings - it could be dangerous.

Belinda Lacy, president of OSU’s Association for Visually Impaired Students, said blind students have fallen over bikes that were illegally parked.

“We have a right to safe passage on campus,” Lacy said.

Evette Simmons, vice president of the association, said students park their bikes on fences, trees and railings because bike racks on campus are not theft-proof and many are not conveniently located. Simmons said most students do not realize the problems caused when they park illegally.

University policy prohibits bicycle parking in areas other than designated spaces.

“We are not upset with the students at all. We just want the word out,” Simmons said.

Members of the Association for Visually Impaired Students have spoken with students who have parked illegally to find a solution, Lacy said.

“We feel the problem is not enough installed bike racks,” Lacy said.
New, improved bicycle racks arrive at OSU

By Staci Patrick
Lantern staff writer

Students who ride their bicycles on campus should appreciate the new and improved bike racks that are being installed around campus.

The installation of the U-shaped bicycle racks is in response to the vandalism of student's bikes, said John Lawter, director of roads and grounds.

The racks were custom designed especially for Ohio State and were modeled after universities, such as the University of Michigan, Lawter said.

"The new bike racks make more space for bikes and are easier for students to use with the Kryptonite 'U-bolt' bike locks," said Ermal Smith, supervisor of the landscape shop.

There was a lot of vandalism of the former cement racks, such as people knocking over the bikes and bending the wheels and frames, Smith said.

There was also the problem of the cement bike racks getting plugged up with leaves and dirt, which called for a lot of maintenance, he said.

The two-year program of the new bike rack installation will be completed by the end of Summer quarter, Lawter said. There is a total of 400 new racks at a cost of $45 each to install. The Roads and Grounds Department is in charge of the installations, Lawter said.

There are 50 sites identified for the new bike racks. Most were chosen from people's requests, others by surveys done to determine the places students lock their bikes up to light poles and other illegal sites, Lawter said.

Uses for the old racks that are being removed are to temporarily put them in areas in need of bike racks until the new ones can be installed, Lawter said.

The cement racks are also being used for erosion control along the Olentangy River, he said.

Several locations for the new bike racks are Larkins Hall, Archer House, the Main Library, the Ohio and Drake Unions and along Neil Avenue, Lawter said.
Bicycle parking poses problems for handicapped OSU students

By Doug Petersem
Lantern staff writer

Bicycles on campus are being parked and locked in unauthorized areas, according to Dick Maxwell, assistant director of the office for disability services.

“We have a quarterly problem with students locking or chaining their bikes to railings near building entrance ramps and handle bars hang out into the sidewalk or ramp area,” Maxwell said.

“This is a significant hazard to persons with disabilities, especially those in wheelchairs and our visually impaired population,” he added.

Caleb Brunson, director of traffic and parking, said any bicycle locked or chained to anything that prohibits the movement of other people will be impounded.

“We cut off the locks with a torch and impound (bicycles) at the university impound lot on Kenney Road,” Brunson said.

Brunson said bicycles locked to other things such as poles, signs and fences will not be impounded, but will receive a red warning tag informing bicycle owners that their bikes are illegally parked.

According to Brunson, people will be charged $18 to remove their bikes from impoundment.

Brunson said his office has already impounded some bikes this quarter, but he did not know how many.

Maxwell said bikes locked to these railings block the path of wheelchairs and cause hazards to the visually impaired who use the railings as a guide to building entrances.
Bikes stolen most often on campus

By William Giorgini
Lantern staff writer

You ride your bike onto campus, park it near your next class and lock it up. You return only to find a cut chain where your bike had been an hour earlier. The sad part is you’re not alone.

Theft is the most common crime committed on campus and OSU Police Department Summer Quarter statistics reveal bicycles are the most common item stolen.

At least 60 bicycles were reported stolen during the summer session, and 14 have been reported stolen since Sept. 26, according to police statistics.

But there are a number of steps students can take to prevent the theft of their bicycles, said OSU Police Crime Prevention Coordinator Marc Mattmiller.

Mattmiller said by registering bicycles with the OSU police, owners are easily tracked down by way of the bicycle’s serial number.

The police will take down the owner’s name and the serial number and issue a sticker to be placed on the bike.

The sticker can still be scraped off, but it gives the bike a little more protection, he said.

“If the bike doesn’t have a serial number, then we can use an engraver and put their social security number on it and use it as a serial number,” Mattmiller said.

The department has recovered a number of bikes that they cannot return to the owners because they do not have a serial number.

In addition to registration, Mattmiller said bicycle owners should invest in a sturdy lock.

He said U-shaped locks are the most effective, but indicated that because of quick-release wheels, some bicycles are becoming more difficult to lock.

Mattmiller said more students are taking advantage of the free bicycle registration that is conducted at the police station and in residence halls.

“Bike registration has tripled this year,” said Kim Brown, director of Mack-Canfield Halls.

Brown helped coordinate the residence hall registration program.

Students can register their bicycles at the front desk of every residence hall, Brown said.
Bikers dig this!

Mack Shannon of the OSU Roads and Grounds Department drills holes in the sidewalk next to the Main Library Monday. The holes will be used to anchor the new bicycle racks being installed.
Bike impounded, then sold

If someone acquired a mountain bike for only $18, you might ask where he or she got it from or just assume the person got it from a garage sale.

Someone did buy a bicycle for that price at the Davis Hall office of the Division of Traffic and Parking, in the third week of the quarter.

Mike Lighthizer, a senior in civil engineering from Pickerington, had his $550 mountain bike impounded by the Division of Traffic and Parking. "I parked it in a stairwell," Lighthizer said.

The bicycle was impounded in the second week of school, he said. "I went to pick it up a week and two days later and it was already gone," Lighthizer said.

Normally a period of 90 days is allowed for a student to claim an impounded bicycle, said David Fillhart, assistant director of the Division of Traffic and Parking.

"They (Traffic and Parking) just gave it (the bicycle) to someone else," Lighthizer said. "He (whoever picked the bike up) paid $18, which was the cost of my ticket. I don't know if he had to leave any more than a signature when he picked the bike up."

Lighthizer said Traffic and Parking plans to reimburse him for the bike.

On Oct. 24, Caleb Brunson, director of the Division of Traffic and Parking, established new guidelines for the release of impounded bicycles. The guidelines say positive ownership identification must be submitted in the form of an OSU bicycle registration or a bill of sale. If these two things are not available, a current OSU identification card with paid fee receipt will be accepted and photocopied as proof of ownership.

"You were supposed to have proper ownership identification before, but a photocopy wasn't taken," Fillhart said. "I'll just say enforcement (of requiring proper I.D.) could have been a little bit better."

"I was really upset at first because I didn't know what was going to happen," Lighthizer said. "I was going to pursue getting on Traffic and Parking's case, but they were the ones who said they would reimburse me for my bike. They have a copy of the receipt and I just have to wait for the paper work to go through now," he said.

"They (Traffic and Parking workers) knew it was registered because they had it written down," Lighthizer said. "All they had to do was call the university police, and they would have known who it belonged to," he added.

"Until recently, this hasn't happened. It hasn't been a problem," said Elisabeth Connaughton, assistant director of the Division of Traffic and Parking. Connaughton shared her theory of how this problem might occur.

"If people watch a bike being impounded, they know what it looks like. Or if they see a bike that is illegally parked, they could read the serial number because the numbers are on the bikes. Then if they wait long enough, they might see the bike being impounded and beat the owner to the punch, and come claim it," Connaughton said. "This has not been observed, though," she said.

Bicycles can be registered, free of charge, with the Ohio State University Police Department. Basic information about the bicycle is all that is needed, including make, model, serial number and any distinguishing features.
University striving to cut down on illegally parked bicycles

By Kevin Corvo
Lantern staff writer

Knowing that the cancellation of Scarlet and Gray bus services coupled with the arrival of warmer weather will bring additional bikes traffic to campus, Ohio State officials are striving to cut down on the number of illegally parked bikes that impede the travel of disabled students.

Dick Maxwell, assistant director for Disability Services, stressed a need for more awareness.

"People need to realize what a hazard it can be for our students when handlebars or front wheels are over in clear walking space on ramps or sidewalks," Maxwell said. "Students have been tripped and students in wheelchairs have been denied access or sustained injuries to their hands or damage to their wheelchairs.

"Bikes locked to fire hydrants, Handiramps or ramps that access the street will be cut and removed on sight."

Caleb Brunson, director of Traffic and Parking

Evette Simmons, a 23-year-old senior, said people don't realize the liability they cause.

"Some students lock bikes to Handiramp rails above the ground," Simmons said. She is visually impaired. "I've struck my face on the handlebars many times."

Simmons appealed to Traffic and Parking and Grounds Keeping for anti-theft bike racks, which she feels will help solve the problem.

John Lawter, director of Roads and Grounds division, said additional bike racks are being installed in many places around campus.

"We've been installing new bike racks for the past six months or so in such places as Lord Hall and the Wexner Center," Lawter said. Single standard racks cost $32 each, are galvanized and can accommodate anti-theft locks. Ribbon racks, capable of holding five bikes, such as the one at Hamilton Hall, cost nearly $1,000 per rack.

Lawter said about another 150 standard racks would be installed by July 1. Not all of the remaining racks can be quickly installed because of understaffing.

Lawton was uncertain if additional funding would be available next year to install more racks.

Graduate student Mike Shumate, 38, said he has experienced problems getting to classes in his wheelchair.

"Mountain bikes especially cause problems because their handlebars are parallel to the ramp and they stick far out. It is very difficult to get around them," Shumate said. "Sometimes the tires block the entrance to the ramp, too. Those are two of the biggest problems."

Caleb Brunson, director of Traffic and Parking, said bicycles parked illegally will continue to receive red warning tags or be impounded according to the degree of severity of the violation.

"Bikes locked to trees or any other object not posing a safety hazard will receive a red warning tag," Brunson said. Traffic and Parking does not impound bicycles contingent upon the number of tags they receive unless someone specifically asks that a bicycle be removed.

"Bikes locked to fire hydrants, Handiramps or ramps that access the street will be cut and removed on sight," Brunson said. Students whose bicycles are impounded must provide proper identification at Beavis Hall and pay $20 to recover their bicycles. Brunson said he was not certain of the number of impounded bicycles.
Registration time

Tim Bechtol, a senior majoring in architecture from Defiance, registers his bicycle with the OSU Police Department. The registration is part of a crime-prevention program.
More riders, fewer racks contribute to bike thefts

By Andrew B. Krantz
Lantern staff writer

In 1991, more than $90,000 worth of bicycles were stolen on the OSU campus, a fact often attributed to the increase in bike riders and a lack of bike racks.

In the past three years, bicycle thefts have increased at a remarkable rate, said OSU police officer Marc Mattmiller. In 1989 only 191 bikes were stolen compared to 312 in 1991.

"Bicycle parking is a big problem on campus," Mattmiller said. "Getting new racks is a matter of funding and they are just too expensive to buy and install."

"It has gotten to the point that I have to leave for class a half hour earlier if I want to get a spot for my bike," said Eric Sherman, a senior from Bristol, Tenn. "I am better off just walking to class and not worrying about my bike being taken."

Police suggest that when locking a bike, more than one lock should be used.

"The best way to lock it is to use the thickest chain possible and put it through the front tire, the frame and the back tire," Mattmiller said.

"Never use a combination lock because it is the easiest thing to break," he said. "The best lock to buy is a "U" bolt lock and collar."

A collar is two pieces of iron that attaches to the "U" bolt to reinforce the strength of the bolt, he said.

One problem with the lack of parking is that the older concrete racks make it difficult to lock a bike correctly, Mattmiller said.

"The most popular bike on campus is the mountain bike that has very thick tires and make it impossible to use the racks properly," he said.

Many students are now purchasing the quick release tires and seat to take with them to class or lock it up separately.

Mattmiller advises students to lock up bicycles in visible places when parking in the campus area.

One way that students can help police recover stolen bicycles is to register them, at no charge, with the OSU police department, Mattmiller said.

"After you register your bike you should engrave it with your social security number and state in which you live," Mattmiller said.
Illegally parked bicycles hurt mobility of visually impaired

By Jeffrey A. Thornhill
Lantern staff writer

Dan Kelly knows the dangers of illegally parked bicycles around the Ohio State campus.

Kelly, who is visually impaired, has tripped over bicycle tires sticking out onto sidewalks and has been bruised by walking into handlebars.

"The way I want to put it is, it's time for the pedestrians to take the sidewalks back," said Kelly, a sophomore from Akron. Even though the ongoing construction adds obstacles, the bicycles are even more of a problem, he said.

Kelly said that because students are locking their bikes to railings, on wheelchair ramps, signs and posts along sidewalks, students are making it increasingly difficult for people with disabilities to get around campus.

"The handlebars of the bikes stick out over the sidewalk," he said. "When I walk around, I walk on one edge of the sidewalk to avoid people coming the other way. When I'm walking along, my cane goes underneath the handlebars and the handlebars catch you around the waist," Kelly said.

Dick Maxwell, assistant director of Disability Services, said he is aware of the problem.

"A big problem exists in front of Lazenby and Townshend Halls. Students are locking their bikes to handrails on the steps leading into the buildings. Anyone either coming out or going up could seriously get hurt," he said.

"We'd just like students to be aware of what a hazard it really is. Especially for students with hidden disabilities, such as arthritis and partial mobility impairedness. Students are at risk when handlebars and wheels are sticking out into the walkways," Maxwell said. "Just be courteous to other people and their mobility needs."

Dave Fillhart, assistant director of Traffic and Parking, said any illegally parked bikes that are removed are either found by Traffic and Parking officers or through complaints filed by the public. He said his main concern is bicycles that are obstructing handicap ramps or exits.

Fillhart said there is no particular day Traffic and Parking takes bicycles. "We do it on a daily basis," he said.

"Be courteous. Do not lock your bike to any kind of handicap ramp or close to a handicap curb cut, or block any type of egress to any building, mainly, just for a safety factor. If we see it, yes, we will remove the bike," Fillhart said.
OSU Police to enforce bicycle violations

By John Lasker
Lantern staff writer

Starting Friday at 7 a.m., the OSU police will begin a campaign of randomly enforcing moving violations involving bicycles on campus.

A steady flow of citizen complaints concerning campus bike safety and a request by the Committee on Traffic and Parking and University Public Safety has caused the University Police Department to implement the Bicycle Violations Enforcement Program.

Certain congested areas on campus have been targeted by the OSU police, who will issue citations for "flagrant violations" of state traffic codes.

"The real thrust is to work on really blatant violations," said Ron L. Michalec, deputy chief for the OSU Police Department.

In the past few years, Ohio State has seen a large increase in the number of bicycles on campus, posing a safety problem for the police and the division of Traffic and Parking, Michalec said.

In December, the OSU Bicycle Patrol and Michalec drafted a report on how the new bicycle enforcement program should be executed.

The flagrant violations the report lists as being the target of the campaign are: reckless operation of a bicycle, failure to yield to pedestrians, one-way street violations and stop sign/stop light violations.

Specific target zones on campus will be randomly patrolled two to three times a week from 7 a.m. to 11 p.m. The designated target zones are: the Oval, Page Hall, Hagerty Hall, College Road at Wiegal Hall, 17th Avenue at College Road and 12th Avenue at College Road.

Michalec said violators of any of the four flagrant offenses will be issued state citations and summoned to Franklin Municipal Court. If found guilty of the infractions, a maximum fine of $100 and court costs will be assessed to the person.

Repeat offenders will continue to be cited misdemeanor charges, and under no circumstances will bikes be impounded for moving violations, Michalec said.

State citations will be issued because the university does not want to profit from the new Bicycle Enforcement Program, Michalec said.

"We don't want anybody to think we're doing this for a money-making operation," Michalec said. "That's why we're stepping away from giving university citations."

In the past, violators of bicycle infractions were only given warnings, but warnings alone were not effective in curbing the recent increase in bicycle and pedestrian accidents, Michalec said.

There have been 15 bicycle accidents reported to OSU police since April. Michalec said at least two to three times that number of accidents occur, but are never reported.

The Committee on Traffic and Parking and University Public Safety drafted its recommendations in response to complaints concerning bicycle safety during Autumn Quarter, said Leslie Winters, assistant vice president for the committee. The committee consisted of OSU faculty, staff, undergraduate and graduate students.

"We've had a number of complaints from faculty members, administrators, students, as well as our committee, all concerned with the safety of bikes on campus," Winters said.
USG says bike racks needed

By Tanea Lewandowski
Lantern staff writer

Did you know that the university is supposed to be installing 20 new bike racks per week on campus?

Last spring, after hearing USG's concerns about inadequate bicycle parking, the Board of Trustees agreed to install 20 bike racks per week on campus until the need is fulfilled, said USG Member Shawna Besedick.

At Wednesday's meeting, USG discussed the need to hold the university to its agreement to install more campus bike racks.

USG member Sumit Seth said university officials have informed him that there is money allotted for the bike racks, but other things have a higher priority.

The assembly decided to investigate the matter further, and to circulate a petition calling for the installment of more racks.

In other transportation issues, USG discussed the need to devise an alternative strategy to improve safety of campus cross walks.

USG Vice President Matt Fordham previously suggested to Traffic and Parking that speed bumps be installed before and after campus crosswalks.

Traffic and Parking did not agree with that alternative because of the difficulties it would pose to emergency vehicles, said USG Speaker Matt Markling.

"People are really cruisin' along these roads and we need to slow them down — especially down by the stadium," Fordham said.

In other USG business:

* An effort is being made to create a nonvoting seat on USG for a disabled representative.
* USG unanimously voted to participate in activities sponsored by the Office of African American Student Services in recognition of United Black World Month.
* USG Member Chris Norman reported that agriculture students are voicing concerns about the college name change. He said many students oppose the change and are having difficulties communicating that to the dean.
* The Board of Trustees will have an open forum for all students to voice their concerns today at 10 a.m. in the Ohio Union East Ballroom.
* The cabinet is working on installing a recycling bin outside the Ohio Union and organizing a pickup program.
* USG cabinet members announced they are working with WOSU AM, OSU President E. Gordon Gee, the Department of Communications and the School of Journalism to establish an internship program.
Only three citations

One month after a crackdown on campus bicycle violations took effect, only three citations have been issued, said Janet Pichette, vice president for business and administration.

But 200 warnings were given in the past month, said Ronald A. Michalec, deputy chief of OSU police.

"We're trying to condition the folks instead of bashing them with citations off the bat," he said. "We want to work our way into it."

The three citations issued were for riding on the sidewalk, running a stop sign and weaving between pedestrians on a sidewalk, Michalecsaid.

—Christi Gale
See ya!!

The maintenance crew of the Division of Traffic and Parking removes bikes illegally locked along a handicap ramp at Hughes Hall Tuesday.
OSU Police getting tough with campus bike thieves

By Kristen H. Hubly
Lantern staff writer

He leans against the tree and watches the suspicious man cut the bike's cable lock and attempt to race off.

But the thief doesn't get far because the man against the tree is an undercover OSU police officer.

OSU Police began a plain-clothes officer bike watch last week to discourage the rash of bike thefts that have occurred in the past month, said OSU Deputy Police Chief Ron Michalec.

Bike thefts reported to OSU Police for the month of April totalled $16,039. Thefts reported for the first seven days of May have already reached $7,549.

"We've been losing seven to nine bikes a day in some cases," Michalec said. "You've got to think, there's still five weeks left in this quarter. They'll kill us."

Two to four plain-clothes officers will be patrolling the areas of high theft 24 hours a day, Michalec said.

Areas most commonly targeted by bike thieves are bike racks on Neil Avenue and Cannon Drive, according to OSU Police reports.

One man has already been arrested in connection with bike theft after being apprehended by an undercover officer, Michalec said.

Derrick Andre Moody, 30, was charged May 3 with possession of criminal tools, resisting arrest, possession of drug paraphernalia, and receiving stolen property on four counts, Michalec said.

Michalec said the undercover officer was keeping a close eye on Moody because he appeared suspicious. The officer said he saw Moody park the blue bike he was riding in the bike rack at the northeast corner of Smith Lab. Moody then got on a black bike and began to ride away, Michalec said.

When the officer attempted to stop Moody, Moody tried to break free and throw a pair of bolt cutters in the bushes, Michalec said.

Both bikes had been stolen, Michalec said.

Moody was arrested and taken to Franklin County Jail.

Bike thieves are generally looking for parts of bikes that can be easily taken, OSU police officer Marc Mattmiller said.

A thief can take an unlocked, quick-release front tire from one bike, an unlocked back tire from another, an unlocked frame from another, grab a seat and "by shopping they can build a bike," Mattmiller said.

Prevention of bike theft involves locking bikes the proper way and registering bikes with the police, Michalec said.

"If everybody makes it harder to steal, they'll go somewhere else to get it," he said.

The best way to secure a bike is to lock the frame with a U-bolt lock and lock the accessories with a cable, said Brandon Okone of the Bike Source, a campus-area bike shop.

Locking bikes properly is only effective if the bike is locked to something stable and in plain view, Okone said.

"The thought that 'If I lock my bike up way behind Larkins in the bushes, no one will steal it,'" Okone said. "Gives thieves a great opportunity."

Registration of bikes should also be a priority of bike owners, Michalec said.

"If you want the bike back," he said, "You have to have it (registration)."

Michalec said OSU Police sometimes recover bikes and can never find the owners because the bikes were never registered.

When bikes are impounded by OSU's Division of Traffic and Parking, the police will run a check to determine whether the bike has been stolen. However, if the bike has not been registered, there is little chance the owner will ever know the police have it, Michalec said.

Bikes can be registered for free at the OSU Police Department in the Public Safety Building, located at 2043 Millikin Rd.

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**A lock-up**

Officer Mark Mattmiller demonstrates the correct way to lock a bicycle in a rack. Officer Mattmiller's lock consists of a cable which is wrapped around the tires of the bike and the rack, then connected to a U-bar lock which is locked to the rack.
OSU police peddles more bicycle tickets

By Phil Custodio
Lantern staff writer

University police officers are issuing state citations, in addition to warnings, for violators of the city bicycle-safety code this quarter, said David Scott, OSU police bike patrol officer.

The ticket policy began Winter Quarter in response to complaints about reckless bikers, Scott said.

Tickets are issued to blatant violators of the code, like bikers who speed on crowded sidewalks in between classes or otherwise recklessly operate their bikes, Scott said. Warnings, or advisements, are issued for less blatant violations, like riding on empty sidewalks, he said.

The decision to issue a ticket or warning is made by the officer on the scene, Scott said.

"It depends on the situation," he said. "It's based on the officer's discretion."

The 11-member bike patrol, formally organized in August, has issued nine tickets for riding on the sidewalk and one ticket for reckless operation so far this quarter, Scott said. The patrol uses seven marked bikes, which were purchased through donations, and patrols seven days a week, 24 hours a day, he said.

"People have been pretty cooperative," Scott said. "They understand the need, but there are a few people who don't conform."

"Most bikers are irresponsible," said Laura Walton, a senior majoring in English and political science. "Last year during Homecoming Week, I saw a pedestrian hit by a biker. She was taken to the hospital and had to have stitches. That's a perfect example of why bikers need to be stopped."

"Pedestrians need to be more aware," said Marc Conte, a senior majoring in communication and the USG director of public relations. "Pedestrians jaywalk all the time and they don't watch out for bikers."

Meita Tambi, a registered nurse at the urgent care section of the Student Health Center, said that most bicycle accidents do not involve pedestrians, but once or twice a quarter a pedestrian is hit by a biker.

"There's about three or four accidents a week where people fall off their bikes," Tambi said. "But not many pedestrians are hit by bicycles. Accidents involving pedestrians are usually car hits."

"If the university is going to enforce bike rules, they need to provide for bikers' needs," said Kate Terrell, a senior studying business management and USG corporate liaison. "The university expects a lot from bikers, but they're not providing enough bike paths."

"There's not enough trails for bikes," said Walton, USG director of elections. "With all the construction, it's hard on everyone."

The creation of new bike paths depends on the availability of streets, said Jean Hansford, campus planner in the Office of Campus Planning.

"To make a new bike path you just have to mark the street," Hansford said. "But first you have to get the parked cars out. You can't just remove parking. It's a slow and tedious process, but we're working on it."

The university is planning to improve conditions for bikers by installing new bike racks, said John Lawter, director of roads and grounds for the Physical Facilities Service.

"We're planning a major project this summer to install 1,000 U-shaped metal bicycle racks," Lawter said. "This is in addition to our ongoing process of installing ten racks here and there, where they're most needed."
No parking: tow away zone

An OSU traffic and parking officer, who would not identify himself by name, was captured on film removing bicycles from the handrails on the front steps of the Math Tower. When asked why the university was using torches to destroy the locks and impound the bikes, he said there have been complaints from faculty and staff.
Number of bikes still outnumber bike racks

By Ginger L. Colbrun
Lantern Staff writer

There are about three times as many bikes on campus as there are places to park them, but if you lock your bike to a tree or a sign post, don’t expect sympathy from police. OSU students riding bikes should find and use bike racks on campus “even though three of them certainly aren’t enough,” said Caleb W. Brunson, director of Division of Traffic and Parking Services.

There are approximately 10,000 to 15,000 bikes on campus, not more, Brunson said.

These 10,000 to 15,000 bike riders must compete for the approximately 5,000 bike racks on campus, said John Lawter, OSU’s landscape architect and former director of traffic and parking services.

“If you look around, all the bike racks are full. That is why people end up parking on trees, signs and rails,” said James Poromaki, a sophomore majoring in chemical engineering.

To help relieve the unbalanced numbers of bikes and bike racks, Ohio State has allocated $40,000 this year to add another 1,000 U-shaped metal racks, Lawter said. In addition, the university has opened new racks on a site on campus, new bike racks are installed, he said.

“For the last 30 years there has been a steady number of bikes on campus. In the last two years with the development of the mountain bike and the loss of the bus system the number of bikes has tripled,” Lawter said. “We are now playing catch-up.”

Traffic and Parking officers and maintenance personnel are cutting off the locks of bikes and impounding them on a complaint basis, if they are locked to handicap ramps, young trees or rails of stairways, Brunson said.

“If someone complains and it is parked illegally, then we take it. If no one complains, then we put it away.”

Traffic and Parking has cut off 600 or more bikes in the past two and one-half years, Lawter said.

See BIKE STAND Page two

The number of bikes impounded daily depends on the number of complaints the office receives, Lawter said.

Leah Makray, a senior majoring in telecommunications and cinema photography, faces the problem of maneuvering around bikes to get to class on a daily basis. Makray is disabled and uses a wheelchair.

“Start looking your bike like you were handicapped” said Officer L. R. of Traffic and Parking to a student whose bike she ticketed because it was blocking Makray’s access to the building.

Makray said the bikes are blocking the handicapped ramps and are also dangerous blocking the stairways. He said they take bikes off trees because the clipping away of bark kills the trees.

Faculty and staff members have written Traffic and Parking and complaining about bikes being locked illegally, Brunson said.

There are always bikes locked to the stair rails by Neil Avenue and Hitchcock Hall, and it is dangerous, said Martha Mueller, assistant dean of the College of Engineering.

There are a lot of recruiters who come to Ohio State. The stairs are slippery because of the leaves, and often recruiters have their hands full. If they want to hold onto the rails they should be able to, that is what they are for,” Mueller said.

Lawter concedes there are not enough racks, but he said part of the problem is that students will not walk half a block to lock their bike to an open space on a rack.

When a student’s bike is impounded, he or she must describe the bike or identify it by the serial number to Traffic and Parking. Then the student must pay two tickets: a $5 ticket for being out of area and a $15 fine for the impoundment, Brunson said.

Jonathan Quilter/The Lantern
Trees have become one of the many means of securing bicycles on campus. Light poles, “No Parking” signs, handicap railings and building signs are a few of the others.

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Trees have become one of the many means of securing bicycles on campus. Light poles, “No Parking” signs, handicap railings and building signs are a few of the others.

See BIKE STAND Page two
Bikes' look, lock can deter thieves

By Carl Spaulding
Lantern Safety Guy

Like horse thieves of the Old West, bike thieves elicit extreme hatred from their victims. If you feel as I do, even "hanging 'em high" is too good for these vermin. What can we do to stop them?

Working at Crimewatch recently, my partner and I found a bike rack where 35 out of 75 bikes had only their frames locked. Wheels for the stealing! At another rack, 4 out of 30 bikes had just their front wheels locked. Two lone wheels secured with U-locks showed that crooks will take advantage of this stupidity. What was worse, two bikes were not locked at all.

Before I cover locks, I'll describe my "Scumbag Resistant Utility Bicycle" concept. The SCRUB's chief asset is reliable transportation which can be kept on campus without worry—in other words, a bike that'll still be there when you need it.

Envision a cheap, one-speed, well-used "lady's frame" bike. Fat tires are best for bumpy paths, but standard 26-in. tires should do, and a 3-speed rear hub would be nice. Want an advanced, "customized" SCRUB? Spray paint the damn thing in clashing colors and add a handlebar basket.

"I wouldn't be caught dead on a bike like that!" you say. Well, that's exactly what Sly Scumbag will think when he sees the bike racks. If you were he, would you risk arrest for a SCRUB? If your bike were to be stolen, would you rather lose a $50 SCRUB or a $500 status symbol?

One day you leave your dorm in time to see someone riding off on your bike. You call the cops with a description: "Uh, it was a red Yuppie brand mountain bike. I think the crook was wearing green." Compare this to your report of the idiot who stole your SCRUB: "Just look for the guy riding the pink and orange nerd bike with the white flower basket." Which do you think the cops are more likely to notice?

Okay, so most of you are not ready for a SCRUB. That is where locks come in, but you have to know how to use them, and you should realize that even high-quality locks may be defeated with suitable criminal tools.

A U-lock with a four-foot cable is probably most cost-effective. Make sure you pass the U-lock through the frame and one wheel, and then the rack. Use the cable to secure the other wheel. If the cable has its own lock, so much the better. Use the thickest, toughest hardware you can afford.

If you lift your bike on the top of a rack bar, you must secure the lock to the rack. Otherwise, a thief can remove the wheel from the fork and still get your bike.

What you lock your bike to is very important. Do not use those post and chain fences! All the thieves do is cut the fence chain and lift your bike off. If you had your lock through the frame only, they can even ride away. There have been reports of four or five crooks cutting one chain and riding off on several bikes at once.

Don't use chain-link fences, tree branches, or street signs. Never underestimate the ability of a crook to dismantle, hack, chop or bust through almost anything!

Use two U-locks for expensive bikes to further "target harder" them. If you leave it outside at night, an extra-heavy duty chain and padlock kept at your rack can supplement your other locks. If possible, park in well-travelled areas visible from your dorm, class or library windows. Also, please register your bike with OSU Police so that you will stand a better chance of recovering it.

Questions, anyone? Want to see some crime or safety issue covered? Write to "The Safety Guy," in care of the Lantern.

Safety Guy Karl Spaulding is a member of USG Crimewatch.
Bike Fair is today on Oval

Police hope to reduce collisions, thefts on campus

By John W. Frees

To increase awareness of bike safety, security and parking, the University Police Department will sponsor a Spring '94 Bicycle Fair all day today, April 14, on the Oval between University Hall and the Main Library.

A mountain bike and other prizes will be given away during the fair. Representatives from bicycle shops also will be on hand to give maintenance tips.

Police Chief Ron Michalec said he hopes the bike fair will draw attention to problems caused by some riders. Each day, an average of 15,000 bikes arrive on the Columbus campus.

Michalec said there have been 12 collisions between bicyclists and pedestrians in the last six months, with nine of those resulting in injury. Bike thefts are a continuing problem as well, with an average of seven thefts a day reported to police. At the fair, students will learn the proper way to lock up bikes and how to ride safely.

There are about 5,000 spaces in racks where bikes can be parked on campus, with more racks going in each month. Although there aren't sufficient spaces, riders still should be aware of the proper places to lock up. Michalec said. Bikes parked illegally may be removed by police.

"We're overlooking attaching bikes to signposts, fences, those kinds of things around buildings," he said. "But not in areas where there is a safety hazard, such as on ramps for people with handicaps."

The University is considering requiring bike registration next year, he added.

In addition to the drawing for a Huffy Mountain Bike, 10 Scott Sport Bags and a bike helmet also will be given away. The first 500 participants who show up after the 10 a.m. start will be given a water bottle, Michalec said.

The fair will end at 5 p.m.

For details, call the University Police at 292-2121.
Police give safety tips to bikers

Chuck Hootman, a marketing major from Mansfield, searches diligently for his bicycle's serial number so he can register it with the OSU Police Department.

By Phil Custodio
Lantern staff writer

Representatives from OSU police, student services departments and local bicycle shops gave students helpful hints on bicycle safety and responsibility Wednesday on the Oval.

OSU police officer Marc Mattmiller organized the event after receiving a suggestion from Assistant Vice President of Administration John Kiesberg.

The event marked the first time OSU police worked with other university departments to educate students about bicycle awareness and safety, Mattmiller said.

OSU police officers registered bikes and passed out pamphlets describing laws which apply to the use of bicycles. They set up displays to show students the best locks for their bikes, such as U-bolt locks and padlocks with case-hardened shackles that resist boltcutters.

All participating groups advocated bicycle safety, especially the use of bicycle helmets.

A traumatic head injury can reduce the mental capacity of an accident victim to the second grade level, said Margie Barrett, coordinator of prevention programs for the Ohio Head Injury Association. This condition is often irreversible.

A helmet can prevent most head injuries resulting from accidents, Barrett said.

Bicycles create problems for disabled students on campus, said Richard Maxwell, assistant director for the Office of Student Disability Services. Bicycles that are illegally locked to stairway railings, access ramps or sidewalk fences, make it even more difficult for the disabled to get around campus.

Maxwell said bikers need to be more considerate of pedestrians when riding on sidewalks. Students with hearing disabilities cannot hear approaching bikes, so bikers should never ride aggressively.

The handlebars of a bicycle parked at the edge of a sidewalk can stick out where the cane of a visually-impaired person can probe, causing the person to trip, said Mike Shumate, a representative of the disability services office.

Administrators should work more with students to resolve bicycle parking problems on campus instead of relying on the enforcement of rules and regulations, said Catharine Maupin, superintendent for grounds maintenance.

"Every student I've talked to says the new U-shaped bike racks are better," Maupin said. "The old racks worked before, but the lock style changed (to the U-bolt lock). We're working to catch up."

Organizers are planning another bicycle awareness event for next fall to reach new students, Mattmiller said.
Police to crack down on problem dogs and bikes

By Phil Custodio
Lantern staff writer

Illegally parked bicycles and dogs running loose on the Oval won't be tolerated much longer by OSU police.

Officers will begin impounding bikes on Monday, said OSU Police Chief Ron Michalec. He added officers will begin issuing tickets May 2 to the owners of unleashed dogs.

Officers will determine which bicycles are illegally parked, such as on stairwells, ramps or doorways, and will call Traffic and Parking officers to cut the locks and impound the bicycles, Michalec said.

Officers will go to the Oval starting Monday to give warnings to owners of unleashed dogs. They will continue this for one week before issuing tickets, Michalec said.

This new policy is part of an ongoing push to improve safety for disabled students. It was initiated by a February complaint from several student groups, including Students for Disability Awareness, USG, and the Traffic, Parking and Public Safety Committee of the University Senate, Michalec said.

Bicycles locked at entrance ramps or sticking out into walkways can trip disabled students, Michalec said. He added unleashed dogs can interfere with guide dogs.

Officers will focus on areas with the highest bicycle traffic and will consider the circumstances before impounding a bicycle, he said.

If bike racks are full and a bicycle is locked to an object that does not block the pathway, such as a building-name sign, then it probably will not get a ticket, Michalec said.

"If a bike rack is nearly empty, however, and a bicycle is locked to a sign next to a building for convenience, then it would receive a ticket and be impounded," he added.

"We want to work with students. If there are no racks, then we won't cut them (bicycles) away just if it's a technical infraction. We want people to use good common sense. If a bike rack is there, use the bike rack," Michalec said.

OSU students, staff and faculty, who let their dogs run loose on the Oval, will be ticketed for violating university rules which require dog owners to keep pets on a leash at least six feet long while on campus, according to University Rule 3335-13-05.

Violators who are not part of the university can be charged with a fourth-degree misdemeanor under city law. This law requires dog owners to keep pets on a six-foot leash or under "direct control" while not on their own property, according to General Offenses Code 2319.03.

Direct control means the dog is within sight and hearing distance and will respond immediately to verbal commands.

A fourth-degree misdemeanor is punishable by up to 30 days in jail and a $250 fine, according to the code.

If no owner can be found for a loose dog, county officials will be called in to transport the dog to the Humane Society, Michalec said.

See BIKE/Page two
New bike racks installed on campus

University making efforts to ease bike parking problem

By Randi Lewis
Lantern staff writer

The university is making efforts to ease the bicycle-parking problem, while enforcing its rules against illegal parking.

New bicycle racks are being installed on 18th Avenue, between the journalism school and the math building.

"We implemented a plan to put bike racks in all across campus four years ago," said Jim Stevens, associate vice president of the Office of Physical Facilities.

"We put in over 1,000 bike spaces a year," he said.

Physical Facilities is involved with a student advisory committee that determines where new or updated racks are needed.

"The students review what's gone in, and where we need to put new ones," Stevens said. "They also did the initial layout for where they wanted the racks to be."

But students agree that finding a legal parking spot is not getting any easier. All across campus, bicycles are locked to trees, sign posts and stair railings because most racks are full.

"It's tough to find a place to park when you're trying to make it to class and you're late," said Chris Vondran, a junior in landscape architecture.

"I have to park in places other than the bike racks almost everyday," Vondran added.

The new racks will not be installed soon enough for those who have already been ticketed for improper parking.

OSU Police recently announced they would crack down on illegally parked bikes, and this process is progressing steadily.

"There have been approximately 80 bikes impounded since the beginning of the year," OSU Police Captain David Stelzer said.

"We impounded 10 or 11 yesterday for improper parking," Stelzer said.

OSU Police and Traffic and Parking officials could not estimate how many bicycles are used on campus, because bicycles do not have to be registered in order to be parked on campus.

"This is one reason a registration process needs to be put into place," Stelzer said.

A proposal on bicycle registration has been passed by the University Senate, Stelzer said, and the issue will soon be heard by the Board of Trustees.

However, some think vandalism is a more pressing issue than adequate space.

"I don't feel parking is a problem, theft is the problem," said Marc Henslovitz, a freshman in communication.

"We are working on getting rid of the old style of bike racks, that are easier to vandalize," Stevens said.

The old-style racks are made of concrete, with metal loops used to secure locks. The new-style racks are large metal arches.

Stevens said Physical Facilities is trying to find ways to install racks faster. "Right now our only limiting factors are time and money," he said.
Cyclists on Oval irk traffic panel

By John W. Frees

There was a collective gnashing of teeth about bicycles at the May 12 meeting of the Traffic, Parking and Public Safety Committee.

Bike riders zooming through the Oval, endangering pedestrians, and parking haphazardly around trees and signs brought out frustrated statements from committee members, who are determined to solve the problems.

"I'm appalled that this University isn't doing more" to keep riders off the Oval, said Terence Olin, associate professor of English. He wants warning signs put up and more tickets issued. Signs are painted on the sidewalks of the Oval every spring, but do little to stop riders, said Caleb Brunson, director of traffic and parking.

George Black, student of finance and member of the committee, said signs won't do any good. Exacting fines from scofflaws is the only way cyclists will learn to obey the law, he said.

Right now, students know the chances of being caught riding on the Oval are low, pointed out chairman Jot Carpenter, professor of landscape architecture. "We can't catch these kids on bikes, that's the problem."

John Kleberg, assistant vice president for business and administration, told the committee about a police officer on a bicycle who raced to catch and ticket a speeding bike rider. The officer's bike speedometer registered more than 30 mph during the pursuit, Kleberg said. He caught that rider, he said, but officers can't catch them all.

A day should be set aside for officers to blanket the Oval to catch speeders, said Devon Phelps, fiscal officer for traffic and parking. That may be the only way to show riders the University means business.

Some progress is being made to resolve the bike parking problem, Kleberg said. More bike racks are being put in daily and dozens of illegally parked bikes have been impounded in the last few weeks.

A new rule that is expected to come before the Board of Trustees in the summer would require riders to register their bikes. That should allow the University more control over the estimated 15,000 bikes that flood the campus daily, Brunson said.

That number represents an increase over past years because many freshmen, who are required to park on the west campus, are riding bikes instead of buying buses. By registering bikes, the University can keep track of the number of riders and plan accordingly, he said.

Critics should not forget that bikes have positive aspects, Lewis Greenwald, associate professor of zoology, pointed out when the traffic and parking committee submitted its report at the May 7 University Senate meeting.

Lewis rides his bike to work every day from his home in Upper Arlington, six miles away. In a telephone interview last week with onCampus, he agreed bikes should be kept off the Oval, but said there must be well-marked alternative routes for riders.

There are good bike paths on the west campus, but as riders enter the central campus, the bike routes "just disappear," he said. He suggested Traffic and Parking Committee members visit other universities, such as the University of Wisconsin, and see how bikes are integrated into campuses.

Planners here should applaud bike riders and make room for them, he added.

"Every time a person comes onto campus with a bike, that's one less car on campus," he said.
Bike ownership up, but rack space limited on campus

By Ramona Evans
Lantern staff writer

The amount of student parking on campus has steadily decreased during the past few years, replacing four-wheeled traffic jams with a two-wheeled variety.

Bikes are becoming the hottest wheels on campus, but bike rack spaces aren't easy to come by.

"The numbers of bikes are growing past the numbers of racks," said John M. Lawter, university landscape architect. "Right now we're just playing catch-up."

The university has reduced the automobile parking capacity on campus in hopes of becoming a predominantly pedestrian campus, said Caleb W. Brunson, director of Traffic and Parking.

Brunson sympathizes with the lack of bike racks available, but said his office will not tolerate bikes that block wheelchair ramps or interfere with visually impaired students' access or mobility.

The Office of Physical Facilities has been working with the University Architect to meet the demands of the recent influx of bicycles, said Chuck Smith, director of roads and grounds.

"There have been 600 bike racks installed in the past two years," Smith said.

If rack space is available and a bike is illegally parked, it can be "towed." Bikes causing a safety hazard will be removed and impounded immediately, Brunson said.

Illegal parking can also degrade the campus environment. Bikes attached to trees cause damage and can sometimes destroy them, Lawter said.

Bike tickets cost $25 and proof of ownership or a key to the lock is required to reclaim the bike, Lawter said.

This summer bike racks were installed on Neil Avenue, where traffic has been the most congested, Lawter said. The new racks cost $40,000.

Lawter explained that the bike racks are effective but also expensive. Each U-shaped rack costs about $60 to purchase and install.

There are cheaper bike racks, but they aren't as effective against theft, Lawter said.

OSU Police Capt. Joseph F. Gaynor advises students to register their bikes with OSU police.

"There have been a rash of bike theft reports since students have come back from break," Gaynor said. "If they register their bikes, we can keep a look out for them on campus, in pawn shops and second-hand bike stores."

Gaynor said the best protection against theft is the combination of a U-bolt lock connected from the frame of the bike to the rack and a cable lock threaded through both tires.
Biking Around Ohio State

A bicyclist passes students walking to class at College and 17th avenues.
Getting around at Ohio State can sometimes be a challenge. With undergraduates commuting being forced to park on West Campus, getting from the car to class has become even more difficult.

OSU Police Chief Ron Michalec said students have been forced to find other modes of transportation because of parking problems. But mountain bikes, a popular alternative to the automobile, have done little to solve the transportation problem.

The university can not install bike racks fast enough to keep up with the demand for bike parking.

Also, the number of collisions between bikes and pedestrians has increased in the last few years, according to OSU police. Twelve collisions were reported last year, nine of which were fairly serious, Michalec said.

Ohio State is working on providing a "user-friendly environment for bicyclists" by increasing the amount of safe areas for bicycling, he added.

Michalec said bike problems are not unique to Ohio State. He recently received a phone call from officials at the University of Kentucky, who asked what solutions OSU has tried to solve the problem. While Michalec said he does not have any answers, he welcomes suggestions from anyone to solve the bike problem.

Michalec said the key to staying safe on a bicycle is to "use it as though it were a motor vehicle." It is safer that way than to cross over sidewalks and disobey traffic signs and signals.

John Ricobono, a senior from Columbus majoring in journalism, said he has given up on riding his bike from the parking lots to class because it is not worth the hassle.

"I always worry about my bike getting ripped-off because I had heard about the statistics," he said.

Ricobono's fears are not unfounded. Last year 336 bicycles were stolen from campus at an estimated cost of more than $114,000, Michalec said.

In the short term, Michalec suggests locking a bike, with a strong U-bolt lock that can be attached to the frame. He also suggests that a chain or cable be used to secure both wheels to the U-bolt.

A student uses the "no hands method" of getting to class early in the morning on Neil Avenue.

This bike was secured to the chain rail in front of Cockins Hall on Neil Avenue.

Parking lot full in front of Baker Systems on Neil Avenue.

Darin Hartnell, a sophomore from Dayton majoring in aeronautical engineering, rides a unicycle and jugs and on the Oval.

Photos and Story By Tom Meehan

Two students walk toward campus on 17th Avenue near the Wexner Center.
Business college construction job takes parking lot

By Misti Crane
Lantern staff writer

Students currently who use the Tuttle Park lots will be forced to park even farther west upon the construction of the Max M. Fisher College of Business, said Cal Brunson, director of traffic and parking.

Brunson was one of five speakers at Tuesday afternoon’s open forum held to discuss the goals and problems of transportation on and around the campus. The forum, which was held in Evans Laboratory, was sponsored by the University Staff Advisory Committee.

When a faculty member expressed concern over the possibility of the planned site causing a loss of parking places for those with “A” and “B” stickers, Brunson explained that a simple “domino effect” will take place.

Everyone, beginning with the students, will have to park closer to the west side of campus. Therefore, spots currently designated as “C” parking will be changed to accommodate faculty and staff.

Although the proposal will primarily affect students, none attended the board meeting.

USG President Rob Edmund said he was not aware of the meeting. “I think we are all frustrated with traffic and parking,” he said.

Dave Kennedy, USG representative for commuter students, said if the “C” lots are moved to west campus “there will be hell to pay.” He also said this type of proposal was “completely unacceptable.”

Helen DeSantis, assistant vice president of business management, said the improved campus bus service (CABS) will help alleviate the problem of getting to campus for those who have to park far away.

CABS has been very effective in meeting student demand, particularly those freshmen and sophomore commuter students who must park on the west campus lots, said Beth Kelley, the director of transportation.

Only a handful of complaints have been received since the new bus system has been put into effect, Kelley said.

The price of parking stickers was another topic of discussion at the forum. Of the 11 schools in the Big Ten, only Michigan State and Purdue pay less than OSU students and faculty, Brunson said.

Traffic and Parking is mandated to generate its own funding, and receives no federal or state help, Brunson said.

Forty-eight percent of their revenue comes from parking permits, 38 percent is generated from charges for visitor parking, and 8 percent is from citations. The remainder is broken down into several small areas.

Of the 48 percent of revenue from parking stickers, nearly 60 percent is from the sale of “A” and “B” stickers. Thirty-three percent is from “C” stickers, Brunson said.

Seven percent is unaccounted for.

John Kleberg, assistant vice president of business and administration, spoke on the issue of increased bicycle, skateboard, and rollerblade traffic on campus.

“We really need to do something in regards to the bike congestion,” he said.

Because of an increase in the number of students who ride bikes around campus, bike parking is and will most likely continue to be a problem, Kleberg said.

Racks to accommodate 2,000 bicycles were installed this year alone, Kleberg said, but the overcrowding problem has yet to be solved.

Kleberg proposed limiting the use of rollerblades and skateboards from garages, on bike paths and inside buildings.

Rollerblades and skateboards cause numerous injuries in such busy areas and are damaging to many structures on campus such as the ever-popular slopes outside the Wexner Center, Kleberg said.
Safe and secure

With increases in bike theft on campus, some OSU students are taking extra precautions.
$120K to be spent for more bike racks

By Sandy Nelson
Lantern staff writer

Ohio State needs to add 2,000 bike racks, costing about $120,000, to meet the demand for bike parking, university officials say.

There are about 3,000 racks currently on campus, University Landscape Architect John Lawter Lawter said.

The university also plans to add several large parking areas and a new system of bike paths spread across campus and extending off campus, Lawter said.

"Putting all of the bikes in several big areas will make it easier for the OSU Police to keep an eye on them," Lawter said.

Ohio State has hired OSU Bike Coordinator Hal Cain as a consultant to design a plan to solve the existing problems, Lawter said.

Cain and a committee made up of representatives from Traffic and Parking and the Department of Landscape Architecture will meet in early May to review suggestions for a new master plan, Cain said.

The university is currently installing 1,000 U-shaped bike racks each year and facing out the old ground racks which are made of cement, Lawter said. The old racks are only being used where additional bike parking is desperately needed.

Ohio State is also attempting to coordinate their cycle solutions with the City of Columbus, Cain said.

"One idea would be to connect campus bike paths with existing and future bike paths around the campus area, Cain said.

Ben Hinker, an employee of Cross Country Cycle Shop, said there are additional problems involving bicycles on campus. For example, bicyclists are having trouble sharing the road with fellow bikers. "We see lots of bent rims, flat tires and turned handlebars resulting from crashes with other bikes on campus," Hinker said.

Andy Rossette, a junior from Cleveland majoring in English, said the biggest problem is the lack of parking and security for bikes not the flow of traffic.

Large parking areas, such as those being considered by Cain's committee, are a bad idea and defeat the purpose of riding bikes to class, Rossette said.

"The whole point of riding to class is that you can park your bike right outside your class building," Rossette said.

Even though administrators are aware of the parking problem, the university has begun installing more "Bike Tow-Away" signs around buildings which have a high volume of illegal bike parking, said Dave Fillhart, assistant director of Traffic and Parking.

"As a general rule, we don't have people out there checking specifically for illegally parked bikes," Fillhart said. "We get complaints from students, faculty and staff about locked bikes blocking walkways and entrances and we respond to those."

"Right now, we're only impounding bikes which are a hazard," Lawter said.

Bicyclists on campus are subject to the same laws as motor vehicles. These include stopping at crosswalks and stop signs, Fillhart said. Bikes are not permitted on sidewalks anywhere on campus, including the Oval.

Bicyclists who break the law may be ticketed by University Police, Fillhart said.

During fall quarter, Traffic and Parking removed more than 250 bikes locked in unauthorized places, which can be attributed to the lack of legal parking, said Dave Fillhart.

In order to retrieve an impounded bike, the owner is required to pay a $25 fine, Fillhart said.
OSU police use high technology in bicycle registration, recovery

By Joseph Forcina
Lantern staff writer

University Police have made it easier for people to register their bicycles by placing the service on the Internet.

The Online Bicycle Registration "makes it convenient for people who don't have time to go to the residence halls or the police department to register their bicycle," said University Police Chief Ron Michalec.

Deehil Betz, a senior majoring in English, said registering a bicycle the old way is too much of a hassle. He said he is going to consider using the on-line registration since his bicycle is not registered.

"If it was more convenient, I think I would do it," Betz said.

People can register their bicycle from any computer that is linked to the Internet, Michalec said.

The on-line registration, which is located on the University Police department's World Wide Web, is available to all Ohio State students, staff and faculty, he said.

The new feature to the page, which is accessible through the university's home page, has been operating for about two weeks, Michalec said.

Previously, the only places to register a bicycle were the police station, Off-Campus Student Services and most residence halls, said University Police Capt. David Stelzer.

To register a bicycle through the Internet, the owner has to type in certain personal and bicycle information into the designated areas on the page, Michalec said.

This includes the owner's name, address, social security number, and the bicycle's make, model, serial number and prior registration, he said.

"The more who register, the better we are at recovering it."

— University Police Chief Ron Michalec

If a bicycle is stolen and later recovered, the only way it will be returned is if the owner knows the serial number, he said.

Stelzer said only a small percentage of stolen bicycles are returned to their owners. He said this is because only a few bicycles are registered with University Police.

Unregistered bicycles that are recovered are usually auctioned to the public, he said.

Michalec said that bicycle theft is a big business around campus. "There are a lot of professionals working the area."

On average, one bicycle is stolen every day. This results in about $100,000 a year for the thieves, he said.

If a stolen bicycle is reported to University Police, officers will place the bicycle's information into the National Crime Information Crime computer, Michalec said.

If a bicycle is found and the police believe it has been stolen, they will run the serial number through the computer to see if there is a match, he said. If the computer finds a match, the owner is notified even if the bicycle was found in a different state, Michalec said.
Bicycle thieves steal free rides this summer

By Christie C. Bober
Lantern staff writer

Bicycle thefts are on the rise this Summer Quarter. Last week alone there were 10 bicycles reported stolen on campus, according to police reports.

Nine out of the bicycles stolen last week were locked by a simple cable and combination or key lock.

"Many bicycle thefts go unreported," said University Police Chief Ron Michalec.

University Police use different tactics to catch the bicycles thieves. They suggest to properly lock your bicycle and register your bicycle with University Police.

Michalec said the best way to protect your bicycle is to use a U-lock and cable together. He suggests to lock the rear tire and frame to the bike rack with a cable weaving in a figure-eight position through the bike frame and the front tire.

Registering your bicycle helps in the search and recovery, police said. If a bicycle is reported stolen, police can enter the serial number of the bicycle into a computer that feeds the National Crime Information Center. The bicycle is then registered in the system as stolen.

"We have caught people stealing bicycles, but can not press charges because the owner of the bike is unknown and the owner doesn't come forward," Michalec said.

Police have made registering a bicycle easier by using the Internet. Students can register through the Ohio State Home Page by knowing the make, model and serial number of the bicycle.

Used bicycle shops are required by a Columbus ordinance to check the serial numbers of the bicycles they receive as used bicycles. However, many bicycle shops do not accept new merchandise sold to the store. "We don't take new bicycles, because we know they are stolen," said Wilbur Scott, owner of Campus Bike Shop for over 40 years. "If I sold a bicycle to a customer and they come in two years later to upgrade, that's fine."

Police are not the only ones watching for bicycle thefts. Over two years ago, the Student Safety Service started working with police to look out for crimes on campus.

The students from the service are posted around campus, at such areas as bike racks and parking lots.

"We use them at hot spots to look for crime," Michalec said.

The responsibility of the service is not to apprehend anyone involved in the crimes witnessed. The students are to phone the incident in to the police with a description of the suspects and keep surveillance of the suspects.

"The service has really paid off," Michalec said.

Recently, the service has been involved in five cases where they helped catch the suspect or suspects of a crime they witnessed.
Traffic rules apply to everyone

By Trisha Crawford
Lantern staff writer

Classic confrontations occur daily on campus between two types of Ohio State students, walkers and bicyclists.

A walker looks up, only to see a bike rider approaching. The two play chicken until one jumps out of the way, the other swerves or they crash.

Bicycle collisions have become a problem, said University Police Chief Ron Michalec. Last year, 12 collisions were reported, nine of which included injuries.

"Sometimes it's the rider's fault and sometimes it's not," Michalec said. "We see more of bicycles hitting something."

Although some of the accidents happen because of lack of caution, riders also have been cited for drunk driving.

"That just shows the scope of the problem," Michalec said.

Michalec said the best way to deal with bicycle accidents and violations is to educate riders of the rules they should follow.

"A bicycle is to be treated as if it were an automobile," Michalec said. "They are to follow all the signs and traffic laws."

According to OSU rules, bicycles are not allowed on the sidewalks if there is a street running parallel to them. This presents a problem in the Oval, because there are no parallel streets.

Cara DeCarlo, a junior majoring in industrial design who rides her bike to class, doesn't agree with the rule.

"You can't ride on the street because you'll get killed, DeCarlo said. "It's so busy."

Michalec said another way to deal with the problem is through mandatory bike registration, which is currently voluntary.

"We don't know how many bicycles we're dealing with," Michalec said.

Registration would also increase the chance of getting stolen bikes back to owners, Michalec said.

DeCarlo said she doesn't think any action by the university will curb bicycle violations.

"People are in a hurry," DeCarlo said. "They don't watch where they're going."

One student who admits he's been in a few bike accidents said the efforts to increase bike safety make sense, but that they would be a waste of time.

"It's kind of common sense," said Anteneh Belay, a senior majoring in zoology. "What's the fastest you can go, 20 mph?"

Fines for violations are $25, although they are not given out as often as they should be, Michalec said.

A spokesman for traffic and parking, who asked not to be named, said they can get up to 10 parking violations for bikes per month but almost never receive a moving violation.

"Officers see a violation happen but can't turn around in time," the spokesman said. "Bicycles are pretty elusive and they get away. We've had most success when officers on bikes are on duty."
Ohio State 03-09-18 Students can "Bug your Bike" to deter theft

MEDIA ADVISORY
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FOR IMMEDIATE RELEASE
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Safety collaborative to help Ohio State students deter theft
"Bug your Bike" and ultraviolet marker program to aid off-campus residents

Students returning to The Ohio State University campus area Friday (9/19) will have the opportunity
to participate in two property identification services
being offered from noon to 4 p.m. at the
Community Crime Patrol Office, 104 E. 15th St.

"Bug Your Bike" and an ultraviolet theft protection
marking program, the first of its kind nationally, are
free services offered jointly by the Ohio State
offices of Student Affairs and Off-Campus Student Services, and Community Crime Patrol.

Utilizing the latest in electronic and computer technology, bicycles will be equipped with radio frequency identification devices and personal valuables will be registered with ultraviolet markings to properly establish ownership and enhance recovery in the event property is lost or stolen. Last year, approximately 200 bicycles were registered in the first year of the "Bug Your Bike" program.

WHAT: "Bug Your Bike" and Ultraviolet Property Identification Programs.

WHEN: Friday (9/19) from noon to 4 p.m.


WHY: To establish property ownership, deter theft and improve recovery by implementing state-of-the-art technology.

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Sharrows

What is a “sharrow?”
Sharrows, or shared street markings, are bike-shaped markings used to alert vehicles that bicyclists are permitted to share the full lane. On shared streets, travel lanes are shared by all vehicles — there are no striped bicycle lanes. Bicyclists should ride in the street and avoid riding on sidewalks.

Why “sharrows” on OSU’s Columbus campus?
University streets must function for pedestrians, bicyclists, buses — and cars. Incorporating sharrows on campus streets is part of the university’s effort to make campus a safe place for multiple modes of travel, encourage healthy lifestyles, and environmentally friendly transportation. This is just part of the university’s One University Framework Plan to enhance the campus environment and promote safety, simplify roadway alignment, upgrade the utility infrastructure, and address deferred maintenance.

Where can I find “sharrows” on OSU’s Columbus campus?
Sharrows will be installed this summer in the following locations:
- Woodruff Avenue: Between College Road and High Street
- College Road: Between Woodruff Avenue and 12th Avenue
- 12th Avenue: Between High Street and Neil Avenue
- Neil Avenue: From 12th Avenue to John Herrick Drive
- John Herrick Drive: From Neil Avenue to Cannon Drive

Sharrows are scheduled to be installed the week of July 11, 2011. Approximately 98 sharrows will be installed throughout the aforementioned campus roadways.

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